

# Upper Brook Street Masterplan Williams / Alliance UBS Limited Supporting Planning Statement



# Supporting Planning Statement

Upper Brook Street Masterplan – Williams Motor Co (Holdings)/ Alliance UBS Limited

Property Alliance Group/ Moda Living/ Williams Motor Co (Holdings)

July 2023

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## Appendices

Appendix I     Site Location Plan

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**Report title:** Supporting Planning Statement

**Prepared by:** NS/ EH/ NL

**Status:** FINAL

**Draft date:** 3 July 2023

**For and on behalf of Avison Young (UK) Limited**

# 1. Introduction

1.1 This Planning Statement has been prepared by Avison Young ('AY') on behalf of Williams Motor Co (Holdings) and Alliance UBS Limited ('the Applicants'), in support of an application for full planning permission submitted to Manchester City Council ('MCC') at land between Upper Brook Street, Kincardine Road, and Grosvenor Street ('the Site') (also known as the 'Upper Brook Street Masterplan (Williams Motor Co (Holdings)/ Alliance UBS Limited)'), as shown on the Location Plan at **Appendix I**.

1.2 The application proposes the following description of development:

*"Full planning application for the demolition of existing buildings and erection of three ground floor + 12/14/41 storey buildings to be used for Purpose Built Student Accommodation (Use Sui Generis), comprising 1,100 bedrooms in total and 506sqm of ground floor ancillary uses (café/ commercial and convenience store - Use Classes E (a)/(b)/(c)), three buildings comprising ground floor + 5/7/9 storeys for Science and Innovation uses (Use Class E (g)(i) & (ii)) and 834sqm ground floor community uses (retail/ cafés and medical facility (Use Classes E (a)/(b) and (e)), and the provision of new public realm, two new public squares, new access and parking, and associated works."*

1.3 Please note, reference to 'science and innovation uses' in the description of development will also be referred to 'life science uses' throughout the planning submission.

1.4 The proposed development is described fully in the Design and Access Statement prepared by Hawkins Brown and SimpsonHaugh Architects and presented in the submitted application drawings. The application proposals have been developed in consultation with MCC Officers, other key stakeholders, and the local community. A Statement of Community Involvement has been prepared by AY to describe the engagement undertaken; this document is submitted in support of this application as a standalone document.

1.5 This Planning Statement assesses the development proposal against relevant planning considerations, including national and local planning policy and other material considerations. It provides the planning justification for why the proposal represents policy compliant sustainable development and should be approved without delay.

## The Vision

- 1.6 The vision for the proposed development is to transform the currently derelict Site to create a world-class and sustainable development with best-in-class facilities supporting well-being, inclusivity and diversity.
- 1.7 The development is a vital part of the wider Upper Brook Street Masterplan and is envisaged as a strategic link between the neighbouring residential areas of Ardwick to the east and the Oxford Road Corridor to the west. The development will breathe new life into a previously forgotten corridor of land, making a positive contribution to the local community of Ardwick, while also contributing to and enhancing the regional and local economy and attracting and retaining the best talent to the city.

## The Applicants

- 1.8 The Proposed Development is being brought forward by Alliance UBS Limited, which is a Joint Venture between Property Alliance Group (PAG) and Moda Living (Moda), and Williams Motor Co (Holdings), acting as the seller of the land.

### Property Alliance Group

- 1.9 PAG is an award-winning, full service property company which has a highly successful track record based on 30 years of development and investment in the North West region. This is reflected in their exciting residential, industrial, office, hotel, and student accommodation development pipeline which has been built by their strong team of qualified professionals and in-house asset management team. Recent examples of PAG's success in Manchester include its developments at Axis, Oxygen, Renaissance, Piccadilly Place, 55 Portland Street and 3 St Peters Square.

### Moda Living

- 1.10 Moda is the UK's fastest growing residential brand pioneering positive change in the rental sector via its "Next Generation Neighbourhoods" across a range of living platforms. Their student resident neighbourhoods represent an opportunity to reimagine the benefits of renting within a highly amenitised, highly managed and affordable landlord system attracting student residents from a wide ranging cross section of the community. Their neighbourhoods deliver happy, healthy and secure living environments with the health and well-being of our residents at their core.
- 1.11 With a UK-wide pipeline of 20,000 homes worth a combined £6.5bn, Moda are investing substantial monies in their Next Generation Neighbourhoods. Moda's key objective is to create inclusive long-term

neighbourhoods which exceed the needs of today while enabling agile adaptation to proactively respond to an ever-changing world. The integrated approach of Moda to innovative design solutions coupled with long-term stewardship enables the high-quality of the built and lifestyle environment to be maintained throughout the lifetime of the development. Examples of Moda's success in the North West include their high-quality residential schemes in Manchester (Angel Gardens), Liverpool (The Lexington) and Leeds (New York Square).

## **Relationship to the Illustrative Upper Brook Street Masterplan**

- 1.12 This application forms part of a wider illustrative masterplan currently being promoted for a wider collection of sites along Upper Brook Street. These wider proposals are being brought forward collaboratively by Property Alliance Group ('PAG'), Moda Living ('Moda'), McLaren Property Limited ('McLaren'), and Kadans Science Partner ('Kadans') who have jointly developed a comprehensive response to MCC's Oxford Road Corridor Strategic Regeneration Framework Guidance (SRFG). The SRFG identifies the masterplan site as a transformational opportunity to accommodate larger, flexible floorplate life-science buildings to continue the strong and sustained economic growth of the Oxford Road Corridor and wider City Region, alongside other supporting uses such as Purpose Built Student Accommodation (PBSA) where this is needed to support and enable the delivery of regeneration objectives, economic growth, and new community benefits.
- 1.13 The illustrative masterplan seeks to transform the currently vacant sites along Upper Brook Street; re-establishing their importance in the area by re-introducing permeability, public realm, and active community-facing uses at ground floor.
- 1.14 The emerging illustrative masterplan is described in more detail in Section 4 of this Statement but includes almost 3 acres of new public realm and green spaces, 2 new public squares, as well as a series of high-quality new buildings of varying heights to provide accommodation for science and innovation and purpose built student accommodation.
- 1.15 The illustrative masterplan is proposed to be delivered via two separate planning applications by the respective developers, the 'Upper Brook Street Masterplan – McLaren / Kadans'; and the 'Upper Brook Street Masterplan – Williams Motor Co (Holdings)/ Alliance UBS Limited'. This planning application and Planning Statement relates only to the Williams Motor Co (Holdings)/ Alliance UBS Limited proposals. A separate planning application for the southern part of the masterplan to be delivered by McLaren/ Kadans is being submitted to MCC concurrently.

- 1.16 A combined approach has been taken to the consultation of both applications to ensure the Council, stakeholders and local community have a cohesive understanding of the overarching proposals.

## Submission Documents

- 1.17 The full planning application is submitted with a comprehensive suite of supporting plans and documents, the scope and extent of which have been agreed with MCC. The suite of supporting plans and documents are listed in the schedule at **Appendix II**.

## Environmental Impact Assessment

- 1.18 Regulation 6 of the 2017 EIA Regulations makes provision for a developer to request a 'Screening Opinion' from the Local Planning Authority (LPA) to ascertain whether an EIA is required if a development is classed as a Schedule 2 development. This decision is based on the likelihood of significant environmental effects arising in relation to the development proposals.
- 1.19 The proposed development covers an area of approximately 2.13 ha. As such, it is above the threshold for EIA in respect of Schedule 2, Category 10 (Subsection (B) 'Urban Development Projects') of the EIA Regulations. It has been agreed with MCC that an EIA is prepared to accompany this planning application. Accordingly, an Environmental Statement is submitted which includes technical chapters relating to:
- Chapter 6 - Townscape, Visual Impact
  - Chapter 7 – Built Heritage
  - Chapter 8 - Transport
  - Chapter 9 - Socioeconomics
  - Chapter 10 – Daylight, Sunlight and Overshadowing
  - Chapter 11-Wind
  - Chapter 12- Climate Change

## Structure of this Planning Statement

- 1.20 This Planning Statement is intended to address the relevant planning considerations and the case for development on the Site. It considers the proposals in light of national and local planning policy and is structured as follows:
- **Chapter 2-** describes the Site and surrounding area, including any known environmental constraints and the Site's planning history;

- **Chapter 3-** provides an overview of the strategic regeneration context;
- **Chapter 4-** gives a description of the Illustrative Upper Brook Street Masterplan;
- **Chapter 5-** describes the proposed development;
- **Chapter 6-** provides a summary of the community and stakeholder involvement;
- **Chapter 7-** sets out the relevant planning policy framework and any material planning considerations;
- **Chapter 8-** appraises the development proposals against the statutory Development Plan and other material considerations;
- **Chapter 9-** provides a Green and Blue Infrastructure Statement;
- **Chapter 10-** appraises the proposal against key technical and environmental matters;
- **Chapter 11-** summarises the community offer;
- **Chapter 12-** sets out the planning balance in favour of the proposal; and,
- **Chapter 13-** provides a summary and conclusion.

1.21 The following section of this Planning Statement provides an overview of the Site and surroundings.

## 2. Site and Surroundings

- 2.1 This chapter discusses the Site's location, characteristics of the surrounding area, its sustainability, and environmental constraints. It also provides an overview of the Site's planning history.

### The Site

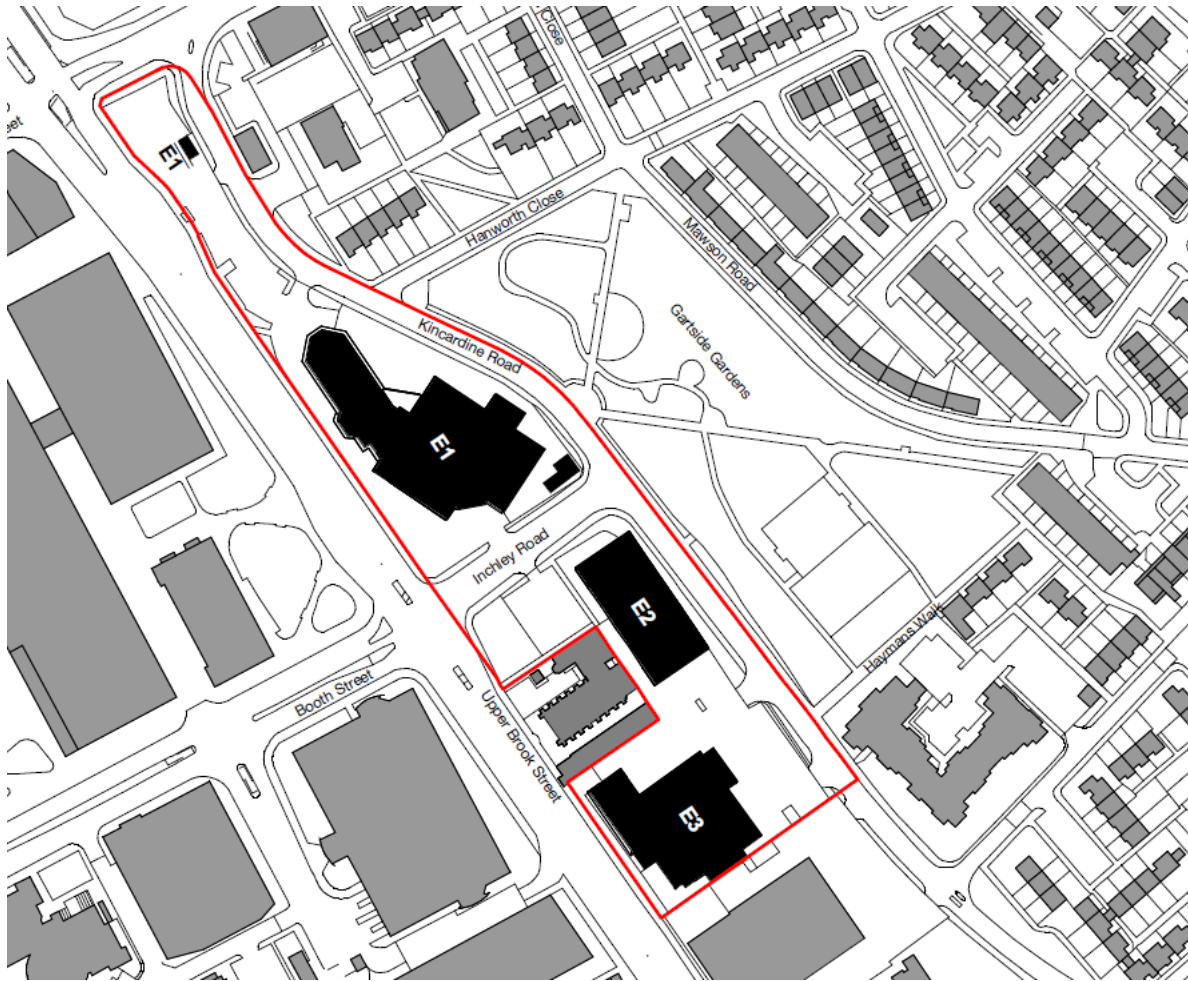
- 2.2 The Site extends to approximately 2.13 ha and is located in the Brunswick area of the Ardwick ward within the administrative boundary of Manchester City Council ('MCC'). A copy of the Site Location Plan is contained within **Appendix I**.
- 2.3 The Site is bound to the north by Grosvenor Street, to the east by Kincardine Road, to the south by a former Citroën car dealership which is currently in use as a temporary paid car park and is being promoted separately for development by McLaren/ Kadans as part of the wider illustrative Upper Brook Street Masterplan, and to the west by Upper Brook Street.
- 2.4 On the opposite side of Kincardine Road to the east is the Brunswick Neighbourhood, which primarily comprises two-storey terraced houses. Gartside Gardens is located adjacent to the development on the opposite side of Kincardine Road. To the west the Site are several University of Manchester buildings, including the Engineering Building and Henry Royce Institute. The northern end of the Site is approximately 800m south east of Oxford Road Station and Manchester City Centre.
- 2.5 The Site comprises the various former Williams Garage buildings and their associated car parking forecourts. These buildings are now vacant and are formed around the Grade II\* listed 'Former Unitarian Chapel' (that sits outside of the Site boundary) which now operates as student accommodation. Inchley Road bisects the Site from east to west. Images of the Site in its existing form and the current site layout are included at Figures 2.1, 2.2, and 2.3



**Figure 2.1-** Image of existing Site



**Figure 2.2-** Image of existing Site



**Figure 2.3-** Existing Site Layout

## Surrounding Area

- 2.6 The surrounding area is mixed in use and includes the Brunswick residential neighbourhood, commercial and retail uses, education facilities, residential use / student accommodation, leisure uses and transport infrastructure.
- 2.7 The Site is well connected in terms of access to services. It is located just 600m south east (at the closest point) of Oxford Road Station in Manchester City Centre and within easy walking distance of a wide variety of services and amenities. The Site is located 250m west of Oxford Road, which contains a multitude of high street shops and various bars, restaurants and facilities.
- 2.8 In terms of public transport accessibility, Oxford Road Station is 600m north west of the Site, and the Site is immediately adjacent to both Grosvenor Street and Upper Brook Street/ Booths Street East bus stops which provide south bound services, with Booth Street East bus stop being located on the opposite side of Upper Brook Street, which provides north bound services. These bus stops are regularly served by the 50 bus service which connects East Didsbury to Salford Quays with several stops

in Manchester City Centre. The Site is therefore well-served by existing public transport connections as well as being accessible by foot to a wide range of existing services and facilities.

## Environmental Constraints

- 2.9 According to the Environment Agency's Flood Risk Map for Planning the Site comprises a mix of Flood Zone 1, where a low risk of flooding is anticipated (indicating an annual probability of less than 0.1% ) and Flood Zone 2 (affecting parts of the southern area of the site, south of Inchley Road), where a medium probability of flooding is anticipated (indicating an annual probability between 1% and 0.1%).
- 2.10 According to Historic England none of the buildings on the Site are statutorily listed and the Site is not located within a conservation area. The Grade II\* listed Former Unitarian Chapel (List UID: 1270670) is immediately adjacent to the Site. There are a number of other listed buildings in proximity to the Site, namely, Grade II Listed Mawson Hotel (List UID: 1393734) located 150m from the Site's southern boundary, Grade II Listed Oddfellows Hall (List UID: 1200840) located 40m west from the northern part of the Site, and Grade II Listed 94-98 Grosvenor Street (List UID: 1218404) located 50m west from the northern part of the Site.

## Planning History

- 2.11 The full planning history for the Site as established via Manchester City Council's online planning application map search is available at **Appendix III**.
- 2.12 The Site has not been subject to any planning applications within the past 5 years, and all previous applications at the Site have been in relation to the Site's former uses as car dealerships, showrooms and workshops.
- 2.13 In terms of notable surrounding applications, Brunswick Neighbourhood, to the east of the application Site, has been subject to applications for its widescale redevelopment and refurbishment, referred to as the Brunswick Housing Private Finance Initiative ('PFI').
- 2.14 The original application for the redevelopment of Brunswick Neighbourhood (ref: 101664/FO/2013/N2) was approved in October 2016. The description of development is as follows:

"Selective demolition and clearance (including a number of residential, retail and other non-residential buildings) to allow the phased redevelopment and refurbishment of the Brunswick Neighbourhood, including the erection of 444 new residential dwellings (C3); the refurbishment of 839 existing homes [including low rise reversals and the refurbishment of Artillery Court, Silkin Court, Lockton Court, Lamport Court, and existing maisonettes and low rise houses]; a new boulevard and new access roads,

new car parking and service areas; a new mixed use building comprising of 4 retail units (A1 or launderette or A5), and a neighbourhood housing office (B1a) with 18 apartments (C3) above; a mixed use residential extra care home with 60 residential units, and a day care centre on part of the ground floor (C2/D1); the upgrading of Gartside Gardens [with new multi use games area, a new playground, realigned pathways, new entrances and new landscaping]; a new orchard; 25 new allotments; new boundary treatments; new open spaces; with associated infrastructure, landscaping and tree planting”

## **Summary**

- 2.15 The Site is situated in a highly sustainable and accessible location, within very close proximity to a range of existing public transport infrastructure, shops, services and leisure facilities.
- 2.16 The following section of this Planning Statement sets out the strategic regeneration context.

### 3. Strategic Regeneration Context

- 3.1 This chapter discusses the strategic and regeneration context which has influenced the development proposals at the Site.

#### **Regeneration Context**

- 3.2 Regeneration is an important planning consideration. Over the past fifteen years the City Council has successfully regenerated areas such as Piccadilly, Spinningfields, Circle Square, and Ancoats and New Islington. This is an ongoing process, and much remains to be done if the City is to continue being competitive and attractive. Manchester City Centre is the primary economic driver in the City Region and is crucial to its longer-term economic success. It is essential therefore that the City Centre and surrounding areas continue to grow and provide new development that is supportive of regeneration principles, including providing new sci-tech and student facilities as part of mixed used neighbourhoods.
- 3.3 This Site forms part of the wider Upper Brook Street ('UBS') development opportunity, which sits within both Ardwick ward and the Oxford Road Corridor – straddling two important regeneration areas. The UBS site is identified within the Oxford Road Corridor Strategic Spatial Framework ('SSF') as being a transformational development opportunity, being in total larger than Circle Square, with scope for increased density with mixed commercial uses being the priority. It has also been identified that the UBS site has a key role to play in completing the regeneration arc through Ardwick, and helping to enhance connectivity between the Oxford Road Corridor and other transformational regeneration areas within the city, including Manchester Piccadilly and Mayfield, and other residential communities
- 3.4 The UBS site is located within Ardwick, a ward which is home to vibrant and diverse communities, but which also contain pockets of deprivation. MCC has already delivered a number of significant regeneration initiatives within Ardwick, including the transformation of the former Plymouth Grove estate with new housing alongside a neighbourhood centre. The UBS site is located adjacent to the Brunswick Masterplan PFI and also comprises a small element of it. The £110 million regeneration will transform the Brunswick estate, through refurbishment of 715 existing homes and delivery of 522 new homes (including 60 extra care units designed for older people). As well as enhancements to the housing stock, the Brunswick Masterplan includes major community infrastructure projects.
- 3.5 The UBS site is also located within the wider Oxford Road Corridor area, directly adjacent an area of the University of Manchester (UoM) estate (to the west) which is identified as being a cluster for activity and

growth within the Science, Research and Innovation sectors, and is home to National Graphene Institute (NGI) and the Manchester Engineering Campus Development (MECD) and Sir Henry Royce Institute.

- 3.6 The Oxford Road Corridor is recognised globally and locally as a place that is original, creative and smart, where knowledge is put to work. The presence and substantial investment programmes of its major institutions combined with investment in new research, incubation, science park facilities, important civic buildings, public space and cultural facilities have already established the area as a strategically important place, and one of the most distinctive and remarkable districts in Europe. A major objective in delivering its continued growth is to help drive employment and skills, and share the benefits with surrounding neighbourhoods such as Ardwick.

## **Brunswick Masterplan**

- 3.7 Brunswick is identified as an inner-city area of south Manchester. As described within the Planning History section of this Planning Statement the wider Brunswick Neighbourhood to the east of the application Site had been subject to a previous planning application for the widescale redevelopment and refurbishment of the Brunswick Neighbourhood. Referred to as the Brunswick Housing Private Finance Initiative ('PFI'). In July 2021 Manchester City Council removed the former Elizabeth Yarwood Sheltered Housing from the PFI boundary to reposition its redevelopment in line with the wider Upper Brook Street proposals.
- 3.8 Manchester City Council identified a number of key issues within Brunswick which are highlighted within the 2013 Executive Report <sup>1</sup> relating to the PFI proposals. The Executive Report stated that prior to the recent regeneration project there were 1,135 homes in Brunswick, of which 902 were council dwellings and 233 were privately owned. According to the 2013 executive report the level of owner-occupation has increased as a result of tenants exercising their Right to Buy. However, home ownership is still low overall, and the current tenure mix does not meet the aspirations of income earning households and fails to support a balanced and sustainable community.
- 3.9 The Executive Report continued by stating some of the challenges faced then (and now) within the neighbourhood:

*The inward-looking design of the neighbourhood continues to create further pressures. The Mancunian Way and Upper Brook Street act as barriers to the key economic opportunities available in the city centre, universities and hospitals and the 1970's Radburn design results in a lack of natural surveillance. This makes*

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<sup>1</sup> MCC Executive Report Brunswick PFI (2013)  
<https://democracy.manchester.gov.uk/Data/Executive/20131218/Agenda/15BrunswickCPOv2.pdf>

*it difficult to navigate the neighbourhood which increases opportunities for crime and anti-social behaviour and impacts negatively upon the internal and external image of the area.'*

- 3.10 Additionally, the Executive Report stated '*high unemployment is endemic in the neighbourhood, above average for Manchester and over 2% higher than the UK rate*'.
- 3.11 Furthermore the Executive Report identifies there to be a lack of retail supermarket provision within Brunswick Neighbourhood. This is an issue which still exists in 2023 with only a Tesco Express and Chinese Supermarket available as food stores. A recent Manchester Evening News Article (January 2023) addressed the issue of Brunswick only having one dedicated shop, despite the neighbourhood having a 500-place primary school.<sup>2</sup> It is recognised that this incentivises food poverty as it means the community are paying higher prices to shop at Tesco Express in the absence of full-size supermarkets.
- 3.12 In 2019 the Index of Multiple deprivation found Brunswick Neighbourhood to be ranked 1,994 most deprived out of 32,844 (LSOA) areas in England<sup>3</sup>. This shows the neighbourhood to be amongst the 10% most deprived neighbourhoods in the country.
- 3.13 The above issues were identified within the PFI plans for the regeneration of Brunswick Neighbourhood. The 2013 MCC Executive Report identified the following key improvements to be implemented as part of the PFI works:
- **Performance of the economy of the region and sub region:** The Brunswick PFI project will include a range of new high quality homes for sale and to rent and will provide refurbished Council homes which will exceed Decent Homes Standards. The regeneration of the Brunswick neighbourhood will provide enhanced opportunities for the retention and attraction of economically active residents and workers, helping to build a sense of place and positioning Brunswick as a neighbourhood of choice.
  - **Reaching full potential in education and employment:** The Brunswick neighbourhood already benefits from a new primary school and health centre. The PFI project will further ensure the provision of first class services and amenities including new retail provision and will influence the provision of mainstream services. The PFI Contractor will be a key regeneration partner contributing to the Central Manchester Strategic Regeneration Framework and Ardwick Local Plan.

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<sup>2</sup> Manchester Evening News (January 2023)- <https://www.manchestereveningnews.co.uk/news/greater-manchester-news/big-dream-greater-manchester-neighbourhood-26073693>

<sup>3</sup> Index of Multiple Deprivation 2019- [https://dclgapps.communities.gov.uk/imd/iod\\_index.html](https://dclgapps.communities.gov.uk/imd/iod_index.html)

The contract will include a range of local labour and training opportunities for the benefit of Brunswick, Ardwick and Manchester residents.

- **Individual and collective self esteem – mutual respect:** The regeneration of the Brunswick neighbourhood will improve individual and collective self esteem by improving residents' homes and the local environment. The proposals will, through excellence in design and neighbourhood management, reduce crime and disorder and create safe and secure neighbourhoods. The PFI contractor will ensure that residents are informed and have direct opportunities to participate in the regeneration of the neighbourhood and have opportunities to influence service delivery.
- **Neighbourhoods of Choice:** In line with the Community Strategy, the Brunswick PFI project will create a socially integrated neighbourhood by improving housing choice, quality and mix, providing modern homes for rent and sale, at a range of values, types and sizes, retaining existing residents and attracting newcomers. The project will help build a sense of place and unique identity for Brunswick and will make a positive contribution to the urban fabric of the City.

## Oxford Road Corridor

### Oxford Road Corridor Strategic Vision to 2030 (January 2023)

- 3.14 The Oxford Road Corridor covers an area of 243-hectares running south from St Peter's Square, where it overlaps with the core of Manchester's Central Business District, to Whitworth Park along Oxford Road. The Oxford Road Corridor is home to an exceptional group of knowledge intensive organisations and businesses; 74,445 students and a workforce of over 71,700 within one of Europe's fastest growing cities.
- 3.15 For more than 15 years, public and private sector partners in the area have worked together to build on the Oxford Road Corridor's research and development (R&D) strengths, with a shared vision to create an innovation ecosystem that can match and exceed leading knowledge quarters across the world. It is the longest-standing, formally constituted knowledge quarter partnership operating in the UK and over the last 15-years partners have aligned investment against a shared strategic vision which has transformed the area creating over 45,000 jobs and increasing annual economic output by c£2.5bn.
- 3.16 The area has undergone significant change, including a series of flagship projects, which have helped to transform the area and create over 45,000 jobs and an additional £2.5bn annual GVA. Each year over 27,500 graduates are supplied into the labour market fuelling growth in key sectors. The area now accounts for 86,000 jobs, over 7,000 businesses, including 50% of Manchester's life sciences businesses, and 26% of the city's employment in cultural and creative industries.

- 3.17 The Oxford Road Corridor now hosts one of the largest clinical academic campuses in Europe, harnessing the research power of the universities and NHS foundation trust, which feeds a cluster of life science businesses such as those at Citylabs and the adjacent Manchester Science Park. Investment has been made across a range of cultural assets, including Central Library, the Royal Northern College of Music, the Whitworth, HOME, Contact, and more recently, Manchester Museum,
- 3.18 The universities have invested heavily in world-leading education and research facilities, as well as opening up their estates with new high-quality public realm, complementing the improved cycling, walking, and bus infrastructure on Oxford Road to shape the conditions for future innovation.
- 3.19 This importance of the Oxford Road Corridor to Manchester and the wider region was described in January 2023 by the Leader of Manchester City Council, Cllr Bev Craig, as follows:

*“The area represents a unique opportunity to counterbalance innovation-led growth in the South East, and ... will help drive sustainable and inclusive growth across the North.”*

### **Oxford Road Corridor Strategic Spatial Framework (2018)**

- 3.20 The Oxford Road Corridor SSF (endorsed March 2018) was prepared in order to identify a series of overarching spatial principles for the Oxford Road Corridor as a whole, which would establish an important point of reference in the formulation of future guidance and masterplanning work for individual sites, as they come forward for development within this strategically important area. A key objective is to ensure that decision-making on future planning applications avoids development that will result in unacceptable opportunity costs and missed opportunities to leverage the Oxford Road Corridor's potential to deliver accelerated, inclusive economic growth and enhanced productivity.
- 3.21 The SSF states that realising the Oxford Road Corridor's potential is likely to be a 10 to 20 year programme and beyond. In the context of the scale of opportunity this area presents, and the strategic importance of that opportunity, the question of opportunity cost must therefore be considered in the short, medium and long term.
- 3.22 The Oxford Road Corridor is in the city centre and is becoming increasingly accessible across its whole area. The SSF states that the Corridor can clearly support further density than currently exists with the right quality of design and place-making. Growth will be supported by key place-making objectives in terms of public realm, diversifying and uplifting the quality and range of uses around retail, food, drink, cultural, sport and housing. New development (both physically and functionally) should foster improved connectivity with surrounding communities to ensure that the benefits of investment and regeneration flow into those areas and that there is access for all to the wealth of assets located within

Oxford Road Corridor, including employment opportunities, culture, leisure, transport, healthcare and sports' facilities.

- 3.23 A number of regeneration sites within the Oxford Road Corridor already benefit from Strategic Regeneration Frameworks (SRFs), including North Campus, First Street, Circle Square and Manchester Science Park. SRFs are developed in accordance with Manchester's Core Strategy Policy CC8: Change and Renewal, to ensure that individual strategies for sites complement the City's wider strategic objectives and contribute towards the promotion and improvement of the social, economic and environmental well-being of Manchester. These endorsed frameworks have helped to facilitate the regeneration of First Street, Circle Square and Manchester Science Park over recent years in a way that will maximise their contribution to Manchester's strategic objectives.
- 3.24 The Oxford Road Corridor Strategic Regeneration Framework Guidance (SRFG) was brought forward by the Oxford Road Corridor Partners 2019 specifically in relation to four key sites, which are integral to the Oxford Road Corridor Strategy, and included land at Upper Brook Street.

### **Oxford Road Corridor Strategic Regeneration Framework Guidance (2019)**

- 3.25 In September 2019, MCC published a Strategic Regeneration Framework Guidance ('SRFG') document. The document identified a number further sites within the Oxford Road Corridor ('ORC') area suitable for redevelopment including the land along Upper Brook Street ('UBS'), adjacent to Brunswick.
- 3.26 The SRFG seeks to encourage development and facilitate growth within the ORC, whilst fostering improved connectivity, opportunity and benefits for surrounding communities; including employment opportunities, culture, leisure, transport, healthcare and sports' facilities.
- 3.27 The ORC SRFG identifies the UBS regeneration site, which the application Site sits within, as being a 'Future Development Opportunity' with scope for increased density. Mixed commercial uses in line with the overarching spatial strategy are considered to be the priority for this area.
- 3.28 The ORC SRFG recognises the UBS site is strategically very important in terms of scale, locational advantages and capacity to accommodate larger, flexible floorplate commercial buildings which will provide the right type of product to continue the strong and sustained economic growth of the Oxford Road Corridor and wider City Region.
- 3.29 The SRFG includes a number of important placemaking principles for the UBS site that were already established within the Oxford Road Corridor SSF, including:

- Where density of development increases, a further premium should be placed on the quality and design of public realm, as well architectural quality and local microclimate.
- Creation of new, and enhancement of existing, connections between surrounding residential neighbourhoods, the UBS site, and the wider Oxford Road Corridor; including the use of clear way-finding.
- Consideration of opportunities to rationalise road infrastructure to facilitate improved permeability and pedestrian / cycle connections.
- Requirements for supporting infrastructure, for example energy, power and drainage, to support future growth.
- Identification of suitable locations for supporting community uses, predominantly at the intersections of key pedestrian routes and along important arterial routes.

3.30 The SRFG provides a series of accompanying key diagrams for the UBS site within Appendix A, which are referred to as “The Illustrative Masterplan” in the main text of the SRFG. It is stated that this is intended to *“demonstrate how the development principles could be delivered; however, it is anticipated that it will change over time as opportunities come forward and detailed design work is progressed”* and *“the precise quantum of development will be determined during the detailed planning of schemes within the UBS site”*

3.31 The SRFG Illustrative Masterplan identifies 7 development plots as shown in Figure 3.1. Blocks C, d, E, F and G are located within the current application Site boundary.



**Figure 3.1-** ORC SRFG Upper Brook Street Illustrative Masterplan

- 3.32 The SRFG promotes the creation of new and enhanced public realm and green space as part of a wider place-making strategy to ensure that employees, visitors and local residents have access to a wide range of external spaces and recreational opportunities. The SRFG also seeks to provide a network of new, high-quality public realm and green spaces which contribute to the local green network and promote links between existing green spaces within the Brunswick Community and the University.
- 3.33 The SRFG seeks that the UBS site acts as an interface between the two communities, with a distinctly different scale between the tall university buildings to the west of the Site and the low-rise residential buildings to the east. The SFRG states that the UBS site should mediate between these two scales and deliver an appropriate scale of massing which responds to both communities and successfully integrates into its surrounding. It also identifies locations and opportunities for additional height to be used to create landmark buildings within the streetscape. Figure 3.2 shows the SRFG's identified opportunities for four landmark buildings, including on the land subject to this planning application.



**Figure 3.2-** SRFG ORC UBS Illustrative Massing

## Land Use Context

- 3.34 In addition to the clear and convincing strategic regeneration context for redeveloping the application Site as part of the designated UBS development opportunity, there is also a strategic need for each of the land uses being proposed within this application and the wider UBS Illustrative Masterplan proposals, namely large floorplate life science buildings, community uses, and high-density purpose built student accommodation (PBSA).

## Science and Innovation Use

- 3.35 Life Sciences are focused on the research of life and living things such as microbiology, food science, genomics and the manufacturing of pharmaceuticals. Advances in the sector have improved the length and quality of life through progression in diagnostics, treatments and digital health.
- 3.36 Life science forms part of the scientific landscape and is seen by Manchester City Council and the developers as a significant growth area for Manchester, building on existing facilities such as CityLabs.

- 3.37 Life sciences are already recognised as playing a crucial role in the strategic growth of Manchester as a regional and international city, and forming a fundamental component of the vision for the wider Oxford Road Corridor. The ORC is now home to 14,750 jobs in life sciences, advanced manufacturing and tech areas and 50% of Manchester's life science businesses<sup>4</sup>.
- 3.38 The Oxford Road Corridor Vision 2030 sets out that that area is a recognised centre for research, innovation, and commercialisation, with a key priority is to strengthen the area's asset base to build on its translational research and discovery capability. The document states that the Corridor presents a unique opportunity of national significance to counterbalance innovation-led growth in the South East and support the Government's levelling up agenda. An independent assessment of the partnership's plans shows the potential to create an additional 20,000 jobs in key sectors and £1.5bn annual GVA by 2030, with these plans being underpinned by world-leading research
- 3.39 The UBS site is identified in the ORC SRFG (2019) as representing a transformational opportunity to accommodate the larger, flexible floorplate commercial buildings (including life-sciences) that will provide the right type of product to continue the strong and sustained economic growth of the Oxford Road Corridor and wider City Region, alongside other supporting uses such as PBSA where this is needed to support new economic growth, and community uses.
- 3.40 The SRFG also states that the UBS site will be an employment-led masterplan, leveraging its clear advantages in terms of location and scale; the primary use will be commercial and workspace buildings, which are designed to facilitate the further commercialisation of research in the science, technology and engineering sectors in line with Core Strategy Policy EC8, which identifies that sites within the Oxford Road Corridor will be a priority for employment growth in office, research and development, light industrial, general industrial, education and health.
- 3.41 The SRFG suggests new buildings that provide large, flexible floorplates that are capable of accommodating the full range of facilities required by operators within these sectors, but which are flexible in design to be capable of accommodating small and medium-sized enterprises. Where landmark locations are identified within the Illustrative Masterplan, there may be an opportunity for taller buildings if it can be demonstrated that this would be in compliance with planning policy including Core Strategy Policy EN2 Tall Buildings.

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<sup>4</sup> Oxford Road Corridor – Vision 2030 (January 2023) - <https://oxfordroadcorridor.com/wp-content/uploads/2023/01/Oxford-Road-Corridor-2030-Vision-WEB.pdf>

## Community Benefits / Uses

- 3.42 As previously mentioned the Site and the wider UBS development opportunity sit within both Ardwick ward and the Oxford Road Corridor – straddling two important regeneration areas. As well as the transformation opportunity it provides for the continued growth of the Corridor it also has a crucial role to play in Ardwick and, specifically, the Brunswick community.
- 3.43 A number of key priorities for the UBS site have been identified in the ORC SRFG and the Oxford Road Corridor SSF. These include:
- Deliver high quality, inclusive new public realm, where communities can connect and knowledge and skills-sharing can happen.
  - Identify appropriate locations for anchor community, retail and leisure uses that will serve existing and proposed local communities.
  - Enhance pedestrian crossings to Upper Brook Street and simultaneously strengthen east to west connections across the Oxford Road Corridor area and through to Ardwick and Hulme.
  - New development should extend and further activate Gartside Gardens and Brunswick Street, facilitate natural surveillance and enhance the amenity value of the park.
- 3.44 The above is further strengthened in the ORC SRFG through its placemaking principles for the UBS site that sets out the requirement to identify suitable locations for supporting community uses, predominantly at the intersections of key pedestrian routes and along important arterial routes.
- 3.45 The SRFG also suggests that providing active ground frontages are key, with a range of supporting uses that should be incorporated to promote vibrancy and a sense of community. Appropriate uses could include networking and collaboration space for the workspace occupiers and visitors; social infrastructure and retail for existing and future communities, including a convenience store, restaurant and cafés, bars and other amenities for local residents, workers and visitors.
- 3.46 Through discussions with local ward councillors, and consultation with local community groups and two public exhibitions, the emerging Illustrative Upper Brook Street Masterplan being jointly promoted by the Applicants and McLaren/ Kadans has sought to incorporate extensive new public realm, improvements to permeability, and significant new community uses within the proposals. This application Site on its own will include a new medical facility for the Brunswick community, circa 2 acres of new high-quality public realm, and opportunities for new retail and cafes.

## Purpose Built Student Accommodation

- 3.47 Manchester is in the top tier of international cities for higher education. It also has one of the largest student populations in Europe, with over 120,000 studying at Greater Manchester's five universities, and over 400,000 students at the 22 Higher Education Institutions (HEIs) within an hour's drive. 84,260 students were enrolled at one of Manchester's three HEIs in 2021/22, of which 53,155 had a term time address in Manchester (HESA). A significant proportion of the remaining c.25,000 live at home.<sup>5</sup>
- 3.48 Students make an invaluable contribution to the city's economy, diversity and vibrancy. They help to underpin a broad based, highly skilled economy and are essential to some of Manchester's most valuable growth sectors in advanced manufacturing, health and life sciences. Over 50% of students remain in the city after graduation.
- 3.49 MCC has identified that providing a residential offer for students to address needs has been a long-held Council objective as part of its Housing Strategy and planning policy framework.
- 3.50 In 2020 MCC approved an Executive Report regarding Purpose Built Student Accommodation (PBSA) in Manchester. The report confirmed that new PBSA should be located in the areas immediately adjacent to the core university areas, principally the Oxford Road Corridor area. It sets out numerous reasons why location is a significant consideration in determining the acceptability of new PBSA developments, such as how:
- New stock in appropriate locations represents an opportunity to deliver an improved student experience;
  - The location of accommodation close to University facilities is a critical issue in ensuring the safety and wellbeing of students; and
  - Given the current climate emergency and Manchester's commitment to be carbon neutral by 2038, it is increasingly important that the location of student accommodation in Manchester should continue to be driven by proximity to university campuses.
- 3.51 It is now broadly recognized and accepted that there is a shortage of PBSA in Manchester. This was brought clearly into focus at the beginning of this academic year when some Manchester students could not be housed in PBSA in the City. This was in part a result of the Universities closing some sub-standard

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<sup>5</sup> Manchester City Council –Purpose Built Student Accommodation in Manchester Report to Economy Scrutiny Committee – 23 May 2023 and Executive – 31 May 2023

accommodation but also because sufficient new accommodation had not been delivered in appropriate locations.

- 3.52 The University of Manchester released a statement<sup>6</sup> relating to this in September 2022 which recognised there are capacity issues within both university and private sector accommodation within Manchester. The statement confirms that *“the demand for student accommodation is outstripping the available supply”*. In response to this the University of Manchester offered eligible students £2,500 as an alternative to taking a room in university accommodation for the 22/23 academic year. The shortage of accommodation also resulted in the University of Manchester having to secure student accommodation in nearby cities, including Liverpool and Preston, and offering financial support to mitigate the additional costs to those having to commute to Manchester. This demonstrates the exceptional need for PBSA within Manchester.
- 3.53 MCC’s projections estimate that demand for new PBSA could be up to 11,320 (representing 2% growth per annum) up to 2030.
- 3.54 Core Strategy Policy H12 requires developers to demonstrate, amongst other things, that there is a need for additional student accommodation and requires any new PBSA to be provided close to the University Campuses or on nearby high frequency public transport routes.
- 3.55 Recent PBSA appeals have successfully challenged the Council’s evidence that the future need for PBSA could be met within a defined spatial area close to the University Campuses. A recent report endorsed by MCC’s Executive Committee in May 2023 states that it is necessary to address the issue that the Inspectors identified and that the Council needs to establish, monitor, and manage a pipeline of schemes in order to demonstrate that demand for PBSA can be met in appropriate locations.
- 3.56 The May 2023 Executive Paper identifies 20 sites, including the UBS site, which could potentially support around 12,500 PBSA bedspaces. The Paper states that their suitability, availability and deliverability have been assessed to establish whether they are capable of meeting bedspace requirements, in line with identified and projected need.
- 3.57 Each site identified has been assessed based on agreed criteria to objectively test and challenge deliverability, understand the realistic / defensible timing of delivery, and the capacity of those sites: The deliverability criteria included:

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<sup>6</sup> The University of Manchester- <https://www.staffnet.manchester.ac.uk/news/display/?id=28646>

- the site's planning history and whether that presents an obvious challenge or limitation to PBSA delivery;
- potential land ownership issues or constraints;
- accordance with planning policy;
- potential contribution to regeneration;
- identifiable technical constraints - e.g. access, flood risk, adverse ground conditions, listed buildings and conservation areas;
- any known infrastructure capacity limitations;
- known viability issues;
- adjacent land use and impact considerations, especially with regard to existing local communities;
- buildability / construction logistics where possible to assess; and,
- whether proposals have received support from the universities or form part of their estate's plans.

3.58 The inclusion of high-density PBSA on the UBS site, and this application in particular, is therefore supported in principle through the ORC SSF, SRFG and the recently endorsed May 2023 MCC Executive Paper. All three recognise that PBSA has a strategic role to play in maintaining Manchester's status in the top tier for higher education, as well as helping to unlock regeneration objectives and economic growth.

3.59 The precise amount of PBSA being proposed within the emerging illustrative Upper Brook Street Masterplan, and on this application Site, is being driven by three critical issues:

- Responding to the city-wide need for new PBSA to support Manchester's status in the top tier for higher education. The site is identified as being suitable for high-density PBSA.
- Providing a sufficient quantum of PBSA in order to enable the delivery of the science and innovation and community elements of the masterplan in line with the SRFG aspirations.
- Assisting in providing alternative accommodation for the students that currently live in family housing with Ardwick.

### **City-Wide Need**

3.60 As set out above, Manchester is in the top tier of international cities for higher education. Key to this is the city's ability to compete for students and its residential offer. The May 2023 Executive Paper on

PBSA has identified the need for 11,320 additional PBSA beds, with students in 2022 being housed in Liverpool and Huddersfield due to a lack of supply.

- 3.61 Key sites for the additional delivery of PBSA have been identified by MCC including the UBS site, which was identified within MCC's initial student policy paper to the Economy and Scrutiny Committee as having an estimated capacity for at least 1,700 new student rooms. The delivery of new PBSA as part of this application will help to meet this identified need for new, high quality, PBSA in the Oxford Road Corridor on an identified site.

### **Enabling Science and Innovation and Community Uses**

- 3.62 Whilst there is a clear recognised need for more PBSA across the city, and this site is identified as a key location for providing a significant quantum of student accommodation development, the inclusion of PBSA on the UBS site and the precise quantum being proposed is ultimately being driven by the numbers needed to viably deliver the science and innovation floorspace, jobs, and wider regeneration benefits that are the priority in the strategic policy documents.
- 3.63 The ORC SRFG states that there could be scope for new PBSA if it can be demonstrated that this is in full compliance with Core Strategy Policy H12 and will help to unlock employment-generating commercial uses across the wider UBS site.
- 3.64 The quantum of PBSA proposed is fully tested against Policy H12 within this Statement. A Viability Assessment has also been submitted as part of this planning application to demonstrate that the proposed number of PBSA beds is the minimum quantum required to unlock and deliver the new science and innovation buildings and associated jobs that are the key priority for the site and are needed for Manchester to continue to be one of the leading places in the world for innovation, as well as the wide range of community uses, benefits, local jobs, and new public realm being offered in line with the regeneration objectives for the wider UBS site.

### **Local Need**

- 3.65 A Student Need Assessment has been prepared by Knight Frank as part of this application. The Assessment demonstrates that currently, only 40% of full-time higher education students across Manchester and within a 1.5-mile radius of the Upper Brook Street site have access to university or private sector PBSA, while a further 17% are living at home with parents or guardians. The remaining 43% of full-time students in Manchester are required to find accommodation within the private rented sector and HMOs and would otherwise be unable to access university or private sector purpose-built accommodation. As noted in detail throughout this study, full time student numbers studying within

the catchment area and the wider Manchester market are likely to record strong growth over the next upcoming academic cycles to 2026/27, based on historic trends and market evidence.

- 3.66 There are 1,873 students living in mainstream housing in Ardwick in 2021/22 (the 2<sup>nd</sup> highest of any ward in the city), and over 250 students within Brunswick alone. New high-quality PBSA can help provide an attractive and viable alternative accommodation for such students that will help to free up this accommodation for use by local people and families. The application Site's location and the exemplary design and the amenity facilities of the proposed development will provide a viable alternative for students living in the neighbouring residential areas.

## **Economic Context**

- 3.67 ONS data shows that economic activity in the Ardwick ward is 50.2%, well below Manchester at 67%, which is also below the level for the North West at 76.8%. Full time employment rates are 50.0%, well below the 69.1% rate across Manchester. Only 26.6% of Ardwick residents have Level 4 qualifications (degree) or above, well below the level in the rest of Manchester at 45.1% (38.6% for the North West).
- 3.68 As part of the Oxford Road Corridor, a designated Enterprise Zone (EZ) since 2016, there is a recognised need to ensure the limited amount of land available is used to its full potential by increasing density, improving quality and ensuring appropriate uses for both student accommodation and employment activities that will lever the significant knowledge-based activities of Manchester's institutions. When combined with the fact that 50% of students remain in Manchester, there is potential to 'leverage' the important economic advantages and agglomeration opportunities associated with the Oxford Road Corridor' and to 'maximise the opportunity to drive the City's sustainable, inclusive growth and enhanced productivity.'
- 3.69 In the period 2014-2020 an estimated 3.8m sq ft of floorspace was delivered leaving 4.2m sq ft in the pipeline representing less than 10 years land supply for the area. As a knowledge economy powerhouse, there is significant potential to grow jobs in the area through new high density employment space. The proposed science and innovation buildings in this application will create a wide range of graduate and non-graduate employment opportunities ranging from lab technicians, researchers, business support and PhD / C-Level roles such as R&D, drug manufacturing, QA and marketing.
- 3.70 Wages data are only available for the whole of Manchester and the North West. By place of residence, at £574.9 per week (gross weekly earnings full time and part time) Manchester is below the North West at £603.7. However, by place of work, Manchester is above the North West at £669 versus £582. This

highlights that Manchester as a whole, is a relatively prosperous area with significant in-commuting for work.

- 3.71 In 2021 the total number of people working in Ardwick was 44,300. This includes employees and working proprietors (sole traders, sole proprietors, partners and directors). The resident population of the ward is 21,906, and the working population is 16,867. This indicates that there is substantial net inward migration into the area for work of around 27,000. Given its city centre location and excellent public transport links, increased business space in the area would increase the opportunities for sustainable economic growth in Manchester.
- 3.72 Employment forecasts in the Greater Manchester Forecasting Model show employment in Greater Manchester is forecast to grow by 12% (183,000) jobs from 2017 to 2037. The city of Manchester is expected to provide a large share of this employment growth, especially if new development sites are brought forward, with Ardwick being a key city centre ward with growth potential.
- 3.73 Unemployment accounts for 6.2% of the working age population in the Ardwick ward, which is just above the rate for the rest of Manchester of 6% and well above the 4.2% level for the whole of the North West
- 3.74 Ardwick has the second highest number of households in Manchester at 8,473 and the highest proportion of housing benefit claimants of the city centre wards at 35.2% (2,979 households).
- 3.75 Overall, the economic activity level and employment rates in Ardwick are shown to be below both Manchester as a whole and the North West. Additionally, the number of residents with degree level education is well below the level in the rest of Manchester. This highlights the important role that the ORC can play in leveraging economic drivers in the area. The proposed science and innovation buildings will create a wide range of graduate and non-graduate employment opportunities, which will boost economic activities and employment levels across Ardwick. The new jobs created by this development will act to reduce unemployment levels in Ardwick which are demonstrated to be above the average for Manchester and the North West particularly with the application seeking to secure local labour agreements and work with local organisations such as The Works and Job Centre Plus. Additionally, the high-quality jobs created by this application will boost wages in the area.

## Conclusion

- 3.76 This Chapter has demonstrated that the regeneration of this site aligns with the ORC policy framework which includes the Strategic Vision to 2030, the ORC Strategic Spatial Framework and the Oxford Road Corridor Strategic Regeneration Framework Guidance ('SRFG'). In particular the SRFG identifies this site

as a 'Future Development Opportunity'. The SFRG includes an illustrative masterplan which is endorsed by MCC and sets out indicative land uses and development plots. The science and innovation, community, and PBSA uses are all supported within the ORC's guidance for the site. In addition, in May 2023 MCC endorsed an Executive Paper which identified the UBS site as having potential to support PBSA bedspaces. In terms of the economic context for the area, Ardwick is shown to have lower employment, and economic activity levels than Manchester and the North West, as well as lower wages and higher unemployment levels. This high-quality development will produce a significant number of new jobs, which could significantly leverage the economic activity and regeneration benefits within Ardwick and the local Brunswick Community.

## 4. Illustrative Upper Brook Street Masterplan

- 4.1 This application forms part of a wider illustrative masterplan currently being proposed for the majority of the wider Upper Brook Street development opportunity identified in the ORC SRFG. These wider proposals are being brought forward collaboratively by several landowners, developers, and operators – including the Applicants, McLaren Property and Kadans Science Partner - who have jointly developed a comprehensive response to the SRFG principles to create a community-focused masterplan for Upper Brook Street. It is this illustrative masterplan that has been consulted on publicly in line with the desire of the SRFG to ensure a holistic and comprehensive response to the Site that would not be possible if individual sites were delivered in a piecemeal manner.
- 4.2 Whilst the illustrative masterplan has been promoted collaboratively, for clarity this application seeks planning consent only for the part of the site being delivered by the Applicants. A separate planning application will be submitted for the part of the site to be delivered by others.
- 4.3 The illustrative masterplan seeks to transform the currently vacant sites along Upper Brook Street; re-establishing their importance in the area by re-introducing permeability, public realm, and active community-facing uses at ground floor, new large floorplate science and innovation uses, and new PBSA in order to ensure the deliverability of the overall development. This is in line with the strategic regeneration objectives outlined in Chapter 3 of this Statement.

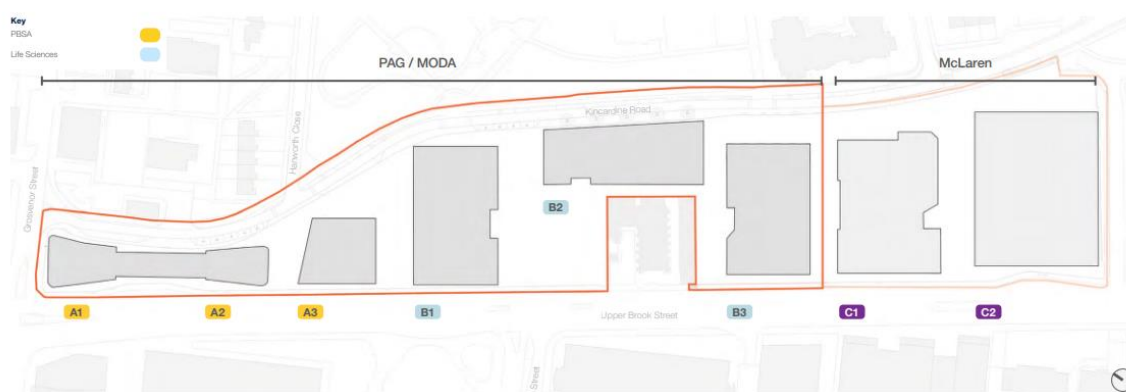
### Emerging Illustrative Masterplan

- 4.4 The illustrative Upper Brook Street Masterplan comprises the following key elements across 7 development plots:
- Circa 700,000 sq ft of life scheme accommodation;
  - Circa 1,840 purpose built student accommodation beds;
  - Active ground floor community-facing uses within 8 separate spaces; and,
  - Almost 3 acres of high quality, cohesive new public realm.
- 4.5 The illustrative masterplan is proposed to be delivered via two separate planning applications by the respective developers: the 'Upper Brook Street Masterplan – McLaren / Kadans'; and the 'Upper Brook Street Masterplan – Williams Motor Co (Holdings)/ Alliance UBS Limited'. This planning application and Planning Statement relates only to the Williams Motor Co (Holdings)/ Alliance UBS Limited proposals. A separate planning application will be submitted for the southern part of the masterplan to be delivered by McLaren/ Kadans.

4.6 The table below provides a summary of the development team for each application.

|                     | Southern Section                            | Northern Section                        |
|---------------------|---------------------------------------------|-----------------------------------------|
| Developer           | McLaren Property and Kadans Science Partner | Property Alliance Group and Moda Living |
| Architect           | Sheppard Robson                             | Hawkins/ Brown and SimpsonHaugh         |
| Landscape Architect | Re-form Landscape Architecture              | Re-form Landscape Architecture          |
| Planning Consultant | Avison Young                                | Avison Young                            |

4.7 Figure 4.1 shows the split of the current application Site in the context of the wider masterplan site.



**Figure 4.1-** Application Site Boundary and Masterplan Site Boundary. PAG/ Moda to the north and McLaren/ Kadans to the south.

4.8 Figure 4.2 provides an illustrative artist's impression of the proposed ground floor of the Masterplan and Figure 4.3 provides an illustrative impression of the masterplan as a whole.



**Figure 4.2-** Illustrative Artists Impression of UBS Masterplan Ground Floor Uses



**Figure 4.3-** Illustrative Artists Impression of UBS Masterplan

## Illustrative Masterplan Principles

### Building Typology

- 4.9 The masterplan proposes a number of buildings to be constructed as part of the redevelopment. These buildings will provide significant new laboratory and office space for Sci-Tech / life-science use alongside

new Purpose-Built Student Accommodation (PBSA). Publicly accessible facilities will be located on the ground floor of each building, creating an active public realm and providing a range of community-facing uses.

- 4.10 The Williams Motor Co (Holdings)/ Alliance UBS Limited Site relates to the five building plots to the north of the Site (labelled as buildings 3, 4, 5, 6 and 7 in figure 4.4 below). The remaining two buildings (buildings 1 and 2) to the north of the Site will be delivered by McLaren and Kadans under a separate planning application.



**Figure 4.4-** Masterplan Building Typologies

## Community Facilities

- 4.11 The illustrative masterplan is committed to delivering new community facilities at the ground floor level. The desire is for these to be of genuine benefit to the local community and provide spaces and opportunities for people to meet, shop, and enjoy.
- 4.12 The masterplan includes significant community-facing ground floor uses. This is spread across each building providing eight separate units of varying sizes and locations.
- 4.13 Based on feedback received from the local community the following community use spaces are being proposed at ground floor level:
- New flexible community centre;
  - Medical facility;
  - Food/ convenience store;

- Cafés/ coffee shops;
- Retail shops; and,
- Lobbies within science and innovation buildings with active frontages which can be used as a community events space



**Figure 4.5-** Masterplan Active Ground Floor Uses

## Landscape and Public Realm

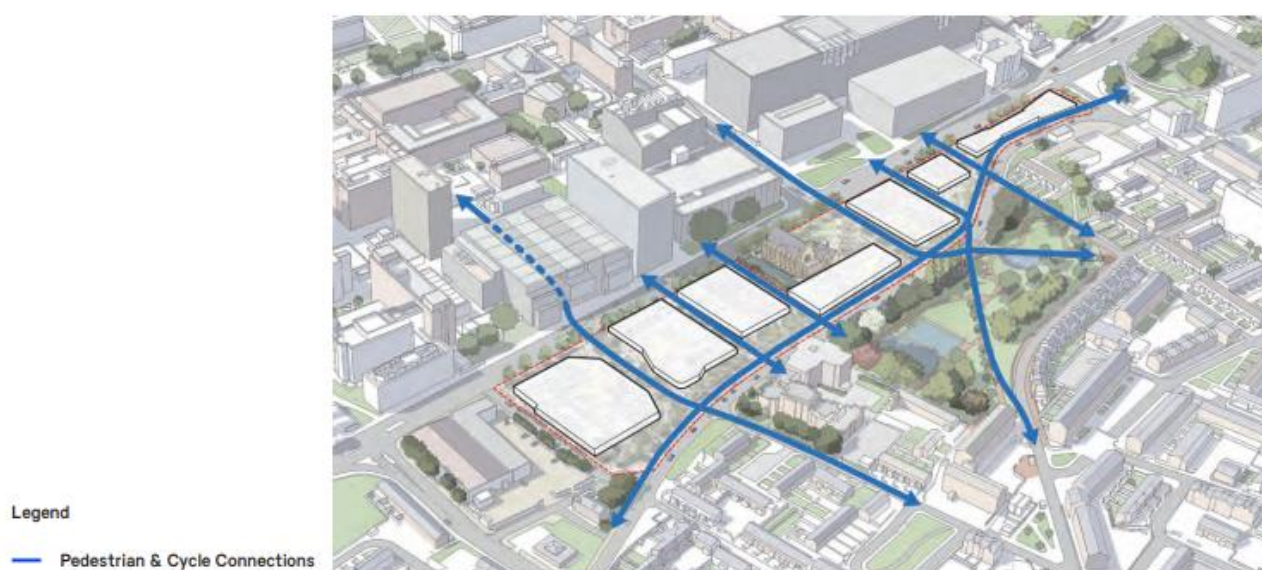
- 4.14 The Masterplan will deliver almost three acres of new public open space with a strong focus on creating natural green environments between the proposed buildings. The outdoor spaces are fully accessible to all and are intended for use by the local community, residents and visitors.
- 4.15 The landscaping proposals have been designed based on feedback received from the local community during pre-application public consultation. The Illustrative Landscape Masterplan is included at Figure 4.6 below. The current proposals include two new public squares and a new linear park opposite Whitekirk Close. As part of the proposals, Kincardine Road will be improved to provide a more attractive route for walking and cycling and will be lined with new planting and trees. Further details regarding the landscaping proposals being proposed within this current application are described in Chapter 5 of this Planning Statement.



**Figure 4.6** – Illustrative Masterplan Landscape and Public Realm

## Access and Connectivity

- 4.16 The emerging illustrative masterplan proposals seek to create a series of new pedestrian and cycle routes running east west across the Site, from Kincardine Road to Upper Brook Street. These new routes will connect into existing footpaths and established cycle routes to help integrate the proposed buildings into the wider neighbourhood and improve connectivity and movement for the whole community.



**Figure 4.7-** Masterplan Access and Connectivity

## Community / Economic Benefits

4.17 The Illustrative Masterplan in total is anticipated to deliver the following benefits:

### Community Uses

- New community facility - for flexible community use to be located in McLaren / Kadans application. To be provided with kitchen, toilets, and separate access from Kincardine Road.
- New local convenience store – To be provided in Williams Motor Co (Holdings)/ Alliance UBS Limited application fronting new public realm and visible from Gartside Gardens.
- New medical facility – To be provided in Williams Motor Co (Holdings)/ Alliance UBS Limited application.
- New retail/ cafes – To be provided throughout the illustrative masterplan fronting key routes and new public realm.

### Public Realm

- Almost 3 acres of new public realm.
- Two new public squares.
- Playful new landscape including informal play and exercise spaces for local residents.
- Approximately 150 new trees planted.
- Financial contribution for community-led improvements to Gartside Gardens.

### Highways Improvements / Parking

- Provision of 6 enhanced or new pedestrian crossings to Kincardine Road and Upper Brook Street.
- Introduction of new cycle route improvements on Kincardine Road.
- Physical improvements to Kincardine Road.
- Making Kincardine Road 1-way heading northward only.
- Closure of Inchley Road to reduce vehicular traffic and increase public realm.

- Commitment to exploring the use of vacant spaces at existing multi-storey car parks for any car use associated with the science and innovation buildings.
- Financial contribution to MCC to allow exploration of amendments to the existing Controlled Parking Zone (CPZ) in Brunswick to further protect the use by residents.

## **Jobs and Economic Benefits**

- c. 5,800 new jobs (direct and indirect):
  - c.1,900 construction jobs
  - c. 3,600 operational jobs
- Commitment to a bespoke local procurement scheme, to include:
  - Local apprenticeship scheme;
  - Working in partnership with The Works and Job Centre Plus to ensure delivery of jobs locally.
  - Working with local schools and stakeholders to provide opportunities for better understanding of the life science sector the potential use of part of the lab space by school children.

## **Summary**

- 4.18 In summary, this application forms part of a wider illustrative masterplan currently being promoted for a wider collection of sites along Upper Brook Street. These wider proposals are being brought forward collaboratively by Property Alliance Group, Moda Living, McLaren and Kadans, who have jointly developed a comprehensive response to MCC's Oxford Road Corridor Strategic Regeneration Framework Guidance, which identifies a transformational opportunity to accommodate larger, flexible floorplate life-science buildings to continue the strong and sustained economic growth of the Oxford Road Corridor and wider City Region, alongside other supporting uses such as PBSA where this is needed to support and enable the delivery of regeneration objectives, economic growth, and new community benefits.
- 4.19 The illustrative masterplan seeks to transform the currently vacant sites along Upper Brook Street to provide almost 3 acres of new public realm and green spaces, 2 new public squares, as well as a series of high-quality new buildings of varying heights to provide accommodation for science and innovation operators and purpose built student accommodation.

- 4.20 It is this illustrative masterplan that has been consulted on publicly in line with the desires of the SRFG and to ensure a holistic and comprehensive response to the Site that would not be possible if individual sites were delivered in a piecemeal manner.

## 5. Proposed Development

- 5.1 This section of the SPS provides a summary of the proposed development, which is subject to this planning application. A Design and Access Statement prepared by Hawkins Brown, SimpsonHaugh Architects and Re-form has been submitted in support of the application and provides a detailed description of the proposals.

### Description of Development

- 5.2 This application seeks full planning permission for the demolition of existing buildings and the redevelopment of the Site to provide new science and innovation buildings and purpose built student accommodation, community uses, and extensive new public realm. The full description of development is:

*“Full planning permission for the demolition of existing buildings and erection of three ground floor + 12/14/41 storey buildings to be used for Purpose Built Student Accommodation (Use Sui Generis), comprising 1,100 bedrooms in total and 506sqm of ground floor ancillary uses (café/ commercial and convenience store - Use Classes E (a)/(b)/(c)), three buildings comprising ground floor + 5/7/9 storeys for Science and Innovation uses (Use Class E (g)(i) & (ii)) and 834sq.m ground floor community uses (retail/café and medical facility (Use Classes E (a/b) and (e) and the provision of new public realm, two new public squares, new access and parking, and associated works”*

- 5.3 The design proposals for the Site can be broken down into the following components:

- i) **Demolition of existing buildings and structures.**
- ii) **Erection of Science and Innovation Buildings** – The science and innovation buildings will comprise three separate buildings of ground floor +5/7/9 storeys in height with a combined GEA of 51,031m<sup>2</sup> comprising a mix of office and laboratory space (Use Class E).
- iii) **Erection of PBSA Buildings** - The PBSA development will provide 1,100no. beds (Use Class Sui Generis) across the three buildings, as a primary use. The total quantum of PBSA development stands at 46,169m<sup>2</sup> GEA, including 20% affordable PBSA bedrooms.
- iv) **New Community Uses**- Within the science and innovation buildings there will be a community medical facility, and a space which could be occupied by retail/ a café. Within the PBSA buildings there will be a retail offering, and another space for a café.

- v) Delivery of a high quality **landscaping and public realm provision** including the new public realm areas at Hanworth Square and Gaskell Green.



**Figure 5.1- Proposed Site Layout**

## Use and Amount

- 5.4 The proposed development consists of five separate buildings set within a new, high quality public realm. The proposed development seeks to create an active ground floor, with publicly accessible spaces to encourage integration with the surrounding community.

## Science and Innovation Development

- 5.5 The science and innovation element of the proposal comprises three separate buildings of ground floor + 5, 7, and 9 storeys. The buildings are referred to within the Design and Access Statement as B1, B2 and B3 (from north to south). The GIA of each building is included below:

### **B1 GIA:**

- Basement, Ground Floor and Mezzanine: 2,935 m2
- 9 Storeys Occupied Floors: 17,557 m2
- 2 Storeys Roof Plant: 440 m2

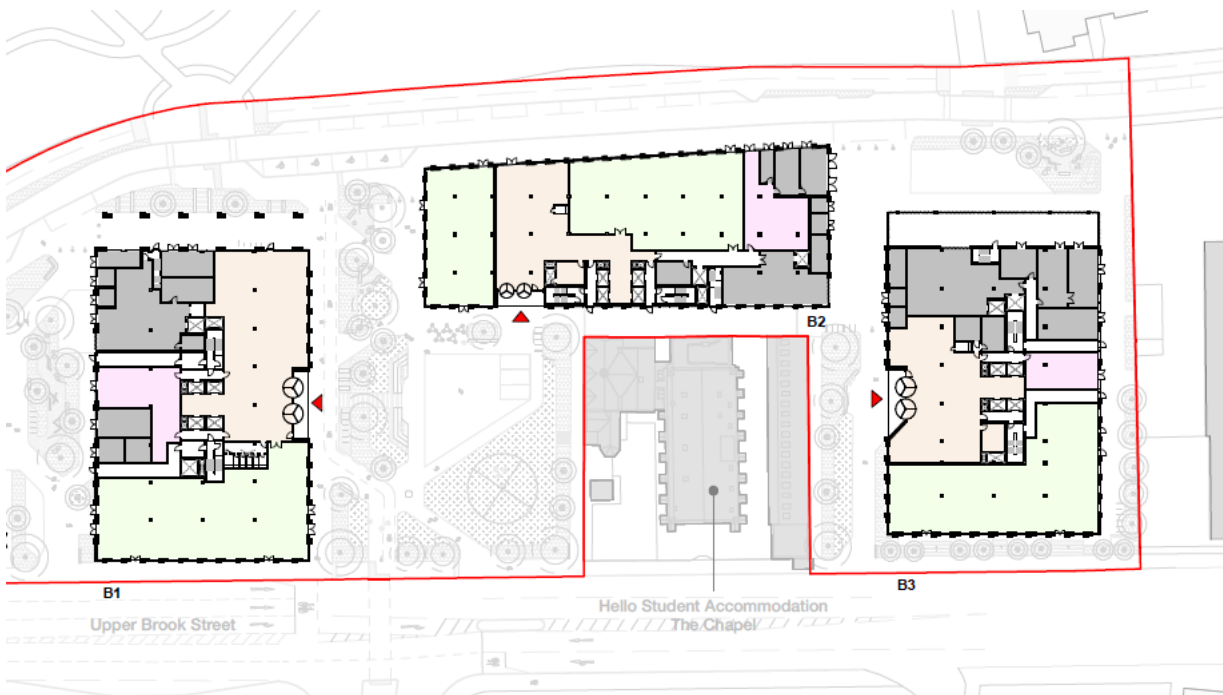
### **B2 GIA:**

- Basement, Ground Floor and Mezzanine: 2,743 m2
- 7 Storeys Occupied Floors: 10,834 m2
- 2 Storeys Roof Plant: 420 m2

**B3 GIA**

- Basement, Ground Floor and Mezzanine: 2,256 m<sup>2</sup>
- 5 Storeys Occupied Floors: 8,890 m<sup>2</sup>
- 2 Storeys Roof Plant: 485 m<sup>2</sup>

5.6 The proposed science and innovation buildings will include 834m<sup>2</sup> community and commercial space.



**Figure 5.2-** Science and Innovation Buildings Ground Floor Plan

### Purpose Built Student Accommodation

5.7 The proposed PBSA buildings will provide 1,100 student bedrooms (55% studios and 45% clusters in buildings A1 and A2, and 100% affordable clusters in building A3), student amenities, commercial/community spaces and supporting ancillary areas. The proposed PBSA scheme will include 1,610m<sup>2</sup> GIA amenity space and 506m<sup>2</sup> GIA of flexible Use Class E floorspace which is anticipated to be occupied by retailers or cafes.



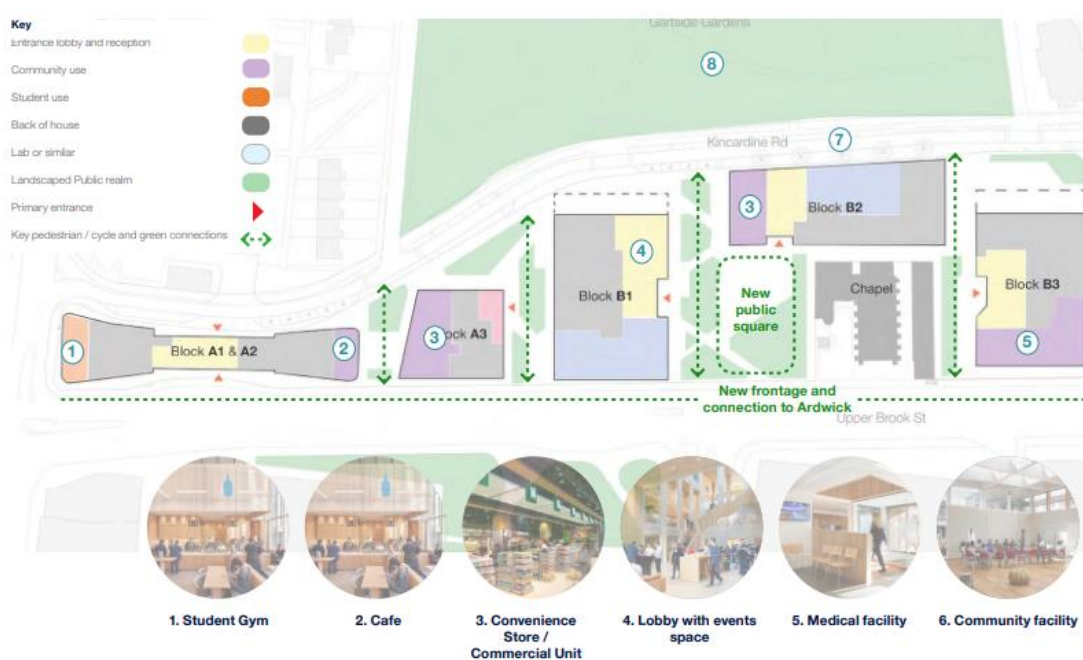
**Figure 5.3-** PBSA Layout Plan

## Community Spaces

5.8 The proposed development includes the following community spaces at ground floor level across the PBSA and science and innovation buildings:

- Community medical facility (556m<sup>2</sup>);
- Retail space (385m<sup>2</sup>);
- Cafes/ coffee shops (121m<sup>2</sup> and 278m<sup>2</sup>).

5.9 The location of the community spaces within the application Site is shown in Figure 5.4 below in pink/ purple.

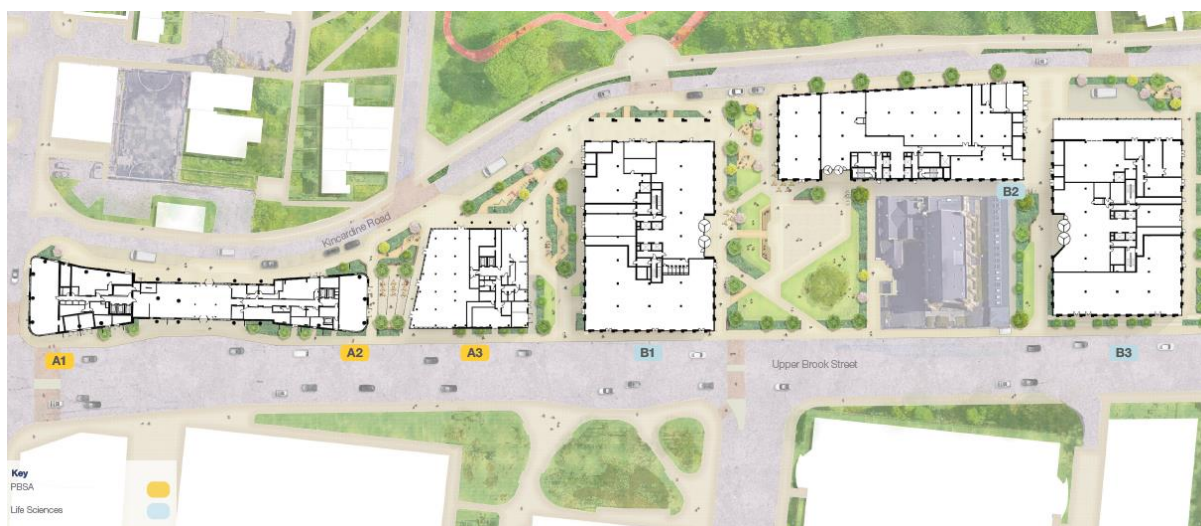


**Figure 5.4-** Proposed locations of ground floor community uses

5.10 The proposed medical facility will meet an identified need for additional medical services in the Ardwick area of the city. The space will be 556m<sup>2</sup>. The provision of space for this facility has arisen as a result of the public consultation with the local community, discussions with the NHS, as well as other stakeholders. While the final use and layout of the medical facility is yet to be determined. It could offer one or more of the following:

- General Practice;
- Wider Primary Care;
- Dentist;
- Pharmacy.

## Scale and Layout



**Figure 5.5-** Proposed buildings (from north to south A1, A2, A3 (PBSA), B1, B2, B3 (science and innovation))

5.11 The layout of the buildings has been derived based on the physical parameters of the site, and the functional requirements of the types of buildings proposed. The science and innovation buildings require a larger footprint so need to be located on the wider gauge of the site. The arrangement of the science and innovation buildings has been established to respond positively to the Former Unitarian Chapel in order to preserve and enhance its historic significance.

5.12 The locational requirements of the science and innovation buildings mean the student accommodation buildings are required to occupy the northern end of the site. Being located in the narrower part of the

site is well suited towards student residential as the layouts of these building can accommodate a linear run of student rooms.

- 5.13 The massing of the proposed masterplan responds to its identification within the ORC SRFG as a development opportunity where higher density development would be appropriate including opportunities for landmark buildings. As the part of the design development, and in response to comments raised in the first consultation, the Architects explored different massing options for the Student Accommodation to assess how to accommodate the quantum of development and student beds needed to support the wider regeneration, and also how best to make this quantum work with the existing context.
- 5.14 A single point tall building was assessed as being the right approach for the site and is in line with the SRFG that encourages height step up to the north where it will have less impact on overshadowing, and where it identifies an opportunity for a prominent 'accent building' closest to the city centre. Located on the northern end of the site it has a better relationship with the city centre to be kept at a reduced height and minimises overshadowing on Gartside Gardens. A single taller building allows the other two PBSA buildings to be reduced height in line with the SRFG.
- 5.15 The heights of the PBSA buildings are:
- ground floor + 12 storeys (Building A3);
  - ground floor + 14 storeys (Building A2); and,
  - ground floor + 41 storeys (Building A1), with intermediate steps at levels 16 and 28.
- 5.16 The science and innovation buildings are lower in height but require a larger footprint and so need to be located on the wider gauge of the Site. The three science and innovation buildings are:
- ground floor + 5 storeys (Building B3),
  - ground floor + 7 storeys (Building B2), and
  - ground floor + 9 storeys (Building B1) in height.
- 5.17 The height and mass are increased to the north and west of the masterplan, in response to the relative scale of the buildings within the adjacent University campus and the recognition within the ORC SRFG that the most northerly plot is a landmark location that could support a taller building.

- 5.18 The proposed development will mark the start of a significant upgrade in the streetscape of both Upper Brook Street and Kincardine Road. The proposed development will be the first step in redefining and repairing this streetscape by creating a permeable and pedestrian focused streetscape, designed around the public realm. Spaces between buildings have been designed to maximise opportunities for publicly accessible facilities while forging new connections through the previously impenetrable Site.
- 5.19 The following image, Figure 5.6, shows the proposed massing.



**Figure 5.6-** Proposed Massing from Gartside Gardens

## Appearance

- 5.20 The local context and community of Ardwick are central to the visual appearance of the design proposals, which aim to respect the recommendations of the ORC SRFG and seek to create buildings of exemplary design that are appropriate to and grounded within the local community.
- 5.21 The buildings appearance seek to use high-quality and robust materials to ensure the buildings compliment Ardwick's architectural heritage and enhance the skyline of the city. The intention is for the building designs to be rooted within the Ardwick community, reflecting the vibrant mix of materials, colours and styles within the local area.

## Science and Innovation Buildings

- 5.22 For the science and innovation buildings two tones of anodised aluminium will be used for the façades at the upper levels. Building B1 and B3 are proposed to be red, referencing the residential properties in Ardwick. Building B2 will be silver, to form a backdrop to the chapel and Gartside Gardens. The aspiration for these anodised materials is to be of high durable quality. The nature of the anodised finish means it will give different tones depending on the time day and light conditions.
- 5.23 The buildings are designed to be fully flexible for future tenants. By their nature they are heavily serviced buildings, with higher requirements for elements such as air changes than typical workspace buildings. To incorporate this in a considered manner, the scheme incorporates elements of perforated screening. Whilst functional, it is also expressed playfully, creating a visual identity for the buildings within the wider application site.
- 5.24 The base of the buildings will be a brick facade, to help ground the buildings. There will be lots of daily activity and having a durable material like brick is important for the buildings longevity and maintenance. The intention of the proposed material will keep the public realm, entrances and service areas feeling light and airy.



**Figure 5.7-** Appearance of science and innovation buildings



**Figure 5.8-** Appearance of science and innovation buildings as shown with new Gaskell Green Public Square

### Purpose Built Student Accommodation Buildings

- 5.25 The facade design of the PBSA buildings is derived from an iterative process and is based on specific parameters associated with the PBSA typology. Room widths are narrow and therefore a typical bedroom external wall consists of an openable vent unit and vision unit, with a solid unit sat on each party wall line. Once internally planned, the facade design development focusses around bringing the concepts to the fore without the repetitive nature of the typology sterilising the design.
- 5.26 The blue-grey proposed façade provides a point of difference and identity to avoid the visual assignment of the building to the university, with the building being in and for Ardwick, whilst also bringing lightness and tones of the sky in all conditions; ranging from grey through to blue depending on the viewing angle and lighting conditions. For further detail on the design and materiality, please refer to the Design and Access Statement.



**Figure 5.9-** Appearance of PBSA as shown from Kincardine Road facing west



**Figure 5.10-** Materiality of PBSA seen from Upper Brook Street

## Landscaping

- 5.27 A key priority for the redevelopment of the Site within the ORC SRFG is to deliver high quality, inclusive new public realm, calm the vehicular dominated environment, and increase permeability and integrate new public realm with the existing offer such as an upgraded Gartside Gardens.
- 5.28 The proposed development aims to put landscaping at the heart of its proposals and deliver on the vision for the site to create a cohesive, permeable and community-oriented space.
- 5.29 Threading through the building and landscape design is the desire to create and build a sustainable development that responds to its environment. High quality landscape will be at the heart of the scheme to ensure the development knits into the surrounding city fabric, creating attractive streets and spaces for the public and residents to enjoy, as well as focusing on climate sensitive design, biodiversity and carbon footprint.
- 5.30 A series of landscape design concepts have been developed that have driven the detailed proposals. These include:
- **A place to connect with people** – offering a variety of places to enjoy being outside with others, including a range of seating areas for gather and quiet contemplation, and social and green spaces;
  - **A place to play and be active** – creating streets and spaces that encourage play, exploration and physical activity, green public realm that encourages walking and activity through the Site, and play areas along Kincardine Road for the local community; and
  - **A place for nature** – landscape to be designed as a whole system that will work to support and benefit nature with climate resilient planting, Sustainable Urban Drainage, and planting that is attractive to wildlife.
- 5.31 These design concepts have been brought together in the detailed landscape masterplan for this Site shown in Figure 5.11 below.



**Figure 5.11 – Landscape Masterplan**

- 5.32 The proposed development will provide almost 2 acres of new public realm and comprises of four key landscape areas. Each of these will have distinct characteristics, whilst all working as part of a cohesive Site plan. The four landscape Character Areas comprise Kincardine Road, The Walks, Community Squares and Upper Brook Street.

### **Kincardine Road Landscape Character Area**

- 5.33 Kincardine Road will form a new community oriented and active edge to the Brunswick community. Tree, shrub and herbaceous planting will give the street a revived green character, interwoven with areas for seating and informal play.
- 5.34 A primary pedestrian path will be complemented by secondary routes meandering through areas of planting. Natural play and outdoor exercise elements will be incorporated throughout, encouraging residents to explore and play. Kincardine Road will also include 9 new disabled parking spaces.



**Figure 5.12- Kincardine Road Landscape Character Area**

## The Walks Landscape Character Area

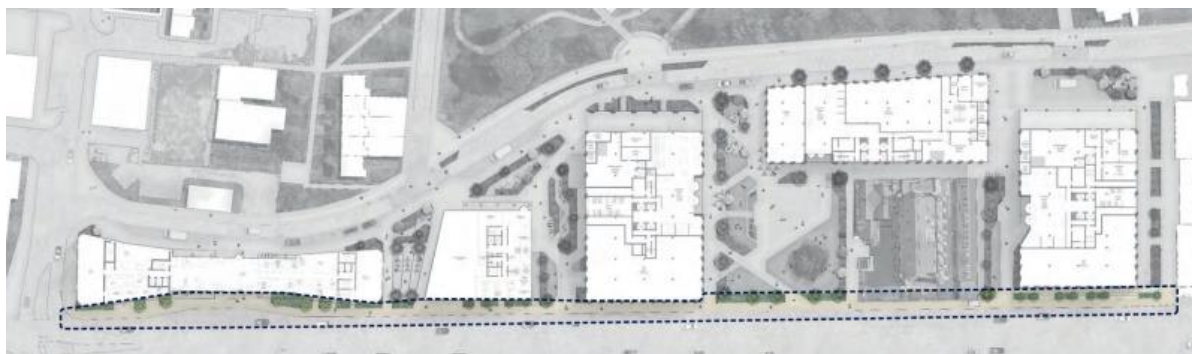
- 5.35 The Walks will create new routes connecting Kincardine Road and Upper Brook Street. The creation of a sequence of small garden spaces, with, ornamental planting, open lawns and a variety of seating elements, will facilitate a range of community activities, including gathering, meeting and dwelling. These are arranged to respond to the active edges of the buildings on the Site, encouraging a synergy between building and landscape. Broader routes along building edges will allow for occasional emergency access.
- 5.36 Avenue planting, mixed material surfacing and a variety of paths help create a sense of journey, encouraging people to slow down and connect with their surroundings. Areas of herbaceous planting will give the street a vibrant and restorative character.



**Figure 5.13-** The Walks Landscape Character Area

## Upper Brook Street Landscape Character Area

- 5.37 Along Upper Brook Street, a more formal character with new areas of planting and will refocus this edge as part of a pedestrian streetscape. Avenue tree and ground level planting will create a strong sense of rhythm and journey, whilst also forming a buffer from the busy road edge, creating a more pleasant and pedestrian focussed route.
- 5.38 A pre-existing level change in the southern section of the Site will be addressed through small stepped areas and gentle accessible slopes. These will also help define a small spill out area outside the lettable unit in B3 building.



**Figure 5.14-** Upper Brook Street Landscape Character Area

### The Community Squares (Hanworth Square and Gaskell Green)

- 5.39 The Hanworth Square is proposed between two PBSA buildings (A2 and A3) and will be fronted by letable units that will help to activate the space. This space will offer a flexible community space that is able to host a variety of small organised events or provide a spill out space for adjacent letable units.
- 5.40 Gaskell Green will be a key public space at the heart of the development. The green character of the space will offer an extension to Gartside Gardens and a much better setting for the Chapel. A large existing tree will be retained as a focal point within a park-like setting. The central paved area will provide a flexible space for community events and organised activities while the open lawns will provide additional informal recreational space for students, local residents and staff.



**Figure 5.15-** Community Squares Landscape Character Area



**Figure 5.16-** View of Gaskell Green from Upper Brook Street

## Roof Terraces

- 5.41 The proposal includes a total of 1,735m<sup>2</sup> roof terrace space, this includes a total of 1,206m<sup>2</sup> across the science and innovation buildings and 529m<sup>2</sup> across the PBSA buildings.
- 5.42 The proposed roof terraces to the science and innovation buildings will provide a relaxing and green environment acting as a breakout space for staff and visitors to enjoy. The roof terraces will feature the following elements:
- Large, free-form planters;
  - Mixed shrub and herbaeous planting that will be selected to support native insect and bird species and provide additional habitat for local wildlife;
  - Covered seating areas for shade and shelter;
  - A range of seating areas with space for groups or individuals;
  - Points of respite which offer views onto adjacent public realm and over the listed chapel.
- 5.43 The proposed roof terraces within the PBSA buildings will seek to maximise the useable space and provide a flexible space for social gatherings events and general enjoyment of students. The roof terraces will include such elements as:

- Covered seating areas with dining tables;
- Open lawn area with mini-stage and outdoor screen;
- Outdoor kitchen and barbecue;
- Small, intimate pockets of seating;
- Outdoor recreation elements, such a pool or table tennis;
- Small, flexible planters with multi-stem trees.

5.44 Full details of the landscaping proposals, including the proposed hard and soft landscaping and street furniture and lighting proposals can be found within Section 5 of the Design and Access Statement.

## **Access and Parking**

5.45 Throughout the design process, every step has been taken to ensure that the principles of accessibility and inclusive design have been fully incorporated in the proposed design.

5.46 The proposed development will be accessible to all users, residents, visitors, staff and the wider community. Please refer to the Design and Access Statement, prepared by Hawkins Brown, SimpsonHaugh, and Re-form Landscape Architects and submitted as part of this application, which describes the access provisions in detail with a summary overview provided below.

5.47 The proposals demonstrate that a good level of inclusive design will be achieved. The key access provisions include:

- Incorporation of the principles for inclusive design wherever possible;
- Accessible routes to all connections with local pedestrian routes and public transport;
- Safe spaces and routes for pedestrians and cyclists, segregated from vehicle traffic;
- 9no. on-street car parking is designed to be suitable for wheelchair users to be used by both buildings;
- Accessible cycle parking space for student residents, staff and visitors;
- Step-free access to all parts of the buildings, including balconies and roof terraces; and,
- Emergency Egress /Protected Lifts as part of the fire strategy.

## Pedestrian Access

- 5.48 Both the science and innovation and the PBSA buildings have been designed to allow for good site accessibility to / from surrounding routes, with buildings providing active frontage access to Upper Brook Street, Kincardine Road and the proposed new public square. The masterplan scheme also includes for new public realm running through the Site, which alongside the closure of Inchley Road, will deliver good site permeability and enhanced east – west pedestrian and cycle movements through the Site, helping to link the Brunswick residential area to the Oxford Road Corridor and University zones.

## Cycling

- 5.49 For the science and innovation buildings, cycle parking is primarily on the ground floor and provided via a Josta double rack system. Visitor cycle parking is available within the external landscape as Sheffield stands/ similar. Showers, lockers and drying spaces are on mezzanine levels. The provision of cycles follows a ratio of one cycle per 150m<sup>2</sup> NIA, which goes beyond MCC guidelines (MCC Core Strategy 2012-2027) which suggest one cycle per 200m<sup>2</sup> NIA.

- Building B1: 110 cycle spaces (ground floor), 11 cycles (external landscape)
- Building B2 cycle store: 90 cycle spaces (ground floor), 5 cycles (external landscape)
- Building B3 cycle store: 70 cycle spaces (ground floor), 11 cycles (external landscape)

- 5.50 For the PBSA elements, a secure cycle store room is provided in the basement of Building A1/A2 with cycle storage racks totalling 25% of the number of bedrooms (220 bike spaces). Access to the cycle store is by lift, via a secure fob access door at ground floor, on Upper Brook Street. In Building A3, a secure cycle store room is provided at ground floor with cycle storage racks totalling 25% of the number of bedrooms (55 bike spaces). Access to the cycle store is via a secure fob access door on Upper Brook Street.

- 5.51 A segregated contraflow cycle lane is also proposed on Kincardine Road, providing improved cycle infrastructure in and around the local area.

## Public Transport

- 5.52 The Transport Assessment submitted in support of the planning application finds that, overall, the Site is in a highly sustainable location. The Site is located within a short walk of excellent high frequency public transport connections to and from the city centre and other university buildings. The Site is adjacent to existing bus stops and located circa 600m from Oxford Road Train Station (at the closest

point). The existing public transport connections and sustainability of the Site is further detailed at Chapter 2 of this Planning Statement.

## **Private Car**

- 5.53 The proposed development will not encourage the use of private cars to access the Site and therefore no general car parking will be provided as part of the development. However, a number of accessible parking bays will be provided along the boundary with Kincardine Road to ensure that the buildings are accessible to all.

## **Deliveries**

- 5.54 For the science and innovation buildings, at ground floor a multi-purpose service spaces allows internal provision for tenant specific servicing (that would not be appropriate to do outside the buildings line) within a screened, secure, and controlled space. These spaces are accessible internally and externally. Any requirement for external service space is provided by a screened under-croft located adjacent to Building B3. This service yard is screened in a perforated metal of similar language to the building cladding. These spaces are key to the effective functioning of the heavily serviced science and innovations buildings.
- 5.55 For the PBSA, the management of moving in and out of student residents and deliveries is as described in the Site Logistics Management Strategy, prepared by Curtins and submitted as part of the application documents, alongside the submitted Transport Assessment prepared by Focus Transport Planning.
- 5.56 Taxis will drop off and pick up via the loading bays, along with ad-hoc deliveries by car or van. Commercial units are also serviced via the loading bays.

## **Waste Collection**

- 5.57 For the science and innovation buildings, within each building is an individually managed dedicated internal refuse store. These are located on the mezzanine floor level for each building, and are accessed by a dedicated service lift. External access is through the multi purpose service space, where a clear route to the dedicated lift is provided. Refuse provision exceeds that required by MCC's GD04 - Waste Management Strategy for New Developments. The refuse store has been designed for easy movement and upkeep of Eurobins. Waste will be separated according to its requirements (refuse and recycling). Gas and chemical refuse can be provided within the multi-purpose service space if required.
- 5.58 It is proposed that the waste collection vehicles will access the service and delivery areas to collect refuse. The building management will use the multipurpose service yard as a holding area for the bins

on collection days. There is level access between the collection point and the point of entry for the refuse store.

- 5.59 For the PBSA elements, the management of waste is as described in the Site Logistics Management Strategy, prepared by Curtins and submitted as part of the application documents.
- 5.60 An internally accessed, communal refuse and recycling store is located at ground floor of each building, facing onto Kincardine Road.
- 5.61 On refuse collection days, the building's management team will move bins for collection on Kincardine Road. Refuse collection will be by private contractor twice a week. Stores have been sized to store 44no. 1,100l eurobins in Building A1/A2 and 11no. 1,100l eurobins in Building A3. The refuse stores within Building A1/A2 are not directly proportional to the towers above them and bins will therefore be managed by the building management team.
- 5.62 Commercial units are anticipated to have a higher frequency of collection and will be managed by the tenant. Refuse for the units will be stored within the unit demise.

## **Summary**

- 5.63 In summary, the proposals have been designed with due regard given to the technical assessments undertaken by the Applicants' project team. The proposed development represents a high-quality comprehensive scheme designed in line with best practice guidance. The proposed development will provide high-quality science and innovation buildings and new student accommodation together with a medical facility and retail/ café space, with new landscaping and public realm, providing positive regeneration, benefits to the local area and conserving the local historical interest of the Site.

## 6. Summary of Community and Stakeholder Involvement

- 6.1 As described earlier in this Planning Statement, a cohesive and comprehensive approach has been taken to consultation with this current application being consulted on in combination with the wider Illustrative Upper Brook Street Masterplan to ensure that the community and stakeholders have an understanding of the wider visions for Upper Brook Street and to demonstrate that the two proposals are being brought forward with due consideration to the neighbouring plans.
- 6.2 Full details of the consultation are contained within the Statement of Community Involvement submitted in support of this application, however, a summary of the approach to consultation, the feedback received and the Developer's response to feedback is included below.

### Summary of Approach to Consultation

- 6.3 The approach to community and stakeholder involvement undertaken by the Applicants has fully aligned with the consultation requirements set out in MCC's SCI, and it is proportionate to the scale and nature of the proposed development. Furthermore, the community consultation exercise fully accords with the requirements of the NPPF and Localism Act.
- 6.4 In summary the key consultation activity has included the following:
- Extensive pre-application meetings were held with MCC Planning Regeneration and Highways Officers in 2022 and 2023;
  - Agreement from Planning Officers and Local Councillors regarding the detail of the public consultation exercise;
  - Early engagement with Local Councillors (Cllr Bernard Priest) on the principle of development held in 2022 and various follow on meetings with Local Councillors (Cllr Tina Hewitson; Cllr Amna Abdullatif; and Cllr Abdigafar Muse) held in 2023;
  - Meetings with other important local stakeholders in the Brunswick / Ardwick area, including the following:
    - The Works and Job Centre Plus
    - Members of the Brunswick Residents Association
    - Canon Simon Gatenby, Brunswick Church
    - Brunswick Climate Change Group

- MCC Neighbourhood Wardens
- Consultation with other Stakeholders including Historic England, Manchester Metropolitan University, and the NHS;
- Two local leaflet drops inviting residents to attend the consultation event or visit the dedicated consultation website and provide feedback comments were undertaken on 13<sup>th</sup> March 2023, and 22<sup>nd</sup> May 2023. In total almost 6,000 leaflets and 1,800 text messages were sent out to the local community to advertise the consultation;
- Two in-person public consultation events held in nearby community centres on 23<sup>rd</sup> March 2023 and 26<sup>th</sup> May 2023 with over 130 attendees in total; and,
- A dedicated online consultation website which included details of the scheme and invited feedback on the scheme proposals. The consultation website was live from 13<sup>th</sup> - 31<sup>st</sup> March 2023, and again from 24<sup>th</sup> May - 5<sup>th</sup> June 2023.

## Feedback

- 6.5 A summary of the feedback received from the key groups consulted with is included below. More detailed feedback, and feedback from other stakeholders is included within the SCI.

## MCC Officers

- 6.6 Extensive pre-application discussion with MCC planning, regeneration and highways officers have occurred since early 2022 on the emerging proposals. These have included the following topics:
- The principle of redeveloping the sites;
  - The relationship with the ORC SRFG;
  - The need to consider the relationship with Ardwick and the Brunswick community;
  - The proposed land uses and their role in addressing both strategic city-wide and local needs;
  - The layout and public realm principles, including increasing permeability and accessibility through the site and to Ardwick;
  - The height, scale and massing of the proposed buildings, including options for how the required quantum of development to deliver the science and innovation buildings and regeneration / community benefits can be accommodated on the site;

- The detailed design and architecture of the proposals;
- The detailed design of the landscape and new public realm;
- The quantum and location of the proposed community uses;
- The public consultation strategy and the responses to comments received; and
- Detailed highways matters include road closures, amendments to the existing highway network, and the level of car / cycle parking proposed.

6.7 The proposed development submitted as part of this planning application has benefitted considerably and reflects the pre-application consultation with MCC and has sought to address the key comments made from officers.

### **Historic England**

6.8 A pre-application meeting was held with officers at Historic England on the emerging proposals. Historic England raised no concerns in principle around redevelopment of Site, massing proposed, impact on Grade II\* listed Chapel, or long-range views from tallest part of the PBSA building. Historic England provided a written response confirming:

*"We welcome the redevelopment of the site, and believe that the wider masterplan has the potential to not only improve the townscape of Manchester, but also to better reveal the significance of the chapel. From the information provided in the meeting we are comfortable that the proposed quantum of development could be achieved on the site without harming the significance of the chapel, and that sensitive consideration is being given to the design of both the buildings and the wider landscaping."*

### **Manchester Metropolitan University**

6.9 The Client and design teams have consulted with Manchester Metropolitan University (MMU) about the proposed development with overwhelming support for the scheme.

6.10 Dr David Lambrick, Deputy Pro-Vice Chancellor, Faculty of Science and Engineering, Manchester Metropolitan University:

*"The development of purpose-built, high quality laboratory research and development space on the Oxford Road Corridor is important to achieve the full potential of Manchester's scientific economy, contributing to it being one of the top cities in the world for innovation."*

*“MMU provides excellent education to its students, 50% of which commute locally, and has ambitious research goals both of which will be supported by the provision of such space. Future occupiers will provide innovation employment opportunities to retain students and the local population, and work to address health inequalities, again to the benefit of the local community.”*

- 6.11 MMU has also separately stated its support for the provision of PBSA on the site and has expressed an interest in using the PBSA buildings to house its students.

## NHS

- 6.12 Following the public consultation, the need for more medical facilities was highlighted as the existing health centre in the area was already at capacity. The Applicants have engaged with NHS England to establish which of the proposed lettable units would be appropriate for a medical facility. Engagement with the body has been positive and they have given their support to the scheme.

- 6.13 Caroline Bradley, Associate Director of Primary Care (NHS GM Manchester Locality):

*“Manchester has experienced significant population growth in recent years, this is set to continue with expected further growth of 100,000 over the next ten years. With this positive growth for the city, it is important that we understand and address the health needs and requirements of the population through expansion of our NHS estates and infrastructure including primary care, community services and facilities for patients and NHS staff. We have been exploring a number of ways to do this alongside General Practice colleagues and patients, and continuing to develop partnerships in the city is fundamental to progress.*

*The proposed medical centre as part of the wider masterplan at Upper Brook Street is certainly one such opportunity for General Practice, and wider primary care services in the area, that Manchester Locality colleagues as part of NHS GM Integrated Care will want to consider. A modern, purpose-built facility will benefit patients, carers and staff whilst supporting the expansion and development of our clinical and non-clinical workforce who work tirelessly to deliver General Practice and wider primary care services to our local population.”*

## Public Comments

- 6.14 As stated above two separate public consultation periods have been held at the pre-application stage in March and May 2023. As part of each period an in-person public consultation event was held within the community where the Applicants, the wider masterplan consortium, and the design team attended for a total of 10 hours to openly discuss the proposals with the local residents.

**First Consultation**

6.15 The first public consultation exercise was held between 13th – 31st March 2023. 68 people attended the public exhibition, with 65 written and online responses. Over half of responses supportive or partially supportive of the site's redevelopment.

6.16 The key comments raised as part of the first public consultation were:

- Main areas of support: redevelopment of a brownfield site; improved appearance of the area; investment in Ardwick; job creation; and new public realm.
- Would like to see the following in the area: convenience store; more community facilities, including for children; medical facilities; cafes; more greenery and usable outdoor space.
- Main areas of concern raised around: height and density; quantum of students; traffic and parking; lack of offering for the community; and construction impacts.

**Second Consultation**

6.17 The second public consultation exercise was held between 24<sup>th</sup> May and 9<sup>th</sup> June 2023. 71 people attended the public exhibition, with 114 written and online responses. There was a reduction in the level of support at the second consultation, with concerns being raised around the key themes detailed below.

6.18 The key comments raised as part of the second public consultation were:

- Main areas of support: redevelopment of a brownfield site, proposed community uses, safety improvements to the surrounding road network, and the high quality architectural design.
- Main areas of concern raised:
  - Height and density;

Concerns were raised that the proposed tall buildings would be out of character with the neighbouring Brunswick community with residents seeking reassurance that the tall buildings are being fully tested from an environmental and technical perspective to limit impacts upon surrounding occupiers.

- Number of students;

Some community members suggested that there is not a need for this quantum of PBSA development, and the community sought reassurance that the buildings would be suitably managed to ensure the students integrate effectively with the existing community. Concerns were also raised whether local services will be able to accommodate the increase in population.

- Traffic and parking;

The community raised concerns that the development would exacerbate existing issues with on-street parking within the Brunswick residential area. Questions were raised as to how the car free development would function, and whether appropriate levels of disabled parking will be provided.

- Community offering

The Brunswick community sought confirmation of what community facilities would be provided and also sought confirmation that these facilities would be accessible and designed for use by the existing community and not just the students.

## **Illustrative Masterplan Response to Consultation**

6.19 Full details of the Illustrative Masterplan consultation and the Applicants' response are contained within the SCI, however, a summary is provided below:

6.20 The comments received during the first public consultation resulted in the following changes to the wider illustrative masterplan scheme, and the specific proposals subject to this planning application:

- Increase in the amount and usability of proposed public realm and green spaces within the illustrative masterplan to almost 3 acres and including 2 public squares.
- Inclusion of playful new landscape including informal play and exercise spaces for local residents.
- Commitment to providing a financial contribution for community-led improvements to Gartside Gardens.
- Inclusion of specific community uses into the ground floor space to directly address the feedback. These include a new dedicated community facility, a new medical centre, a new convenience store, and new cafes and retail opportunities;
- Improvements to existing roads and 6 enhanced or new pedestrian crossings;
- Progressing discussions about focusing significant local job creation and expenditure within the local community;
- Commitment to provide a financial contribution to allow the Council to explore the potential to review and strengthen the existing residents parking zone.

- Furthering the detailed design of the proposed buildings to ensure a new benchmark for quality in Ardwick and in the Oxford Road Corridor.
- Furthering discussions with key stakeholders to ensure the deliverability and appropriate management of the future science and innovation and community uses.

6.21 In response to the key concerns raised within the second consultation additional justification is provided in the separate planning applications to address each of the key concerns raised by the local community, however, a brief overview is included below which should be read with the more detailed documents submitted with the applications:

### **Height and Massing**

6.22 As part of the design development, in response to comments raised during the first consultation, the wider masterplan team explored various massing options for the tallest building within the masterplan to assess how best to accommodate the quantum of development and student beds required to viably deliver the science and innovation floorspace and community benefits proposed as an essential part of the SRFG vision for the site.

6.23 Various massing options were explored and discussed with the community during the second consultation event.

6.24 Detailed analysis of the design, visibility, and environmental impacts of the proposed taller buildings in the masterplan is provided within each separate planning application to justify the location, height, and level of impact that may be caused by the taller buildings.

### **Number of Students**

6.25 As explained elsewhere in this Statement there is an established city-wide and local need for new, high-quality, purpose built student accommodation, which is critical to Manchester's continued economic and social development. The wider masterplan team listened to comments from the community as to how they would suggest the students can integrate with the existing community, how appropriate management plans would be put in place, and shared their own suggestions of how this has worked successfully elsewhere. Detailed Student Needs Assessments and Management Plans are submitted with each planning application to detail this.

6.26 Ultimately the number of student beds proposed across the Illustrative Masterplan is required in order to viably deliver the science and innovation buildings, jobs, community spaces, and the regeneration

benefits on the wider site, and this is clearly set out in each of the planning applications for the respective components of the wider masterplan.

## **Traffic and Parking**

- 6.27 Detailed Transport Assessments and Travel Plans are provided within each planning application setting out the highway proposals and how the development can improve traffic and parking within the area, and address concerns around increased traffic on specific roads.
- 6.28 Significant improvements are proposed to the surrounding road network, which will bring safety benefits for the local community. This includes upgrades to Kincardine Road, which will become one way with a dedicated cycle lane and enhanced footpath widths and planting provisions as part of the PAG / Moda proposals, there will also be 6 new or improved pedestrian crossing points around the site.

## **Community Offering**

- 6.29 Following the feedback received during the first public consultation event the development team put forward a substantial community offering and provided details of proposed community uses. Further detail of this is included in the Community Offer section of this Statement and the submitted Community Benefits Statement. The community uses have been proposed based on feedback received from the public and stakeholders during consultation in order to directly respond to identified needs of the local community.
- 6.30 The Illustrative Masterplan in total is anticipated to deliver the following community facilities:
- New community facility - for flexible community use to be located in McLaren / Kadans application. To be provided with kitchen, toilets, and separate access from Kincardine Road.
  - New local convenience store – To be provided in this application fronting new public realm and visible from Gartside Gardens.
  - New medical facility – To be delivered as part of this application.
  - New cafes / coffee shops – To be provided throughout the illustrative masterplan (including as part of this application) fronting key routes and new public realm.
  - Almost 3 acres of new public realm.
  - Financial contribution for community-led improvements to Gartside Gardens.
  - Provision of 6 enhanced or new pedestrian crossings to Kincardine Road and Upper Brook Street.
  - Financial contribution to MCC to allow exploration of amendments to the existing Controlled Parking Zone (CPZ) in Brunswick to further protect the use by residents.

- c. 5,800 new jobs (direct and indirect) and commitment to bespoke local procurement scheme.

## **This Applications Response to Consultation**

6.31 Whilst a coordinated approach to public engagement was undertaken for the wider illustrative masterplan proposals, the Applicants have carefully considered the feedback received for the proposals specifically sought for approval as part of this planning application and made the following changes as a direct result of the engagement with the local community and Ward Councillors:

- Amended the massing of the proposed PBSA building to ensure it is kept as low as possible fronting the Brunswick community and stepping up the north of the site away from Gartside Gardens and most residential properties where the ORC SRFG suggests a landmark building.
- Inclusion of playful new landscape including informal play and exercise spaces for local residents.
- Commitment to providing a financial contribution for community-led improvements to Gartside Gardens and progressed initial community-led options for discussion.
- Inclusion of a new convenience retail store within a prominent location fronting the new public realm and local community to directly address the feedback.
- Inclusion of a new medical facility to directly address local feedback.
- Inclusion of other community facilities including new cafes and retail opportunities.
- Enhanced or new pedestrian crossings to Kincardine Road and Upper Brook Street.
- Commitment to provide a financial contribution to allow the Council to explore the potential to review and strengthen the existing residents parking zone.

## **Summary**

6.32 The Applicants have carried out a comprehensive programme of pre-application consultation which goes beyond the requirements of both local and national planning policy guidance for development of this scale and nature. This has included consultation on the proposals subject to this planning application as well as the wider emerging illustrative masterplan as part of a consortium of other developers and operators.

6.33 The Applicants are committed to delivering a scheme that incorporates the views of the local community and has responded, as far as possible, comments raised during consultation whilst ensuring

that the proposed development is viable and deliverable. It is envisaged that positive dialogue will continue during the determination period for the planning application and beyond.

## 7. Planning Policy Context

- 7.1 This chapter describes the relevant adopted local planning policies as well as national planning policy and other material considerations relevant to the determination of this application.

### Statutory Development Plan

- 7.2 Section 38 (6) of the Planning and Compulsory Purchase Act 2004 states that decisions should be made in accordance with the Development Plan unless material considerations indicate otherwise.
- 7.3 For the purposes of this application, the Development Plan comprises:
- The Manchester City Council Core Strategy Development Plan Document (2012); and
  - The saved policies of the Unitary Development Plan (1995).
- 7.4 According to Manchester City Council's Interactive Planning Policy Map, the Site is not allocated for a specific use, however it is identified as being located in Central Manchester (policies EC8 and H5), and the Regional Centre (Policy EC3). While outside of but adjacent to the Site, Upper Brook Street is identified as a Major Road/ Rail Environmental Improvement Route (UDP Policy E3.3). The opposite side of Upper Brook Street is identified as being located within the City Centre (policies CC1-CC10).
- 7.5 Key policies within the Development Plan are considered below. Other planning policy documents relevant to the proposal which could be deemed "material considerations" will also be taken into account in this Planning Statement, including any relevant Supplementary Planning Documents (SPDs) and guidance (SPGs).

### Core Strategy Development Plan Document (Core Strategy) 2012

- 7.6 The Core Strategy was adopted on 11 July 2012 and it is the key document to guide development in the City over the plan period (2012-2027).
- 7.7 The key policies of the Core Strategy, relevant for this application are outlined below:
- 7.8 **Policy SP1 (Spatial Principles)**- This policy sets out the key spatial principles which will guide the strategic development of Manchester to 2027. It states that Central Manchester will be one of the neighbourhoods which will see the majority of new residential development. New development should maximise the potential of the City's transport infrastructure. Development in all parts of the city should make positive contributions to neighbourhoods of choice, minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible. Additionally, development

should improve access to jobs, services, education and open space by being located to reduce the need to travel.

7.9 **Policy EC1 (Employment and Economic Growth in Manchester)** - This policy states a minimum of 200ha of employment land will be delivered between 2010 and 2027 for offices (B1a), research and development (B1b), light industrial (B1c), general industry (B2) and distribution and warehousing (B8).

7.10 The policy suggests that 25ha of land should be developed for research and development and industry, with the regional centre being identified as a key location for major employment growth. MCC's priorities for ensuring economic growth include:

- Improving access to jobs for all via public transport, walking and cycling;
- Demonstrating that employment-generating development has fully considered opportunities to provide jobs for local people, through construction or use;
- Improving the portfolio of employment premises, by providing a range of employment sites and premises for small, medium and large businesses;
- Creating business destinations by enhancing the primary business use with ancillary commercial facilities; and,
- Ensuring the continued social, economic and environmental regeneration of the City.

7.11 Development proposals should have regard to climate change resilience and ensuring the design makes the best possible use of the Site.

7.12 **Policy EC3 (The Regional Centre)**- This policy states, within the Regional Centre development for employment generating uses including offices and other commercial development will be encouraged. Office developments will be appropriate providing that:

- They are in locations which are well connected by sustainable transport to both the City Centre and residential areas, and
- The scale and type of office development does not undermine delivery of employment space within the City Centre.

7.13 Proposals for other town centre uses will be assessed in accordance with Policies C1 and C9, unless included in an allocation or the uses are ancillary to the main employment use.

7.14 Housing will also be an 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.

7.15 **Policy EC8 (Central Manchester)**- This policy states Central Manchester is expected to provide approximately 14ha of employment land. The Corridor (Manchester) is identified as one of the locations where the majority of this employment provision should be provided within. It states, the Corridor is suitable for office, research and development, light industrial, general industrial, education and health. The Council will promote development which has regard to:

- Ensuring employment within Central Manchester complements those uses within the City Centre;
- Design opportunities offered by the key transport infrastructure such as the arterial roads Princess Parkway, Oxford Road, Stockport Road and Hyde Road;
- Improving public transport, walking and cycling connectivity between residential neighbourhoods and employment locations; and,
- Creating a positive sense of place at the interface of the health and education institutions along Oxford Road and the residential areas, using design and public realm.

7.16 **Policy H5 (Central Manchester)**- Central Manchester, over the lifetime of the Core Strategy, will accommodate around 14% of new residential development. Priority will be given to high value, high quality development.

7.17 **Policy H12 (Purpose Built Student Accommodation)**- The provision of new purpose built student accommodation will be supported where the development satisfied the criteria below:

1. Sites should be in close proximity to the University campuses or to a high frequency public transport route;
2. 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;
3. Proposals that can demonstrate a positive regeneration impact in their own right will be given preference over other schemes;

4. Proposals should be designed to be safe and secure for their users, and avoid causing an increase in crime in the surrounding area;
5. 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;
6. Where appropriate proposals should contribute to the re-use of Listed Buildings and other buildings with a particular heritage value;
7. Consideration should be given to provision and management of waste disposal facilities;
8. 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; and,
9. Applicants/developers must demonstrate to the Council that their proposals for purpose built student accommodation are deliverable.

7.18 **Policy T1 (Sustainable Transport)**- to deliver a sustainable, high quality, integrated transport system to encourage a modal shift away from car travel to public transport, cycling and walking, the Council will support proposals that, improve choice by developing alternatives to the car, improve access to transport services and facilities, improve pedestrian routes, improve the cycle network, reduce the negative impacts of road traffic, and account for the needs of road users according to the hierarchy which prioritises pedestrians, disabled people and cyclists.

7.19 **Policy T2 (Accessible Areas of Opportunity and Need)**- the Council will actively manage patterns of development to ensure that new development is located to ensure good access to the City's main economic drivers, and is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and recreational opportunities. Development should provide car parking facilities in accordance with the Council's car parking standards. Major applications should be supported by proportionate Traffic Impact Assessments and Travel Plans.

7.20 **Policy EN2 (Tall Buildings)** states 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, for example as a landmark building, by terminating a view or by signposting a facility of significance, and
- Will bring significant regeneration benefits.

7.21 The policy also requires applications to demonstrate that proposals for tall buildings are viable and deliverable.

7.22 **Policy EN3 (Heritage)** - the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods. New developments must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance, including conservation areas. Proposals which enable the re-use of heritage assets will be encouraged where they are considered consistent with the significance of the heritage asset.

7.23 **Policy EN4 (Reducing CO2 Emissions by Enabling Zero and Low Carbon Development)** - All development must follow the energy hierarchy, being designed to reduce the need for energy through sustainable design features. New development and refurbishment schemes should use building materials with low embodied carbon.

7.24 **Policy EN9 (Green Infrastructure)** - New development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function.

7.25 **Policy EN16 (Air Quality)** - The Council will seek to improve the air quality within Manchester, and particularly within Air Quality Management Areas, located along Manchester's principal traffic routes and at Manchester Airport.

7.26 **Policy PA1 (Developer Contributions)** - Where needs arise as a result of development, the Council will seek to secure planning obligations. The nature and scale of planning obligations sought will be related to the form of development and its potential impact upon the surrounding area.

7.27 **Policy DM1 (Development Management)** - All development should have regard to the following specific issues:

- Appropriate siting, layout, scale, form, massing, materials and detail;

- Impact on the surrounding areas in terms of the design, scale and appearance;
- Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation;
- Accessibility;
- Safety and crime prevention;
- Adequacy of internal accommodation and external amenity space;
- Refuse storage and collection;
- Vehicular access and car parking;
- Effects relating to biodiversity, landscape, archaeological or built heritage;
- Green Infrastructure including open space, both public and private; and,
- Subject to scheme viability, developers will be required to demonstrate that new development incorporates sustainable construction techniques, new residential developments should meet Code Level 6 of the Code for Sustainable Homes Standards.

### **Saved UDP Policies (2004)**

- 7.28 **Policy 19.1 (Listed Buildings)** – seeks to preserve and enhance the settings of listed buildings by appropriate control over the design of new development in their vicinity, control over the use of adjacent land, and where appropriate, by the preservation of trees and landscape features.
- 7.29 **Policy E3.3 (Environmental Improvement and Protection)** - state 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.

### **Other Material Considerations**

- 7.30 There are a series of other planning policy guidance documents at the national level that are relevant to the determination of this application comprising:
- National Planning Policy Framework ('NPPF') (July 2021);
  - National Planning Practice Guidance (March 2014);

- Manchester City Council Green and Blue Infrastructure Strategy (2015), Action Plan (2015) and Implementation Refresh (2021);
- Corridor Manchester Vision 2030 (2015);
- Oxford Road Corridor Strategic Spatial Framework (2023);
- Oxford Road Corridor Strategic Regeneration Framework Guidance (2019);
- Manchester City Council Report for Resolution - Executive Report to Economy Scrutiny Committee: Purpose Built Student Accommodation in Manchester (May 2023);
- Manchester City Council Report for Resolution- Executive: Consideration of Policy H12: Purpose Built Student Accommodation within the Changing Marker Context (November 2019)
- Manchester City Council Report for Resolution - Executive: Purpose Built Student Accommodation Manchester (December 2020);
- Manchester City Council Report for Resolution - Executive: Elizabeth Yarwood Court, Kincardine Road, Brunswick (July 2021);
- Guide to Development in Manchester SPD and Planning Guidance (2007);
- The Manchester Strategy;
- Manchester City Council Climate Change Strategy 2017-2050; and,
- Emerging Places for Everyone Joint Development Plan Document (August 2021).

### **National Planning Policy Framework (NPPF) (2021)**

- 7.31 The revised NPPF was published in July 2021. The NPPF sets out the Government's planning policies and guidance and how this can be applied. The NPPF is a material consideration in the determination of planning applications.

### **Achieving Sustainable Development**

- 7.32 Central to the NPPF is the presumption in favour of sustainable development and the need for the planning system to support economic growth. Paragraph 11 of the Framework sets out the presumption in favour of sustainable development and the application of the policy for decision making 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, of 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."*

7.33 Paragraph 8 of the Framework emphasises that the purpose of the planning system is to contribute to the achievement of sustainable development. Paragraph 8 defines "sustainable development" and highlights the three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways:

*"a) **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;*

*b) **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 a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and*

*c) **an environmental objective** – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy."*

### **Delivering sufficient supply of homes**

7.34 Chapter 5 of the NPPF relates to delivering a sufficient supply of homes. Within this chapter, paragraph 62 states housing for different groups, including students, should be assessed and reflected in local policy.

**Building a strong and competitive economy**

- 7.35 Chapter 6 of the NPPF relates to building a strong, competitive economy. This chapter states planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.

**Making effective use of land**

- 7.36 Chapter 11 of the NPPF is entitled Making effective use of land. Paragraph 120 of this Chapter states planning decisions should give substantial weight to the value of using suitable brownfield land within settlements for identified needs, and promote and support the development of under-utilised land and buildings, especially if this would help meet identified needs where land supply is constrained and available sites could be used more effectively.

**Achieving well-designed places**

- 7.37 Chapter 12 of the NPPF regards achieving well-designed places. Paragraph 126 states that the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

**Conserving and enhancing the historic environment**

- 7.38 Chapter 16 of the NPPF regards conserving and enhancing the historic environment. Paragraph 194 states that in determining applications local planning authorities should require an applicant to describe the significance of any heritage assets affected, the level of detail should be proportionate to the asset's importance.

- 7.39 Paragraph 197 states *"in determining applications, local planning authorities should take account of:*

*a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;*

*b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and*

*c) the desirability of new development making a positive contribution to local character and distinctiveness."*

- 7.40 Paragraph 206 specifies "local planning authorities should look for opportunities for new development within Conservation Areas and World Heritage Sites, and within the setting of heritage assets, to

enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to the asset (or which better reveal its significance) should be treated favourably.”

### **National Planning Practice Guidance (NPPG) (2014)**

- 7.41 National Planning Practice Guidance (‘NPPG’) was introduced in March 2014. The NPPG replaced a considerable amount of former guidance comprising Planning Policy Guidance Notes and Planning Policy Statements.
- 7.42 The NPPG provides guidance relating to the ‘Historic Environment’. With regard to decision-making, the NPPG refers to ‘significance’ stating that, in terms of heritage-related planning policy, it is defined in the Glossary of the National Planning Policy Framework as the value of a heritage asset to this and future generations because of its heritage interest. Significance derives not only from a heritage asset’s physical presence, but also from its setting.
- 7.43 With regard to providing an assessment of the impact of proposals on the significance of affected heritage assets, the NPPG emphasises that the level of detail should be proportionate to the asset’s importance and no more than is sufficient to understand the potential impact of the proposal on its significance.
- 7.44 The NPPG emphasises the importance of good design and making effective use of land. It recognises design as an integral part of sustainable development. Good design ‘responds in a practical and creative way to the function and identity of a place’. With regards to supportive more effective uses of land, the NPPG provides guidance on what tools and evidence should be used in the determination of applications.

### **Manchester Green and Blue Infrastructure Strategy and Action Plan (2015) and Implementation Plan Refresh (2021)**

- 7.45 The Manchester Green and Blue Infrastructure Strategy and Action Plan aims to build on investment to date and create a high quality, well maintained green and blue spaces which are integral part of neighbourhoods. The objectives of the Strategy include using appropriate infrastructure to create successful neighbourhoods and support the city’s growth.
- 7.46 The strategy sets out that urban green spaces, including private gardens, pocket parks, street trees, verges, green roofs and green walls are all considered to be green infrastructure. These types of infrastructure plan an important role as part of Manchester’s overall resource.

- 7.47 The Oxford Road Corridor is included within the City Centre character area of the Strategy and Action Plan. The Strategy recognises the city centre has a relatively low level of green and blue infrastructure provision, which makes enhancing appropriate provision particularly important.
- 7.48 The Implementation Plan Refresh identifies improving access and connectivity for people and wildlife as key consideration along the Oxford Road Corridor.

### **Corridor Manchester Strategic Vision to 2030 (2023)**

- 7.49 A full summary of the Corridor Manchester Strategic Vision is contained at Chapter 3 of this Planning Statement. A high-level summary is included below.
- 7.50 The Oxford Road Corridor covers an area of 243-hectares running south from St Peter's Square, where it overlaps with the core of Manchester's Central Business District, to Whitworth Park along Oxford Road. The Oxford Road Corridor is home to an exceptional group of knowledge intensive organisations and businesses; 74,445 students and a workforce of over 71,700 within one of Europe's fastest growing cities.
- 7.51 For more than 15 years, public and private sector partners in the area have worked together to build on the Oxford Road Corridor's R&D strengths, with a shared vision to create an innovation ecosystem that can match and exceed leading knowledge quarters across the world. It is the longest-standing, formally constituted knowledge quarter partnership operating in the UK and over the last 15-years partners have aligned investment against a shared strategic vision which has transformed the area creating over 45,000 jobs and increasing annual economic output by c£2.5bn.

### **Oxford Road Corridor Strategic Spatial Framework (2018)**

- 7.52 A more detailed summary of this document is contained within Chapter 3 of this Planning Statement. A high level summary is included below.
- 7.53 The Framework recognises the need to accommodate further student accommodation; however, states that this should continue to be controlled in line with the City Council's Core Strategy Policy H12 and led by institutional partners with the wider city regeneration objectives in mind. It should be in line with evidenced demand and be in locations that are within a reasonable walking distance to the heart of the universities. 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.

- 7.54 The Framework also refers to the fact that there is an existing concentration of R&D facilities and talent within the Oxford Road Corridor. The Framework realises that further support will however be required in terms of providing high quality business accommodation and commercial R&D facilities. These facilities will play a major role in increasing the number of science and technology-based companies in the area.

### **Oxford Road Corridor Strategic Regeneration Framework Guidance (2019)**

- 7.55 A summary of this document, particularly with relation to the Upper Brook Street Illustrative Masterplan is included in Chapter 3 of this Planning Statement. A high-level summary is included below.
- 7.56 The SRFG seeks to encourage development and facilitate growth within the ORC, whilst fostering improved connectivity, opportunity and benefits for surrounding communities; including employment opportunities, culture, leisure, transport, healthcare and sports' facilities.
- 7.57 The ORC SRFG identifies the UBS regeneration site, which the application Site sits within, as being a 'Future Development Opportunity' with scope for increased density. Mixed commercial uses in line with the overarching spatial strategy are considered to be the priority for this area.
- 7.58 The ORC SRFG recognises the UBS site is strategically very important in terms of scale, locational advantages and capacity to accommodate larger, flexible floorplate commercial buildings which will provide the right type of product to continue the strong and sustained economic growth of the Oxford Road Corridor and wider City Region.

### **Manchester City Council Report for Resolution - Executive Report to Economy Scrutiny Committee: Purpose Built Student Accommodation in Manchester (May 2023)**

- 7.59 This report updates the Economy Scrutiny Committee and the Executive on the provision of Purpose-Built Student Accommodation (PBSA) in Manchester and issues that have arisen since the last report in December 2020. It also recommends that the Executive agrees to the establishment of a pipeline of schemes as set out in the report in order to address a projected shortfall of accommodation up to 2030. A more detailed summary of this report is included in Chapter 3 of this Planning Statement.

### **Manchester City Council Report for Resolution- Executive: Purpose Built Student Accommodation Manchester (December 2020)**

- 7.60 In 2020 MCC published a Report for Resolution regarding Purpose Built Student Accommodation in Manchester. The report informs the Executive of the outcome of a consultation exercise with key stakeholders on PBSA in Manchester. In addition, the report seeks the Executive's approval to use the

outcomes to further inform a policy approach to PBSA in Manchester, with a view of developing a policy position as part of the Local Plan review process.

7.61 This report acknowledges the significant economic contribution students make to Manchester whilst they live and study in the city. It also recognises the development of assets within the Oxford Road Corridor area is vital to capture the commercial potential of research and innovation and help to realise the economic potential of the Corridor. The report states, a high-quality residential offer for students in appropriate locations, is critical for Manchester's Universities ability to attract and retain students in a global market.

7.62 The report confirms that accommodation should be located in the areas immediately adjacent to the core university areas, principally the Oxford Road Corridor area. It sets out numerous reasons why location is a significant consideration in determining the acceptability of new PBSA developments, such as how:

- New stock in appropriate locations represents an opportunity to deliver an improved student experience;
- The location of accommodation close to University facilities is a critical issue in ensuring the safety and wellbeing of students; and
- Given the current climate emergency and Manchester's commitment to be carbon neutral by 2038, it is increasingly important that the location of student accommodation in Manchester should continue to be driven by proximity to university campuses.

### **Manchester City Council Report for Resolution- Executive- Consideration of Policy H12: Purpose Built Student Accommodation Within the Changing Market Context (November 2019)**

7.63 In 2019 MCC published a Report for Resolution which summarises changes in the student accommodation market, and provides an updated context in which to consider proposals for PBSA on an interim basis in advance of a review of Core Strategy Policy H12: "Purpose Built Student Accommodation", as part of an update of the Core Strategy. The Executive Report responds to the changing context, and would help to support the delivery of the regeneration objectives of the City Council and key partners. The report goes on to outline a number of policy ideas for a revised approach to Purpose Built Student Accommodation (PBSA) and proposes an appropriate consultation process.

## **Guide to Development in Manchester SPD and Planning Guidance (2007)**

- 7.64 Part 1 of the SPD sets out the design principles and standards that the City Council expects new development to achieve, such as high quality developments that are safe, secure and accessible to all. The document summarises the main development principles in Manchester and encourages developers and investors to apply these consistently. The document also provides details regarding the delivery of achievable and financially viable approaches to all aspects of sustainability.

## **The Manchester Strategy**

- 7.65 The Manchester Strategy sets out a long-term vision for the city following a period of consultation in 2015. The vision includes the objective to 'be a beacon for sustainable design' in order to be a thriving and sustainable city. The planning process is identified as being a facilitator in delivering these objectives. The proposed development of the Site will clearly align with the overarching programmes being promoted by the Manchester Strategy and has being designed alongside the principles contained within this strategy.

## **Manchester Climate Change Strategy 2017-50**

- 7.66 This document represents the most up to date Climate Change Strategy for Manchester which sits as a key part of the overarching policy framework 'Our Manchester', the city's strategy for 2016-25.
- 7.67 This document provides a strong vision for 2050 with Manchester playing a full part in limiting the impacts of climate change, locally and globally. It sets out key objectives for achieving the targets set out within local, national and global policy, relating to key areas such as transport, education and engagement, waste, green spaces, energy efficiency and buildings, and provides implementation, monitoring and reporting guidelines to ensure that progression is made.
- 7.68 The proposals have been considered fully in line with Manchester's climate change targets, taking into account the latest Climate Change Emergency motion approved by the Council, and throughout the design process ways to enhance energy efficiency and sustainable design have been implemented.

## **Greater Manchester Combined Authority- Emerging Places for Everyone Joint Development Plan Document (2021)**

- 7.69 The emerging Places for Everyone (PfE) plan is a Joint Development Plan for 9 of Greater Manchester's Planning Authorities. The August 2021 draft document was submitted to the Secretary of State in February 2022 and is currently undergoing examination with it being expected to be adopted in 2023.

- 7.70 The PfE plan recognises that economic growth is central to the overall strategy for Greater Manchester. It will be essential to raising incomes, improving health and quality of life, and providing the finances to deliver better infrastructure, services and facilities. Emerging Policy JP-J 1 states there will be an emphasis on facilitating the development of high value clusters in prime sectors, including health innovation and life sciences. This policy continues by stating the city centre includes the Oxford Road corridor which will continue to develop as a world-class innovation hub with a very high concentration of research activity and enhanced business connections. This same policy also recognises that Manchester's large pool of graduates is a major asset to the economy.
- 7.71 Policy JP-H-3 of the emerging PfE plan states housing provision should accommodate specific groups, such as students, and that new dwellings for such groups should comply with the Nationally Described Space Standards and be built to the 'accessible and adaptable' standard in Part M4(2) if the Building Regulations.

## **Summary**

- 7.72 This chapter has identified a series of Development Plan Documents and other material considerations to be taken into account in the determination of this application. The following Chapter assesses the principle of development against the local and national planning policy framework in greater detail.

## 8. Planning Assessment

- 8.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires all applications to be determined in accordance with the Development Plan unless material considerations indicate otherwise.
- 8.2 This Section of the SPS assesses the planning application proposals in the context of all the relevant planning policy and guidance outlined in the previous section. The following key planning considerations are addressed:
- The Principle of Regeneration;
  - The Principle of Science and Innovation Uses;
  - The Principle of PBSA Uses;
  - The Principle of Community and Other Uses;
  - Tall Building Assessment;
  - Design Quality, Heritage and Visual Impact;
  - Landscaping and Public Realm;
  - Sustainability; and,
  - Access and Highways.

### Principle of Regeneration

- 8.3 This full planning application represents an important phase in the delivery of the strategically important Upper Brook Street regeneration site, as identified within the ORC SSF and SRFG. The project will deliver transformational regeneration in Manchester and help to fulfil its potential as a truly innovative, sustainable and world-class city.
- 8.4 Regeneration is an important planning consideration and one of MCC's key priorities for ensuring economic growth is continued (Core Strategy Policy EC 1). Over the past 15 years MCC has successfully regenerated areas such as Piccadilly, Spinningfields, Manchester Central, the Civic Quarter, Ancoats and Castlefield. Upper Brook Street, and the wider Oxford Road Corridor, is now a strategic regeneration priority for MCC. The Regional and City Centre is the primary economic driver in the region and is crucial to its longer-term economic success. The principle of regeneration of the Site accords with Core Strategy Policies SP 1, EC 1, and EC 3.

- 8.5 The NPPF also promotes the regeneration of underutilised brownfield sites. Within Chapter 11 of the NPPF 'Making effective use of land', paragraph 119 states '*planning policies and decisions should promote an effective use of land in meeting the needs for homes and other uses*'. Furthermore, paragraph 120 expands on this stating planning decisions should '*give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs*'. Paragraph 124 encourages planning decisions to account for '*the desirability of maintaining an area's prevailing character and setting, or of promoting regeneration and change*'. This proposal therefore accords with Chapter 11 of the NPPF, being a direct example of making effective use of land by regenerating an underutilised, brownfield site.
- 8.6 As discussed in Chapter 3 of this Planning Statement, the Site is located within the Oxford Road Corridor. The ORC SRFG identifies the Upper Brook Street site as a significant development opportunity.
- 8.7 The scheme will deliver high-quality development within the Oxford Road Corridor, which will positively respond to the local environment. The SRFG suggests the Site should be redeveloped for mixed commercial uses in line with the overarching spatial strategy. A key objective for 'The Corridor' is to deliver growth and new employment opportunities. The UBS site is considered to be strategically important to the ORC in terms of scale, locational advantages and capacity to accommodate larger, flexible floorplate commercial buildings, such as the science and innovation buildings proposed by this application. In addition, a further key objective of 'The Corridor' is to provide the accommodation and infrastructure needed to attract students to Manchester and which matches its reputation as a world class place to study. This would ensure that Manchester remains competitive on a global higher education stage. These principles of regeneration that will be delivered by this application would clearly therefore align with the intentions of the ORC SRFG by bringing about the transformational redevelopment of a site identified by MCC.
- 8.8 The proposed development is for a high quality mixed-use scheme that will provide much needed science and innovation and purpose built student accommodation, and community uses, which will be supported by complementary landscaping and public realm, creating a varied and attractive development with active frontages. The scheme's design has been developed as part of a wider illustrative masterplan which also includes the plots to the south (being brought forward by McLaren and Kadans), in order to bring about the cohesive regeneration of the wider development opportunity envisaged by the ORC SSF and SRFG. The proposed development will act as a catalyst for the regeneration of a key site and regeneration of the area. The proposed development is therefore in accordance with policies SP 1, EC 1, and EC 3 of the Core Strategy, paragraphs 119,120 and 124 of the NPPF and the ORC SRFG.

## Principle of Science and Innovation Development

- 8.9 The principle of science and innovation development is encouraged by both local and national planning policy, as well as being encouraged within the Oxford Road Corridor and specifically for this Site in the ORC SRFG. This proposal is for 54,794m<sup>2</sup> GEA of combined laboratory and office space which when operational will generate 1,107 direct and indirect jobs and GVA per year of £42m to the local economy.
- 8.10 In terms of local planning policy, Policy EC 1 of the Manchester Core Strategy states a minimum of 200ha of employment land will be developed between 2010 and 2027, with 140 ha being for office use and 25 ha being for research and development and industry uses. Both policies EC 1 and EC 3 identify the regional centre as a location for major employment growth. Policy EC 8 encourages the Corridor (Manchester) as a location where the majority of this employment provision should be provided. It states the Corridor is suitable for office, research and development, light industrial, general industrial, education and health. The principle of science and innovation development is therefore fully aligned with policies EC 1, EC 3, and EC 8 of the Core Strategy as it comprises employment generating office and research space within Central Manchester/ the regional centre.
- 8.11 In terms of national planning policy, Paragraph 81 of the NPPF states planning decisions should place significant weight on the need to support economic growth and productivity. Furthermore Paragraph 83 states planning decisions should recognise and address the specific locational requirements of different sectors, which includes making provision for clusters or networks of specific industries. The proposed science and innovation buildings will support economic growth and productivity in the city, and respond to the locational requirement for a science building, in close proximity to the existing research facilities of the Manchester universities.
- 8.12 The Oxford Road Corridor Vision 2030 sets out that that area is a recognised centre for research, innovation, and commercialisation, within which a key priority is to strengthen the area's asset base to build on its translational research and discovery capability. The document states that the Corridor presents a unique opportunity of national significance to counterbalance innovation-led growth in the South East and support the Government's 'Levelling Up' agenda. An independent assessment of the Vision 2030 shows the potential to create an additional 20,000 jobs in key sectors and £1.5bn annual GVA by 2030, with these plans being underpinned by world-leading research.
- 8.13 A key objective of the Oxford Road Corridor SSF (2018) is to ensure that decision-making on future planning applications avoids development that will result in *"unacceptable opportunity costs and missed opportunities to leverage the Oxford Road Corridor's potential to deliver accelerated, inclusive economic growth and enhanced productivity"* and that the area's potential is likely to be a 10 to 20 year programme

and beyond. Clearly the redevelopment of the application Site for science and innovation is fully aligned with this strategy.

- 8.14 As previously outlined the application Site forms part of a larger site identified on Upper Brook Street which is identified in the ORC SRFG (2019) as representing a *“transformational opportunity to accommodate the larger, flexible floorplate commercial buildings that will provide the right type of product to continue the strong and sustained economic growth of the Oxford Road Corridor and wider City Region”*. The SRFG states that such buildings can be delivered alongside other supporting uses such as PBSA where this is needed to support new economic growth, and community uses.
- 8.15 The SRFG also states that the wider Upper Brook Street site will be an employment-led masterplan, leveraging its clear advantages in terms of location and scale, with the primary use being commercial and workspace buildings, which are designed to facilitate the further commercialisation of research in the science, technology and engineering sectors in line with Core Strategy Policy EC8.
- 8.16 The principle of science and innovation development on the application Site is clearly supported within planning policy, including the ORC SSF and SRFG, which identifies the application Site specifically as being an appropriate location for science and R&D buildings that will continue the strong sustained economic growth of the Oxford Road Corridor and the City Region.
- 8.17 The proposed Sci-Tech buildings will also create significant opportunities for the local communities when operational, including creating a wide range of graduate and non-graduate employment opportunities ranging from lab technicians, researchers, business support and PhD / C-Level roles such as R&D, drug manufacturing, QA and marketing.

## Principle of PBSA Development

- 8.18 As described in Chapter 3, Manchester is in the top tier of international cities for higher education. It also has one of the largest student populations in Europe, with over 120,000 studying at Greater Manchester's five universities, and over 400,000 students at the 22 Higher Education Institutions (HEIs) within an hour's drive.
- 8.19 Students make an invaluable contribution to the city's economy, diversity and vibrancy. They help to underpin a broad based, highly skilled economy and are essential to some of Manchester's most valuable growth sectors in advanced manufacturing, health and life sciences. Over 50% of students remain in the city after graduation.

8.20 Providing a residential offer for students to address needs has been a long-held Council objective as part of its Housing Strategy and planning policy framework, and planning decisions on new PBSA development must be taken in accordance with Policy H12 of the Core Strategy, which sets out specific criteria against which a proposal for new PBSA will be tested that include:

- Being close to the University campuses
- An expectation that regard is had to policies relating to zero carbon
- High density development should be compatible with existing development
- Preference will be given to those schemes that demonstrate a positive regeneration impact
- Developments should be designed to be safe
- Have no adverse impact on neighbouring uses
- Demonstrate a need for the accommodation; and,
- That the scheme is deliverable

8.21 MCC's Core Strategy, adopted in 2012, is now under formal review. As part of that process the Council has taken various reports to its Executive Committee ('the Executive') for approval covering issues that would need to be considered as part of the Local Plan review in order to develop a policy position on purpose-built student accommodation.

8.22 Further to an Executive report of November 2019 on Policy H12, the Council's Executive endorsed a report on PBSA in Manchester on 9 December 2020 that following the outcome of a public consultation exercise with key stakeholders. The report was endorsed by the Executive to help guide the decision-making process in advance of a review of the Local Plan. It was requested by the Council's Executive that the report on PBSA in Manchester be considered as a material planning consideration until the Local Plan has been reviewed.

8.23 The December 2020 report highlights the increasing number of international students choosing to live in the City Centre due to rising lifestyle expectations, property type and management. The limited number of PBSA schemes delivered has increased pressure on the traditional rental market, coupled at a time with an increasing demand for residential accommodation. These trends have contributed to increasing rental levels and high levels of council tax exemptions. The report states that a high-quality residential offer for students in appropriate locations is critical to enable Manchester's universities to attract and retain students in a global market and confirms that accommodation should be located in the areas immediately adjacent to the core university areas, principally the Oxford Road Corridor area.

The report states that there is a need to provide balanced neighbourhoods that respond to all forms of housing need, including PBSA close to the universities.

- 8.24 MCC recently endorsed (31 May 2023) a further Executive Report regarding PBSA. This report recognises the value of students to Manchester's economy and acknowledges that there is currently a significant shortage of PBSA in Manchester, with its projections estimating that demand for new PBSA could be up to 11,320 new bedspaces (representing 2% growth per annum) up to 2030. In order to address this shortage the report identifies a number of sites which are considered suitable, available and deliverable to meet the projected need of student bedspaces. The report identifies the wider Upper Brook Street site in Ardwick as one of these sites, with the initial assessment suggesting a capacity for at least 1,700 student beds.
- 8.25 The wider UBS site is identified in the ORC SRFG (2019) as representing a transformational opportunity to accommodate primarily commercial, science and R&D buildings that will provide the right type of product to continue the strong and sustained economic growth of the Oxford Road Corridor and wider City Region. It acknowledges that there is scope for new PBSA on the Site if it can be demonstrated that this is in full compliance with Core Strategy Policy H12 and will help to unlock employment-generating commercial uses across the wider UBS site.
- 8.26 The inclusion of high-density PBSA on the UBS Site, and this application in particular, is therefore supported in principle by planning policy. The proposal is for 1,100 high quality student bedrooms, offering a mix of cluster bedrooms and studios, as well as student amenities and a management suite to be delivered by an experienced PBSA developer in Moda Living.
- 8.27 The quantum of PBSA proposed is fully tested against Policy H12 within this Statement and is in line with the indicative numbers recently reported in MCC's May 2023 Scrutiny Committee Paper on PBSA. A Viability Assessment has also been submitted as part of the application to demonstrate the number of PBSA beds proposed within this application represents the minimum quantum of student accommodation required to unlock and deliver the new science and innovation buildings and associated jobs that are the key priority for the Site, and which are needed for Manchester to continue to be one of the leading places in the world for innovation, as well as the wide range of community uses, benefits, local jobs, and new public realm being offered in line with the regeneration objectives for the wider UBS site.
- 8.28 In addition to the strategic and viability need for the proposed PBSA, it also has an important role to play in providing attractive alternative accommodation for students who want to live close to the

Universities, and who are currently living in family accommodation or house of multiple occupation (HMOs) in its surrounding residential communities.

- 8.29 There are 1,873 students living in mainstream housing in Ardwick in 2021/22 (the 2<sup>nd</sup> highest of any ward in the city), and over 250 students within Brunswick alone. New high-quality PBSA can help provide an attractive and viable alternative accommodation for such students that will help to free up this accommodation for use by local people and families. The application Site's location and exemplary design will provide a viable alternative for students living in the neighbouring residential areas.

### **Affordable PBSA**

- 8.30 The 9 December 2020 MCC Executive report titled "Purpose Built Student Accommodation in Manchester" suggested that a refreshed approach to PBSA is required to ensure that the right mix of PBSA is delivered in the right parts of the City in order to cater to the demands of the evolving student population and wider economic growth of Manchester. The Report noted that there is a need to provide balanced neighbourhoods that respond to all forms of housing need, including PBSA located in the Oxford Road Corridor in proximity of the universities, concluding that the Oxford Road Corridor is the appropriate location for such new PBSA. The critical need to ensure there is a residential market, which meets the needs of students at an affordable price was also noted. It stated that the city cannot allow affordability to impact on the ability to attract and retain students from a range of backgrounds, and/or prohibit them from living in areas close to the university campuses
- 8.31 Providing the right quality and diversity of housing, including affordable homes is, therefore, critical to economic growth and regeneration to attract and retain a talented workforce and critical to increasing population to maintain the City's growth. The Executive Report recognised that PBSA should include an affordable element and provide facilities that contribute to high levels of student well-being and pastoral care.
- 8.32 The Applicants propose that 20% of the PBSA units (220 beds) will be provided at affordable rates within Building A3, which will be secured through the planning permission. This is entirely consistent with the MCC's Executive Reports on PBSA.

### **Compliance with Policy H12**

- 8.33 A full assessment of the proposed PBSA buildings included as part of this planning application has been undertaken against Policy H12 below. It is considered that this proposal satisfies all necessary criteria and as such the inclusion of new PBSA on the Site should be supported and satisfy the requirements of the ORC SRFG alongside the provision of the new science and innovation buildings, community

facilities, and new public realm. The criteria of Policy H12 and a commentary on the schemes compliance is summarised in the table below.

| Criterion                                                                                                                                                                                                                                                                                    | Scheme's Compliance                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Close proximity to university campuses and high frequency public transport route.                                                                                                                                                                                                            | The Site is located within the Oxford Road Corridor where MCC seeks to encourage new PBSA. It is directly opposite the University of Manchester Campus which is located on the opposite side of Upper Brook Street. The nearest bus stop is located immediately adjacent to the west of the Site on Upper Brook Street where regular services into the City Centre run.                                                                                                                                                                                                                                                                                                                                                                                                    |
| 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 | <p>The planning application is accompanied by two Environmental Standards Statements (ESS) relating specifically to the PBSA buildings and the science and innovation buildings.</p> <p>The PBSA buildings has been designed to incorporate low and zero carbon energy infrastructure and has been designed to achieve a BREEAM score of excellent.</p> <p>The proposed energy strategy option for Block A1 and A2 using the SAP energy modelling methodology, provides a 64.88% improvement on the target CO2 emission rate and a 31.57% improvement on the target primary energy rate. The dwelling fabric energy efficiency is also at a 7.88% betterment over the target fabric energy efficiency. SBEM energy modelling methodology has been undertaken for Block</p> |

A3 of the Upper Brook Street development, which improves on the 2021 Part L regulations by circa 2% as such the scheme is at a circa 38% betterment over the 2010 Part L Building Regulations.

The science and innovation ESS demonstrates a 9.3% betterment for Building B1, a 4.8% betterment for Building B2, and an 8.2% betterment for Building B3 over the 2021 Part L target emission rate. A building that passes the 2021 building regulations by default also exceeds the 2010 Part L standards by 27%.

The science and innovation buildings therefore also accord with Manchester Core Strategy Policy EN 6 which requires a +15% increase on the 2010 Part L Regulations.

The scheme is therefore adhering to the requirements of Policy EN 5 which requires new development to take place in the context of decentralised low and zero carbon energy infrastructure.

High density schemes should be on sites where it is compatible with existing development, and where retail facilities are within walking distance. Additionally, they should not lead to increase in on street parking.

The PBSA buildings (and the wider application proposals) have been designed in accordance with the principles of the ORC SRFG, which defines relevant parts of the Site as being "landmark opportunities" where taller building could be considered. The massing of the PBSA building has sought to respond carefully to the Site's location both in Ardwick and the Oxford Road Corridor to ensure it is compatible to the needs and aspirations of both regeneration areas.

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The scheme intends to act as an interface between two areas, with a distinctly different scale between the university buildings to the west of the Site and the low-rise residential buildings to the east. The proposal intends to mediate between these two scales and deliver an appropriate scale of massing which responds to both communities and successfully integrates into its surrounding.

The tallest of the PBSA buildings, located to the north of the Site, has been positioned in the location highlighted within the ORC SRFG as being appropriate for a 'landmark building', whilst the massing to the lower blocks to its south has been lowered to manage the transition to the more residential community. The positioning has been determined based on massing studies to test the best form and location for the taller building and environmental testing.

In terms of access to retail facilities, the Site is located in a highly sustainable location within walking distance to the City Centre and all its associated amenities and retail facilities, as well as the main University campus. The application Site itself will provide opportunities for new retail and café uses, with the wider Illustrative UBS Masterplan proposing further retail opportunities and a new food convenience store. There is a Co-op food store 300m west of the Site, and a Sainsburys Local and a Morrisons approximately 550m south of the Site.

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The Site comprises a highly sustainable location and is well served by public transport and cycling facilities. The proposed PBSA development is car free with the exception of some accessible parking spaces, however, students will be prohibited from owning cars as part of their leases and the Applicants have committed to providing a financial contribution as part of this application to help the Council explore amendments to the existing residents Controlled Parking Zone to prevent any increase in on-street parking.

There will also be a robust student management plan to deal with the processes around students moving into / out of the building, in addition to over 8,000 parking spaces available in car parks within 2km of the Site with a weekly occupancy rate of 31%.

Proposals that can demonstrate a positive regeneration impact in their own right will be given preference over other schemes.

As detailed elsewhere in this Statement the proposals are in accordance with the key strategic regeneration priorities of the Council and the Oxford Road Corridor and will help to deliver new science and innovation buildings, community uses, increased permeability and public realm on an important Site earmarked for regeneration in the ORC SRFG.

The overall application proposals will deliver the following benefits, which the PBSA element will enable with further detail on which is contained in Chapter 12:

- Significant job creation arising from the development of 56,643m<sup>2</sup> science and innovation floorspace and PBSA. The socio-economic report estimates the development to create 1,285 direct and indirect jobs across both the science and innovation and PBSA development;
- High quality science and innovation and PBSA will attract employers, skilled workers and students to Manchester boosting the City's economy;
- Generation of both temporary and full-time equivalent construction jobs, including higher skilled professionals and lower skilled jobs. Construction of the development will support 4,875 person years of construction related employment, with GVA of £47m per year for 7.5 years. These jobs will be recruited for in accordance with an agreed Local Labour Agreement and in partnership with local stakeholders such as The Works and Job Centre Plus;
- A significant investment by the developer into the local area as encouraged by Policy EC 1.
- Comprise wide scale regeneration which will bring back into use a key vacant Site, increasing the quality of new buildings in the area and providing

landscaping and trees, in accordance with Policy EN9;

- Provide up to 566m<sup>2</sup> community medical facility, and retail space which has been designed based on consultation with the local community to meet their needs;
- Meeting Climate Change objectives by delivering the aspirations of a more sustainable building design and construction, in accordance with Policy EN4; and,
- Inclusion of biodiversity measures resulting in a biodiversity net gain of 46.78%.

Proposals should be designed to be safe and secure for their users, and avoid causing an increase in crime in the surrounding area.

The application is supported by a Crime Impact Statement produced by Greater Manchester Police to demonstrate the proposals are safe and secure for users and will not lead to an increase in crime. The proposals will improve the safety of the Site by bringing it back into use and making it less likely to be used as a location for crime and antisocial behaviour, as well as creating open, accessible and well-lit new public realm.

Consideration should be given to the design and layout of student accommodation, with the aim of ensuring no unacceptable impacts on residential amenity.

Substantial consideration has been given to the design of this development as detailed in the Design and Access Statement, with the proposal responding to its surroundings in terms of its layout and massing so as to minimise impact on residential amenity. This

is discussed further in Section 5 of this SPS and in further detail within the submitted DAS and the technical reports submitted with the planning application.

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

While there are no listed buildings within the boundary of this application, and no works to listed buildings are proposed as part of this application, The Grade II\* listed Former Unitarian Chapel, and Grade II Listed Mawson Hotel are both in close proximity to the application Site.

The heritage assets will be preserved and their significance enhanced as part of the proposals.

Consideration should be given to provision and management of waste disposal facilities

A Waste Management Strategy has been prepared by Hawkins Brown Architects and is included in the Design and Access Statement to support the application proposals.

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

The current need for new student accommodation in Manchester is discussed in detail elsewhere in this Statement with reference to MCC's Executive Paper (May 2023) and the identification that this Site (as part of the larger UBS site) could potentially accommodate a significant number of new PBSA beds. In addition, a standalone Student Need Assessment by Knight Frank has been submitted as part of this application which is considered in more detail below.

Finally, the Applicants have held positive discussions with Manchester Metropolitan

University about the proposals who have indicated its support and interest in having its students housed within the development.

Applicants/ developers must demonstrate their proposals are deliverable

The Applicants are committed to delivering both the science and innovation and PBSA buildings with this application and have carefully designed the scheme to ensure that it is deliverable. The application is supported by a Viability Statement prepared by Avison Young to demonstrate that the quantum of development proposed is the minimum necessary to bring forward the overall development (i.e. ensure the life science buildings and associated benefits can be delivered), and to demonstrate that the PBSA building is deliverable in its own right.

The appraisal within the Viability Statement generates a profit to ensure the scheme is deliverable in accordance with Policy H12, however, the Statement also demonstrates in financial terms that the proposed PBSA bedspaces are the minimum necessary to create a viable / deliverable overall scheme and deliver science and innovation buildings, associated jobs, and wider community regeneration benefits.

## Demonstrating Student Need

- 8.34 Criterion (8) of Policy H12 requires that there is a need for additional student accommodation. A Student Need Assessment has been prepared by Knight Frank and is submitted in support of this planning application. A summary of the report is included below.

- 8.35 Currently, only 40% of full-time higher education students across Manchester and within a 1.5-mile radius of the Upper Brook Street site have access to university or private sector PBSA, while a further 17% are living at home with parents or guardians. The remaining 43% of full-time students in Manchester are required to find accommodation within the private rented sector and HMOs and would otherwise be unable to access university or private sector purpose-built accommodation. As noted in detail throughout the Assessment, full time student numbers studying within the catchment area and the wider Manchester market are likely to record strong growth over the next upcoming academic cycles to 2026/27, based on historic trends and market evidence.
- 8.36 The Assessment states that when considering the development pipeline of student accommodation at present, there are zero schemes under construction and just 1,626 bed spaces with planning permission (but not yet commenced) within a 1.5-mile radius of the proposed scheme. The student need report states the seriousness of the demand and supply imbalance and believes it is highly unlikely that supply will keep pace with demand. Considering the expected growth in student numbers in the area and also wider again in the UK market as a whole, the student housing supply versus demand imbalance is therefore expected to increase and as a result will continue to place more unwanted pressure on the local private rented market.
- 8.37 On the basis of student demand, the proposed new development at Upper Brook Street would satisfy part of the undisputed shortfall in both the city centre and outlying areas of Manchester. Crucially, the development would provide an opportunity to reduce the number of students who are forced to be solely reliant on the wider private rented sector and HMO market in Manchester or are driven to neighbouring markets in search of appropriate accommodation. Thus, the development would ease the pressures on local housing across Manchester and enable greater access for students to good quality purpose-built accommodation to support their studies.
- 8.38 The conclusions of the Student Need Assessment are supported by the conclusions of the Inspector in a recently allowed appeal at Deansgate South. In a decision issued on 17th May 2022<sup>7</sup>, in which the Inspector stated that:
- “PBSA accommodation in the city has increased by about 500 bed spaces per annum over the last ten years and Mr Cole, for the Council, stated at the Inquiry that, up to at least 2030, about 660 further PBSA bed spaces per annum would be required to meet demand<sup>8</sup>.”

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<sup>7</sup> Appeal ref: APP/B4215/W/21/3287525 - Land at Deansgate South, Manchester M3 4LB

<sup>8</sup> Appeal decision APP/B4215/W/21/3287525, May 2022, Paragraph 33

8.39 The Inspector goes on to note that:

*"36. The same observation can be made about the qualitative need for the proposed PBSA scheme. It is undisputed that student numbers at UM and MMU will increase over the next decade and it is also undisputed that the percentage of international students, particularly those from the Far East, will increase at a greater rate. Such students are not generally attracted to living in shared houses and are willing to pay more for PBSA. The proposed scheme is aimed at this market at a price point similar to those at the recently built River Street PBSA scheme. The Appellant company has made their assessment and is confident that there is sufficient demand for the quality of PBSA that is proposed<sup>9</sup>."*

*"37. There is a quantitative and qualitative need for the proposed PBSA scheme and the Council can be confident, given the Appellant company's track record, that the scheme would be delivered if planning permission is granted. In this regard the proposed PBSA development does not conflict with CS policy H124."*

8.40 Further to the above, a recent Executive Report has been endorsed by MCC (May 2023). This report estimates that demand for new PBSA could be up to 11,320 bedspaces (representing 2% growth per annum) up to 2030. This report demonstrates that MCC recognise there is a significant need for the development of PBSA.

8.41 In summary, both the Student Need Assessment prepared to support this application and the conclusions of the Inspector within the Deansgate South appeal decision, and MCC's recent Executive Report confirm that there is a clear current demand for new PBSA in Manchester.

## **Principle of PBSA Uses Conclusion**

8.42 To conclude this section of the planning appraisal, the principle of PBSA uses has been demonstrated as the site is a highly sustainable location, adjacent to the University of Manchester. There is a demonstrated city wide and neighbourhood level need for student accommodation, which is established via the recognised shortage of bedspaces across Manchester, and the need to free up family housing in Brunswick. Furthermore, this assessment has demonstrated the proposal to be fully compliant with all criteria of Policy H12 which dictates whether student accommodation applications should be supported. Finally, the proposal includes 20% affordable student accommodation, which will bring much needed bedspaces to students who may not otherwise be able to afford to live in a high quality purpose built development.

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<sup>9</sup> Paragraph 36

## Principle of Community and Other Uses in Brunswick

- 8.43 As previously mentioned, the application Site sits within both Ardwick ward and the Oxford Road Corridor – straddling two important regeneration areas. As well as the transformation opportunity it provides for the continued growth of the Oxford Road Corridor it also has a crucial role to play in Ardwick and, specifically, the Brunswick community.
- 8.44 The principle of active ground floor community and commercial space is aligned with the intentions of MCC's Core Strategy, with policy CC7 encouraging mixed-use development which will contribute towards the economic regeneration of the City, with active ground floor uses being appropriate in locations which have an established public function. While it is noted that this Site is not within the City Centre, is adjacent to the City Centre boundary which encompasses land on the opposite side of Upper Brook Street.
- 8.45 Paragraph 92 of the NPPF encourages mixed-use development as a method of promoting social interaction. Furthermore, Paragraph 93 states planning decisions should encourage the provision and use of shared spaces, community facilities and other local services. The provision of a mixed-use scheme with active ground floor premises offering space for the local community is therefore encouraged within national planning policy.
- 8.46 The vision for the site in the ORC SRFG and the Oxford Road Corridor SSF includes:
- Deliver high quality, inclusive new public realm, where communities can connect and knowledge and skills-sharing can happen.
  - Identify appropriate locations for anchor community, retail and leisure uses that will serve existing and proposed local communities.
  - Enhance pedestrian crossings to Upper Brook Street and simultaneously strengthen east to west connections across the Oxford Road Corridor area and through the Ardwick and Hulme.
  - New development should extend and further activate Gartside Gardens and Brunswick Street, facilitate natural surveillance and enhance the amenity value of the park.
- 8.47 The above is further strengthened in the ORC SRFG through its placemaking principles for the wider UBS site that sets out the requirement to identify suitable locations for supporting community uses, predominantly at the intersections of key pedestrian routes and along important arterial routes.

- 8.48 The SRFG also suggests that providing active ground frontages are key, with a range of supporting uses that should be incorporated to promote vibrancy and a sense of community. Appropriate uses could include networking and collaboration space for the workspace occupiers and visitors; social infrastructure and retail for existing and future communities, including a convenience store, restaurant and cafés, bars and other amenities for local residents, workers and visitors.
- 8.49 Through discussions with local ward councillors, and consultation with local community groups and two public exhibitions, the emerging Illustrative Upper Brook Street Masterplan being jointly promoted by the Applicants and McLaren/ Kadans has sought to incorporate extensive new public realm, improvements to permeability, and significant new community uses within the proposals.
- 8.50 The application Site on its own will include active ground floor uses comprising:
- Community Medical Facility –556m<sup>2</sup>;
  - Retail space- 385m<sup>2</sup>; and,
  - Cafes/ coffee shops – 121m<sup>2</sup> and 278m<sup>2</sup>.
- 8.51 The uses provided in these spaces have been including in the proposal as a direct result of collaboration with the local community to ensure it is reflective of the local need.
- 8.52 The proposed Medical Facility is supported by the NHS, engagement with the body has been positive and they have given their support to the scheme as set out in paragraph 6.13.
- 8.53 Overall, the principle of a mixed-use active ground floor to the development, which will offer both community medical and commercial / retail space is supported in both local and national planning policy and accords with the intentions of the ORC SRFG. It will increase vitality and footfall in the area as well as bringing significant social benefit to the local community at Ardwick.

## **Tall Building Assessment**

- 8.54 The application is supported by a separate Tall Building Statement, prepared by Avison Young, which assesses the proposal for the PBSA buildings (ground floor +12/14/41 storeys) against the principles of Historic England's Advice Note 4: Tall Buildings (2022) CABE and English Heritage Guidance on Tall Buildings Document (2007) and Policy EN2 of Manchester City Council's Core Strategy (2012). A summary of the salient points from the Tall Building Statement is provided below.

- 8.55 It has been demonstrated that the proposal represents plan-led development in accordance with the principles and strategic spatial vision for the Oxford Road Corridor and the detailed site specific guidance contained within the SFRG (2019).
- 8.56 Additionally, it has been demonstrated that the proposed development has been formulated to respond positively to the character of the existing and emerging surrounding context- both at a strategic regeneration and local level. The development will revitalise the Site and transform a currently underutilised space to create a high quality development. The height is required in order to deliver the quantum of student beds necessary to viably deliver the science and innovation development, significant new jobs and investment, and community benefits (including a dedicated community medical facility, retail space, and highways/ landscaping improvements). The tall buildings proposed as part of this development occupy locations which are identified within the SRFG for 'landmark buildings' and these locations have been fully considered and tested.
- 8.57 In terms of the assessment of the Site against the criteria included within Manchester City Council's Core Strategy Policy EN2, the Tall Building Statement provides evidence that the proposal will meet the five requirements for the local planning authority to support this planning application for a tall building. A summary of these requirements is included below:
- The proposal is shown to be of excellent design quality. The proposal has been carefully designed to create a first-class PBSA development which will set a new benchmark for design quality in Ardwick, the wider Upper Brook Street Masterplan and the ORC;
  - As established within Chapter 2 of the Planning Statement, the Site comprises a highly sustainable location, in close proximity to existing services, facilities and transport infrastructure;
  - The proposal is supported by an Energy Statement and Circular Economy Statement which evidences that the proposal will contribute positively towards sustainability;
  - Located at an identified landmark opportunity the proposed tall buildings will contribute positively towards placemaking as part of the wider development proposals. The application will create a new positive extension to Ardwick which will increase permeability across the Site; and,
  - The final requirement for accordance with Policy EN2 is that the proposal should bring significant regeneration benefits. The principle of regeneration has been established within this chapter of the Planning Statement and the significant regeneration and community benefits of the proposals are set out in full in Chapter 13 of this Statement;

- 8.58 Overall, the height of the scheme has been considered in accordance with relevant local and national planning policy and guidance and it has been demonstrated that the proposed heights should be considered acceptable in planning terms.

## **Design Quality, Heritage and Visual Impact**

- 8.59 Design quality and visual impacts of the scheme will constitute a further important planning consideration in the determination of this application. Further details regarding the schemes design and visual appearance are included within the supporting Design and Access Statement prepared by Hawkins Brown, SimpsonHaugh Architects, and Re-form Landscape Architects as well as the Heritage Assessment and Townscape and Visual Impact Assessments, which has been prepared by Turley and Re-form and are contained within the submitted Environmental Statement. As stated within Chapter 5 of this Planning Statement, the appearance of the development has been carefully considered so as to respond positively to the surrounding character.
- 8.60 The proposals have been developed in consultation with MCC Officers, Local Ward Members and key local stakeholders to ensure an appropriate balance is struck between responding to the development context of the large footprint commercial and educational buildings to the west of the Site along Upper Brook Street, and the two storey residential buildings of the Brunswick Estate along Kincardine Road.
- 8.61 The development's layout has also been subject to thorough consideration and consultation with the relevant groups and professional bodies in terms of street frontage, response to heritage assets, height, and massing. The proposal's design and layout has been designed through an iterative process with the final design being considered to respond most positively to the constraints and opportunities of the Site itself, as well as the surrounding area.
- 8.62 The science and innovation buildings were designed in line with the proposed massing principles contained within the UBS SRFG. A verification process of testing alternative designed concluded that the initial proposal offered the best lab functionality and tenancy splits due to the atomised cores, and the simple single stepped massing worked well for townscape views and services distribution.
- 8.63 The PBSA building heights have been designed to respond to the context by placing the taller mass at the northern Site boundary in line with the "Landmark Opportunity" within the ORC SRFG, which allows for a reduced massing within the other PBSA blocks. The overall height of the UBS block is ultimately determined by the quantum of PBSA required to unlock and deliver the science and innovation buildings and their associated jobs in line with the strategic objectives of the SRFG, alongside the new community centre and public realm.

- 8.64 The Environment Statement submitted in support of this application contains a chapter relating to Townscape and Visual Impact. This chapter provides an assessment of the visual effects and townscape effects from 15 different viewpoints around the site. The assessment considers both the impact of this development in isolation, as well as the cumulative impact considering other pipeline applications.
- 8.65 In terms of townscape effects of the proposed development, the chapter concludes that these range from negligible to moderate beneficial. Out of the 15 viewpoints, Upper Brook Street and New Brunswick are the two which are predicted to experience a significant effect as a result of the proposed development. The predicted townscape effect upon Upper Brook Street is moderate beneficial during operation due to the Site encompassing almost all of the townscape character area, the transformational nature of the proposed development and the benefits it introduces including a more defined and cohesive urban grain, improved permeability and new public realm. New Brunswick will experience moderate neutral effects during operation. In this case, neutral means it is considered that the resulting townscape effects will be neither beneficial nor adverse. The proposed development will introduce a number of indirect benefits in close proximity to the New Brunswick townscape, including creating a more cohesive and permeable urban grain on Site as well as new public realm. The proposed development should therefore be considered acceptable in terms of townscape impacts.
- 8.66 Within Turley's assessment of heritage assets with potential to be affected by the proposed development, it is concluded that there would be no harm to the significance of The Mawson Hotel, the Adult Deaf and Dumb Institute (Former), the Former Grosvenor Picture Palace, the Former Town Hall Façade to Mabel Tylecote Building, Manchester Metropolitan University, or the Grosvenor Building, Manchester Metropolitan University Faculty of Art and Design.
- 8.67 The height scale and mass of the proposed development would result in harm to the Grade II\* Listed Former Unitarian Chapel, the Grade II Listed Oddfellows Hall and 94-98 Grosvenor Street. Overall, it is concluded that the level of harm would be less than substantial, of a moderate level for the Former Unitarian Chapel, and very low and low for 94 to 98 Grosvenor Street and Oddfellows Hall, respectively.
- 8.68 Paragraph 202 of the NPPF is therefore engaged, which states the following:
- "Where a development proposal 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 proposal including, where appropriate, securing its optimum viable use."*

- 8.69 National Planning Policy Guidance confirms that public benefits may follow from many developments and could be anything that delivers economic, social or environmental progress as described in the NPPF.
- 8.70 Overall, it is shown within this planning application (and summarised in Section 12 of this report) that the significant public benefits of the proposed development and the balancing of identified harm with those benefits demonstrates that the benefits will outweigh any potential harm to listed buildings in accordance with the Planning (Listed Buildings and Conservation Areas) Act 1990.
- 8.71 In conclusion, the final design is of high architectural quality with substantial consideration given to the surrounding character. This is further evidenced within the supporting Tall Building Statement which demonstrates the proposal will positively impact the surrounding area as it will considerably improve the appearance of the currently dilapidated site. The Heritage Assessment shows there would be no harm to the majority of nearby listed buildings, with just the Former Unitarian Chapel, Oddfellows Hall and 94-98 Grosvenor Street being subject to less than substantial harm. Considering the planning balance in accordance with the NPPF and Planning (Listed Buildings and Conservation Areas) Act 1990 the significant economic, social and environmental benefits of this proposal are assessed to outweigh the less than substantial harm to listed buildings.

## Landscaping

- 8.72 The proposal is supported by an extensive landscaping design as detailed within the Section 9 of the submitted Design and Access Statement prepared by Re-form and Chapter 5 of this Statement. In accordance with Policy EN9 the development proposes a substantial increase on existing levels of green infrastructure on Site in terms of its quantity, quality and multiple function. The landscape proposals have been designed as a cohesive landscape masterplan which encompasses both this application and the wider Illustrative Upper Brook Street Masterplan, including the emerging proposals by McLaren and Kadans. Across the masterplan site almost three acres of new public realm is proposed with almost two acres within this planning application alone.
- 8.73 As detailed within the DAS and Chapter 5 of this Statement, four Landscape Character Areas are proposed as part of the scheme, including a new community oriented and active edge along Kincardine Road; The Walks, two new community squares (Hanworth Square and Gaskell Green), a new pedestrian and cycling route through the Site with a sequence of small garden spaces; new areas of planting and a tree lined avenue along Upper Brook Street.

- 8.74 Roof terraces are also included within both the PBSA and science and innovation elements of the proposed development. The PBSA element will include tiered roof terraces at first floor/ 14<sup>th</sup> floor levels, providing recreational space for students, with areas of shrubs and a variety of seating area, and a pergola. The science and innovation element will provide a relaxing and green environment acting as a breakout space for staff and visitors to enjoy.
- 8.75 Policy DM1 requires consideration of effects relating to biodiversity, landscape and green infrastructure. These effects have been carefully considered in the supporting Phase 1 Habitat and Daytime Bat Survey produced by Penny Anderson. The ecologist's recommendations to bring biodiversity net gain to the Site have been incorporated into the design.

## Sustainability

- 8.76 In terms of policies relating to sustainability, the proposal is considered to demonstrate a highly sustainable development. Firstly, with regards to its location, as previously discussed, the proposal is well served by public transport, in close proximity to the Universities which it will serve, and within walking distance of a wide range of services and amenities, including Manchester City Centre. This will encourage a modal shift away from travel by private car. As such the proposal makes use of existing transport infrastructure and is positioned to reduce need to travel by car which in turn minimises emissions, therefore according with Core Strategy Policy SP1, H12 and T1.
- 8.77 The planning application is accompanied by two Energy Standards Statements (ESS) which have been prepared by KJ Tait in relation to the science and innovation buildings and Ridge in relation to the PBSA buildings.
- 8.78 The ESS prepared by Ridge to support the PBSA building states the development will target an *excellent* rating for BREEAM credits, which exceeds MCC's minimum target of Very Good for student halls and commercial developments. Low and zero carbon technologies have been included in the design of the PBSA buildings. A number of technologies have been assessed in terms of the be lean, be clean, and be green initiative, which is encouraged by MCC, full details of which can be found within the supporting ESS. The buildings will accord with all carbon reduction targets in accordance with Part L 2021 building regulations, therefore according with the requirements of Policy EN 6 of MCC's Core Strategy.
- 8.79 As for the science and innovation ESS, this shows that by following good design principles, despite the high energy nature of the lab spaces, compliance with 2021 Part L Building Regulations will be met achieving an overall saving of between 9.3 and 4.8% over the 2021 target emission rate. A building that

passes the 2021 building regulations by default also exceeds the previous standards by 27%. Thus, according with Policy EN 6 of MCC's Core Strategy.

- 8.80 It is acknowledged that the new science and innovation buildings are unlikely to be 'Zero Carbon' from day one but should take a 'Zero Carbon Ready' approach, aligning with the national grid decarbonisation trajectory milestones. The buildings will have excellent u-values, high efficiency plant and conditioned without the use of on-site fossil fuels. The chosen strategy is adaptable to future changes and advances in technology that may make a centralised approach more attractive.
- 8.81 The proposals are therefore demonstrated to be highly sustainable, in terms of the Site's location, energy efficient measures, and accordance with carbon reduction targets.

## **Access and Highways**

- 8.82 The scheme is supported by Transport Assessment and associated Transport Chapter of the supporting Environment Statement prepared by Focus Transport Planning which demonstrates there will not be any unacceptable highways impacts arising from the proposed development. A Travel Plan which encourages sustainable modes of transport across the Site, as required in accordance with Core Strategy Policy T2 has also been prepared.
- 8.83 Core Strategy Policy T1 requires new developments to encourage sustainable modes of transport, this proposal accords with such a requirement by being located in close proximity to existing services and public transport infrastructure in order to reduce reliance on cars. For the PBSA proposal, 275 (equivalent to 25% of the residents) secure and sheltered cycle parking spaces will be provided in relation to encourage sustainable modes of transport.
- 8.84 In relation to the science and innovation buildings, in line with MCC Core Strategy Parking Standards, one space per 200m<sup>2</sup> of office floorspace will be provided. The science and innovation buildings will exceed this requirement by providing one cycle space per 150m<sup>2</sup>, this equates to 270 secure internal cycle spaces, and 27 external visitor spaces.
- 8.85 A new walking and cycling route between the proposed new buildings will be provided as part of the proposed development and will provisionally be referred to as The Walks. This will create a new connection for cycling and walking between Ardwick and Upper Brook Street, and will include landscaping features and places to dwell. Motor vehicles will not be able to enter this space, unless to maintain the building facades, or in case of an emergency.

- 8.86 The proposed development will be car free, and therefore no car parking is proposed, other than accessible car parking. Altogether 9 accessible car parking spaces are proposed on Kincardine Road in a lay-by arrangement to service the PBSA development. The Transport Assessment prepared by Focus TP and submitted in support of this application reinforces the suitability of a car free approach. The Transport Statement states *"it is considered that the proposed development represents a practical and sustainable approach for the Upper Brook Street site, which would result fewer vehicle movements to/from the site when compared to its extant use, therefore resulting in an improvement in operation of the immediate local highway. The site is considered to be highly accessible via a range of sustainable travel options, which would reinforce the essentially car free development strategy. Given the above, it is concluded that there are no material highway grounds for refusing the development proposals."*
- 8.87 Furthermore, as identified within the Transport Chapter of the ES and the DAS, the Kincardine Road corridor is to be improved to deliver an active travel orientated enhanced corridor as part of the wider Upper Brook Street proposals (in support of the closure of Inchley Road and extended one-way operation on Kincardine Road), along with additional walk / cycle east-west links between University of Manchester and the Brunswick residential area. Changing Kincardine Road from a two way road down to a one way street will enable improvements to the public realm, promote active travel through the introduction of dedicated cycle routes and widen public footpaths.
- 8.88 Based on the above, the proposed development is in accordance with policies T1 and T2 of the Core Strategy.

## Summary

- 8.89 In summary, the principle of development is acceptable due to its sustainable location, the reuse of underutilised, previously developed land and buildings, the delivery of science and innovation buildings which will bring about substantial economic benefits, and compliance with criteria required for new PBSA,- the proposed quantum of which is required to deliver the science and innovation buildings and other economic and community benefits as required by the Council's strategic vision for the Oxford Road Corridor and this site in particular. Furthermore, the scheme proposes mixed-use development with active frontages offering community and commercial space which will benefit the local community of Brunswick. The scheme comprises a high-quality development which has been designed in consultation with the local community and other stakeholders. The proposal is supported by a cohesive and extensive landscaping scheme, which will significantly boost the appearance of the currently derelict site.

8.90 The scheme is evidenced to represent a highly sustainable development, in terms of its location, energy impact and landscaping. Furthermore, it has been shown to enhance and preserve the character of the nearby heritage assets by responding to them positively and offering a far improved setting compared with the Site's current state. Finally, the scheme has been assessed as not causing any negative traffic impacts and has been designed to encourage sustainable modes of transport and will provide an adequate level of disabled car parking. As such the scheme is considered to be fully compliant with both local and national planning policies including Core Strategy Policies SP 1, EC 1, EC 3, EC 8, T 1, T 2, H 12, CC 7, EN 1, EN 3, EN 9, and DM 1.

## 9. Green Infrastructure Statement

- 9.1 Manchester City Council's Green and Blue Infrastructure Strategy (2015), Action Plan (2015), and Implementation Plan Refresh (2022) aim to build on investment to date and create high quality, well maintained green and blue spaces which are an integral part of neighbourhoods. The Strategy identifies a number of actions, including embedding green infrastructure as part of residential development and within city centre developments. The Strategy recommends that Developers should consider how green and open space can work best to achieve this and form an integrated part of the overall scheme.
- 9.2 The Oxford Road Corridor is included within the City Centre character area of the Strategy and Action Plan. The Strategy recognises the city centre has a relatively low level of green and blue infrastructure provision, which makes enhancing appropriate provision particularly important. The Implementation Plan Refresh identifies improving access and connectivity for people and wildlife as key consideration along the Oxford Road Corridor.
- 9.3 The proposed development has taken all available opportunities to maximise green infrastructure on the Site. Almost 2 acres of new area of public realm will be created, including 4 landscape character areas, as previously described in Chapter 5 of this SPS. The soft landscaping will include a variety of native tree and planting species, knitting into the existing surrounding Green Infrastructure, and the city fabric. The Green Infrastructure incorporated into the proposed development feeds into the wider key landscape concepts of the wider illustrative Upper Brook Street Masterplan of creating a positive frontage to Ardwick, removing barriers and encouraging permeability, offering back to the community and extending Ardwick's Green Infrastructure.
- 9.4 A Biodiversity Net Gain Assessment has been undertaken, which takes into consideration the proposed vegetation and habitat creation as part of the landscape proposals. The submitted Biodiversity Net Gain Assessment demonstrates that the proposed development will target an increase in biodiversity units.
- 9.5 To support drainage, raingardens will be incorporated into the scheme, permeable surfacing and attenuation tanks below ground.
- 9.6 The green infrastructure provided will also contribute towards the sustainability of the proposed new built environment and has been maximised to take advantage of these benefits. The proposals are therefore in accordance with key policies CC9, EN8 and EN9 of the Manchester Core Strategy as well as the intentions of Manchester's Green and Blue Infrastructure Strategy.

## 10. Environmental Considerations

10.1 This section of the SPS summarises the findings of the individual environmental and technical assessments which accompany the detailed planning submission and demonstrates that the proposal fully accords with both national and local planning policy criteria. The purpose of this section is to summarise the findings of assessments accompanying the application that have been scoped out of the submitted Environment Statement (ES).

10.2 A full assessment of the impacts of the development is included in the ES, which also recommends any mitigation measures that may be required as a result of the development. The ES assesses the following topics:

- Chapter 6 – Townscape and Visual Impact;
- Chapter 7- Built Heritage;
- Chapter 8- Transport;
- Chapter 9- Socioeconomic Assessment;
- Chapter 10- Daylight, Sunlight and Overshadowing;
- Chapter 11- Wind; and,
- Chapter 12- Climate Change.

10.3 The findings of the above assessments are covered within the main chapters and technical appendices of the ES and are summarised in the ES Non-Technical Summary which should be read in conjunction with this SPS. The proposed development has been designed in accordance with the findings and recommendations of the EIA. Any adverse effects identified through the assessment have been minimised as far as possible through the design process or the application of appropriate mitigation measures.

### Non-EIA Technical Considerations

10.4 A summary of environmental and technical considerations outside the scope of the ES is provided below. The following technical disciplines are considered:

- Air Quality;
- Noise;
- Ecology;
- Trees;

- Flood Risk;
- Broadband Connectivity and TV Reception;
- Utilities
- Ground Conditions; and,
- Fire Safety.

10.5 In addition to the topics listed above the application is also supported by the following assessments which were considered within the Planning Assessment at Chapter 8 of this Planning Statement:

- Sustainability; and,
- Student Need.

## **Air Quality**

10.6 An Air Quality Assessment has been prepared by Redmore Environmental in support of the application. The findings of the assessment are summarised below.

10.7 Potential construction phase air quality impacts from fugitive dust emissions were assessed as a result of demolition, earthworks, construction and trackout activities. It is considered that the use of good practice control measures would provide suitable mitigation for a development of this size and nature and reduce potential impacts to an acceptable level.

10.8 During the operational phase of the development there is the potential for the exposure of future residents to elevated pollution levels. Dispersion modelling was therefore undertaken in order to predict concentrations across the proposed development site as a result of emissions from the highway network. Results were subsequently verified using local monitoring data.

10.9 The results of the dispersion modelling assessment indicated that predicted pollution levels were below the relevant criteria at the relevant building facades. The site is therefore considered suitable for the proposed use from an air quality perspective.

10.10 During the operational phase of the development there is the potential for air quality impacts as a result of traffic exhaust emissions associated with vehicles travelling to and from the site. These were assessed against the relevant screening criteria. Due to the nature of the proposals, road traffic exhaust impacts were not predicted to be significant.

10.11 The proposal is therefore considered acceptable in terms of air quality considerations in accordance with Manchester Core Strategy Policy DM1.

## Noise

- 10.12 A Noise Impact Assessment has been prepared by Hann Tucker in support of the application. The findings of the assessment are summarised below.
- 10.13 The environmental noise impact upon the proposed dwellings has been assessed in the context of building regulations, and national and local planning policies. Appropriate target internal noise levels have been proposed. These are achievable using conventional mitigation measures. Preliminary acoustic performance specifications for the external building fabric elements have been recommended such that appropriate internal noise levels should be achieved. These are intended for planning use only, and detailed design stage octave band acoustic specifications will need to be developed for tender.
- 10.14 The assessment shows the Site, subject to appropriate mitigation measures, is suitable for residential development in terms of noise and therefore, in terms of noise considerations, the proposal is compliant with Manchester Core Strategy Policy DM1.

## Ecology and BNG

- 10.15 An Extended Phase 1 Habitat Survey and Preliminary Roost Assessment has been prepared by Penny Anderson in support of this application. The conclusions and recommendations of the assessment are included below.

## Designated Sites

- 10.16 The site contains no statutory or non-statutory nature conservation sites, none are within 2km of the site and those situated further afield are considered unlikely to be impacted by the proposed development due to their distance from the site.

## Habitats

- 10.17 The habitats and plant species recorded within the site are widespread and common throughout Greater Manchester and the UK. None of the plant species recorded within the site are either Nationally Scarce or Nationally Rare (Hill et al. 2004) or of any other conservation significance (Cheffings and Farrell 2005, as amended; Stroh et al. 2014).

## Invasive and Non-Native Species

- 10.18 Wall cotoneaster is a listed INNS (as per Schedule 9 of the WCA, 1981). Therefore, it is recommended to avoid the spreading of this species.

- 10.19 Specific measures will be required where works pass through, or close to, stands of the species as identified at Target Note 1 (Figure 1). This may require professional removal and disposal. If stands of the species are not to be impacted by development, good practice measures during site clearance (e.g. wheel-washing and/or soil management protocols) plus appropriate waste disposal mechanisms are recommended as a precaution.

## **Protected Species**

### **Breeding Birds**

- 10.20 Scattered trees and introduced shrub on site may hold some suitable habitat for nesting birds. These habitats should be inspected by an Ecologist prior to removal if they face being impacted during the nesting season (March to August inclusive).
- 10.21 The site is considered to provide a relatively limited foraging resource for local populations of birds.

### **Bats**

- 10.22 The site provides no significant area of foraging habitat and is unlikely to be used by foraging bats.
- 10.23 Overall, the majority of the buildings were assessed as having negligible potential for roosting bats, however one building was assessed as having moderate potential and one was assessed as having low potential. As such, further bat activity surveys of these structures are recommended. The Applicants have agreed to carry out any recommended additional bat surveys to ensure the proposal will not result in any harm to bats.

### **Hedgehog**

- 10.24 Whilst the site provides no significant area of foraging habitat for hedgehog, the introduced shrub habitat on site may provide some refuge for the species. This habitat should be inspected by an Ecologist prior to removal. This can be addressed via a suitably worded condition.

## **BNG**

- 10.25 The application is also supported by a BNG assessment prepared by Penny Anderson Associates which demonstrates the proposed development will result in a 46.78% biodiversity net gain of habitat units compared with the site prior to development. This is a significantly greater net gain than the emerging national target of 10%.
- 10.26 The Ecological Assessment and BNG Assessment have demonstrated the proposal is wholly appropriate in terms of ecological considerations, in accordance with Manchester Core Strategy

## **Trees**

- 10.27 An Arboricultural Impact Assessment has been prepared by Bowland Tree Consultancy in support of this planning application.
- 10.28 The Assessment demonstrates there are seven individual and three groups of trees within the application boundary, and two hedges.
- 10.29 Of the trees, groups and hedges on site, one tree was categorised as high quality, two trees and two groups were categorised as moderate quality, three trees, one group and the two hedges were categorised as low quality and one tree was classed as unsuitable for long term retention regardless of the development proposals.
- 10.30 An appraisal of the proposals identified that construction of the development as proposed will require the removal of two trees and two groups of moderate quality, two low quality trees, one low quality group and one tree considered unsuitable for long term retention.
- 10.31 Nonetheless, it is evident that the proposed layout will accommodate circa 80 newly planted trees as a component of a detailed landscaping scheme. This is a significant increase compared to the existing number of trees on site.
- 10.32 As such, it is projected that adequate compensation can be achieved, in consultation with the LPA, for the tree losses required to construct the development as proposed.

## **Flood Risk and Drainage**

- 10.33 A Flood Risk and Drainage Strategy has been prepared by WSP in support of this application.
- 10.34 This Flood Risk and Drainage Strategy report concludes that this development is appropriate in its proposed location, can be occupied safely for its lifetime, does not increase flood risk elsewhere in the local catchment and seeks to reduce the risk of flooding overall. This will be secured through the implementation of the recommended flood risk management and mitigation measures and the provision of an Emergency Plan to inform site users what the relevant emergency procedures are in the event of a flood.
- 10.35 Given the above it is therefore considered that the development accords with Policy EN 14 of the Core Strategy

## Broadband and Television Reception

- 10.36 A Broadband Connectivity Assessment and Television and Radio Reception Assessment for the overall application Site has been prepared by GTech Surveys.
- 10.37 The findings of this broadband connectivity assessment indicate that existing broadband infrastructure and good connectivity is already available in the area, with existing fibre installed along streets adjacent to the Site. Fast download speeds are likely to be experienced. It is suggested that the developer engages with BT Openreach to facilitate a connection to their fibre network.
- 10.38 The developer will commit to enable the Proposed Development for robust connectivity and future-proof upgrading by following the guidance presented in Data Ducting Infrastructure for New Homes - Guidance Note, March 2008, Department for Communities and Local Government.
- 10.39 The findings of the Television and Radio Reception Impact Assessment found that the Proposed Development may cause disruption to the reception of DTT and digital satellite television services in areas to the immediate northwest and southeast of the Site which will require mitigation. With respect to digital satellite television reception, in the identified areas, clear views of the southeastern skies could be obscured by the structures, resulting in interference. If interference does occur, the repositioning of the satellite dish to a new location without an obscured line-of-sight view to the serving satellites should restore all services. If satellite dish relocations are not possible, the use of DTT receiving equipment is likely to offer any affected viewer an alternative source of digital television broadcasts. With respect to DTT reception, the massing and built form of the proposed development could reduce signal propagation for areas to the southeast of the Site, resulting in interference. Antenna betterment should restore reception if interference has occurred.
- 10.40 With the inclusion of appropriate mitigation measures the proposal therefore accords with Policy DM 1 of the Manchester Core Strategy.

## Ground Conditions

- 10.41 A Phase 1 ground conditions desk study has been undertaken by ROC, covering the whole application boundary.
- 10.42 The desk-based assessment has identified credible sources of contamination within the Site, and it is possible chemically aggressive ground conditions may be present as a result. The precise nature of risks should be confirmed via intrusive site investigation works at the appropriate stage, however, any associated risk can be appropriately mitigated via a condition for a Phase II site investigation.

- 10.43 Assuming all mitigation and precautionary measures suggested within the report are utilised, land contamination should not be considered a constraint to the granting of planning consent. As such, the proposal accords with Policy EN 18 of the Core Strategy.

## **Fire Safety**

- 10.44 A Fire Statement has been prepared by Design Fire Consultants for the PBSA buildings. The science and innovation buildings are not a relevant for the purpose of Planning Gateway One, and is therefore not included in the Fire Statement.
- 10.45 The report provides recommendations in terms of active fire safety systems, apartment layouts, means of escape, construction, elevations, and firefighting access. The report and its findings have been reviewed by the design team to aid the design of the development. The scheme is therefore considered wholly acceptable in terms of fire safety considerations.

## **Summary**

- 10.46 A comprehensive series of technical assessments have been submitted in support of this full planning application. This information demonstrates there are no technical or environmental considerations which cannot be overcome, mitigated against or suitably addressed by planning conditions

## 11. Summary of Community Offer

11.1 A substantial community offer is being proposed as part of this planning application. The proposed development will bring a derelict underutilised site back into use, which will greatly improve the appearance and character of the area and bring about substantial benefits to the local community.

11.2 The proposed development has been designed through consultation with local residents, local councillors and stakeholders to provide ground floor active uses which will benefit the community and address their identified needs. The application is supported by a standalone Community Benefits Statement prepared by Avison Young, which is submitted in support of this application and should be read in conjunction with this Planning Statement. As a summary, the main community benefits of this application are as follows:

- Significant job creation estimated to be 1,107 jobs generated by the sci-tech development and 178 jobs generated by the PBSA;
- High quality Sci-Tech and PBSA will attract employers, skilled workers and students to Manchester boosting the City's economy;
- Generation of 4,875 construction jobs per year, including higher skilled professionals and lower skilled jobs. These jobs will be recruited for in accordance with an agreed Local Labour Agreement and in partnership with local stakeholders such as The Works and Job Centre Plus;
- A significant investment by the developer into the local area as encouraged by Policy EC 1;
- Comprise wide scale regeneration which will bring back into use a key vacant site, increasing the quality of new buildings in the area and providing landscaping and trees, in accordance with Policy EN9;
- Provide 556m<sup>2</sup> medical facility which has been designed based on consultation with the local community to meet their needs;
- Meeting Climate Change objectives by delivering the aspirations of a more sustainable building design and construction, in accordance with Policy EN4; and,
- Inclusion of biodiversity measures resulting in a biodiversity net gain.

- 11.3 This planning application represents one of the first application for specific buildings within the ORC SRFG site and the illustrative masterplan proposals. It will deliver significant community benefits in its own right.
- 11.4 Through discussions with local ward councillors, and consultation with local community groups and two public exhibitions, this planning application includes extensive new public realm, improvements to permeability, and significant new community uses that will be tangible benefits to Ardwick and the Brunswick community specifically. These directly reflect comments and concerns raised during consultation and reflect the principles for this site within the ORC SRFG.
- 11.5 As set out previously in this Statement this application will deliver the following active ground floor uses comprising:
- Community medical facility- 556m2;
  - Two cafés- 278m2 and 121m2;
  - Retail convenience store- 385m2; and,
  - 1.9 acres of new public realm.

## **Medical Facility**

- 11.6 The proposed medical facility will meet an identified need for additional medical services in the Ardwick area of the city. The space will be 556m2. The provision of space for this facility has arisen as a result of the public consultation with the local community, discussions with the NHS, as well as other stakeholders. While the final use and layout of the medical facility is yet to be determined. It could offer one or more of the following:
- General Practice;
  - Wider Primary Care;
  - Dentist;
  - Pharmacy.
- 11.7 The design and use of this space will be further developed alongside the local community and the NHS over the next stages of the process.

## **New Public Realm and Permeability**

- 11.8 The site is also identified as a key site to create new and enhanced connections between existing communities and opportunities for community uses and accessible ground floor uses. 1.9 acres of new

public realm will be delivered as part of this application, including the planting of circa 80 new trees, and new play facilities for the local community.

11.9 The four Landscape Character Areas proposed within the planning application include a new community oriented and active edge along Kincardine Road; the creation of a sequence of small garden spaces connecting Kincardine Road and Upper Brook Street, termed The Walks; two new community squares (Hanworth Square and Gaskell Green); and new areas of planting and a tree lined avenue along Upper Brook Street.

11.10 Any planning permission for this development will also include a financial contribution towards community-led improvements to Gartside Gardens, which have been designed in consultation with the Friends of Gartside Gardens community group.



**Figure 11.1-** View of Gaskell Green from Upper Brook Street

## **Jobs and Economic Benefits**

11.11 The proposed development will offer significant opportunities for new jobs within the local area, and will generate the following new jobs:

- Construction of the development will support 4,875 person years of construction related employment, with GVA of £47m per year for 7.5 years; and,
- 1,285 direct and indirect jobs within the operational science and innovation and PBSA buildings.

11.12 The proposed science and innovation buildings along will create significant opportunities for the local communities when operational, including creating 1,107 new jobs in a wide range of graduate and non-graduate employment opportunities ranging from lab technicians, researchers, business support and PhD / C-Level roles such as R&D, drug manufacturing, QA and marketing.

11.13 The new jobs created will be recruited for in accordance with an agreed Local Labour Agreement and working in partnership with local stakeholders including the following to ensure as many jobs as possible are available to people in the local communities;

- The Works;
- The Growth Company; and
- Job Centre Plus.

11.14 A significant investment by the Applicants' into the local area and annual GVA into the local economy from the operational buildings of £51.3m.

## **Highways and Parking**

11.15 This planning application will provide tangible improvements to the local highway network, pedestrian and cycle routes, and parking around the site, including:

- Commitment to improve and introduce new pedestrian crossings to Kincardine Road and Upper Brook Street; and,
- Safety improvements to Kincardine Road, involving it becoming one way for cars going north, with dedicated cycle lanes, widened pedestrian footpaths and enhanced landscaping and tree planting.

## 12. Planning Balance

- 12.1 Section 38(6) of the Planning and Compulsory Planning Act 2004 states that decisions should be made in accordance with the Development Plan unless material considerations indicate otherwise. As demonstrated in this Statement the application proposals accord with the relevant policies of the Development Plan when read as a whole and should therefore be approved without delay in accordance with the NPPF.
- 12.2 Notwithstanding the above, if the Council does identify conflict with any policies of the Development Plan, the potential harm is clearly outweighed by the substantial economic, social and environmental benefits, as set out below. These substantial public benefits are also considered to outweigh any “less than substantial harm” to heritage assets in accordance with the NPPF.

### Economic Benefits

- 12.3 The proposed development will contribute to building a strong, responsive and competitive economy. In particular the economic outcomes from the proposed development are:
- Redevelopment of an underutilised, dilapidated site, which will contribute to raising the value of the area in accordance with Policy SP1;
  - Significant job creation arising from the development of 46,643m<sup>2</sup> science and innovation floorspace. The socio-economic report estimates the development to create 1,107 direct and indirect jobs and GVA per annum of £42 million.
  - Job creation through the PBSA, community and commercial spaces, this is estimated as 178 direct and indirect jobs and GVA per year of £9.3 million;
  - High quality science and innovation space and PBSA will attract employers, skilled workers and students to Manchester boosting the City's economy;
  - Generation of both temporary and full-time equivalent construction jobs, including higher skilled professionals and lower skilled jobs. Construction of the development will support 4,875 person years of construction related employment, with GVA of £47m per year for 7.5 years. These jobs will be recruited for in accordance with an agreed Local Labour Agreement;
  - Provide a catalyst for further investment and development within the local area, and unlocking the area's potential as part of the ORC SRFG;

- A significant investment by the developer into the local area as encouraged by Policy EC 1; and,
- The Proposed Development will contribute to Manchester's economic prosperity building on its knowledge economy strengths to the benefit of Greater Manchester and the North West. It will increase the revenues to Manchester City Council through business rates and Council tax in the order of £5.6m per year.

## **Social Benefits**

12.4 The proposed development will support the creation of a strong, vibrant and healthy community. In particular, the proposed development will:

- Comprise wide scale regeneration which will bring back into use a key vacant site, increasing the quality of new buildings in the area and providing landscaping and trees, in accordance with Policy EN9;
- Provide 566m<sup>2</sup> community medical facility which has been designed based on consultation with the local community to meet their needs;
- Promote opportunities for interactions between neighbourhoods to act as a bridge between the University and Ardwick community;
- Provide new retail and café facilities to meet an identified shortfall in the local area;
- Provide 1,100 student beds which will meet a demonstrated qualitative and quantitative need within Manchester, in accordance with Policy H 12. These will include 220 beds (20%) to be secured as affordable student bedspaces;
- Consider community safety in the design, layout, and management of the development in accordance with Policy DM 1;
- Deliver a sustainable redevelopment which is well located next to shops, local services, jobs, transport links, in accordance with Policy SP 1.

## **Environmental Benefits**

12.5 As demonstrated within the accompanying technical reports, the proposed development will benefit the natural environment. In particular, the proposed development will:

- Deliver the regeneration of a prominent site, which is currently underutilised, greatly improving area's appearance and streetscape;
- Deliver a scheme which ensures an efficient mix of land uses whilst taking into account key site opportunities;
- Provision of new and improved green landscaped areas including private and communal gardens, in accordance with Policy EN9;
- Retention of existing trees where possible and additional extensive new planting scheme, including substantial amounts of high quality soft landscaping and tree planting, in accordance with Policy EN9;
- Will have a significant positive benefit for protected species, in accordance with Policy EN15;
- Deliver student accommodation and jobs in a sustainable location within proximity to existing and future services and facilities as well as public transport infrastructure, which will reduce the need to travel by car. The scheme also incorporates cycle storage, providing 545 secure internal cycle spaces, and additional external spaces included within the landscaping, encouraging active transport, in accordance with Policy T1;
- Meeting Climate Change objectives by delivering the aspirations of a more sustainable building design and construction, in accordance with Policy EN4; and,
- Inclusion of biodiversity measures resulting in a 46.78% biodiversity net gain.

## Summary

- 12.6 Section 38(6) of the Planning and Compulsory Planning Act 2004 states that decisions should be made in accordance with the Development Plan unless material considerations indicate otherwise. As demonstrated in the following chapter of this Statement, the application proposals accord with the adopted Development Plan policies when read as a whole and should therefore be approved without delay in accordance with the NPPF.
- 12.7 Notwithstanding the above, if the Council identifies conflict with any policies of the Development Plan, any potential harm is clearly outweighed by the substantial economic, social and environmental benefits, as set out above.

12.8 In summary, the proposed development represents a sustainable form of development on an underutilised site which will deliver a high quality, visually attractive development. The scheme proposals fully accord with the Development Plan and associated supporting planning guidance and the substantial economic, social and environmental benefits of the scheme have been clearly set out above.

## 13. Summary and Conclusions

- 13.1 This Supporting Planning Statement ('SPS') has been prepared by Avison Young on behalf of Williams Motor Co (Holdings) and Alliance UBS Limited ('the Applicants'), in support of an application for full planning permission for the following development at land between Upper Brook Street, Kincardine Road, and Grosvenor Street ('the Site') (also known as 'Upper Brook Street Masterplan – Williams Motor Co (Holdings)/ Alliance UBS Limited'):

*"Full planning application for the demolition of existing buildings and erection of three ground floor + 12/14/41 storey buildings to be used for Purpose Built Student Accommodation (Use Sui Generis), comprising 1,100 bedrooms in total and 506sqm of ground floor ancillary uses (café/ commercial and convenience store - Use Classes E (a)/(b)/(c)), three buildings comprising ground floor + 5/7/9 storeys for Science and Innovation uses (Use Class E (g)(i) & (ii)) and 834sqm ground floor community uses (retail/ cafés and medical facility (Use Classes E (a)/(b) and (e)), and the provision of new public realm, two new public squares, new access and parking, and associated works."*

- 13.2 Please note, reference to 'science and innovation uses' in the description of development will also be referred to 'life science uses' throughout the planning submission.
- 13.3 The Site extends to approximately 2.13 ha and is located within the administrative boundary of Manchester City Council ('MCC'). The Site comprises the various former Williams Garage buildings and their associated car parking forecourts. These buildings are now vacant and are formed around the Grade II\* listed 'Former Unitarian Chapel' (sits outside of the Site boundary) which now operates as student accommodation. Inchley Road bisects the site from east to west.
- 13.4 The Site is located within the boundary of the Oxford Road Corridor ('ORC') Strategic Regeneration Framework Guidance ('SRFG'). This document earmarks the Site as a future development opportunity. The ORC SRFG recognises the UBS site as being strategically very important in terms of scale, locational advantages and capacity to accommodate the larger, flexible floorplate commercial buildings that will provide the right type of product to continue the strong and sustained economic growth of the Oxford Road Corridor and wider City Region. The framework states residential, including Purpose Built Student Accommodation 'PBSA', uses are suitable at the Site to support the commercial developments.
- 13.5 This application forms part of a wider illustrative masterplan currently being developed for the Upper Brook Street Masterplan in line with the strategic allocation. These wider proposals are being brought forward collaboratively by several landowners, developers, and operators who have jointly developed

a comprehensive response to the SRFG principles to create a community-focused masterplan for Upper Brook Street.

13.6 The illustrative masterplan seeks to transform the currently vacant sites along Upper Brook Street; re-establishing their importance in the area by re-introducing permeability, public realm, and active community-facing uses at ground floor.

13.7 This current application comprises Buildings 3-7 of the wider Upper Brook Street Masterplan and is for the following:

- **Demolition of existing buildings and structures.**
- **Erection of Science and Innovation Buildings** – The science and innovation buildings will comprise three separate buildings of 8, 10 and 12 storeys in height with a combined GEA of 54,794m<sup>2</sup> comprising a mix of office and laboratory space (Use Class E).
- **Erection of PBSA Buildings** - The PBSA development will provide 1100no. beds (Use Class sui generis) across the three buildings, as a primary use, of which 20% (220no. beds) will be affordable PBSA. The total quantum of PBSA development stands at 46,237m<sup>2</sup> GEA.
- **New Community Uses**- Within the science and innovation buildings there will be a community medical facility, and a space which could be occupied by a café. Within the PBSA buildings there will be a retail offering, and another space for a café/ coffee shop.
- Delivery of a high quality **landscaping and public realm provision** including the new Hanworth Square and Gaskell Green.

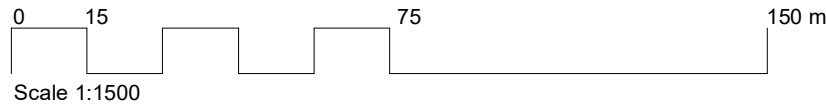
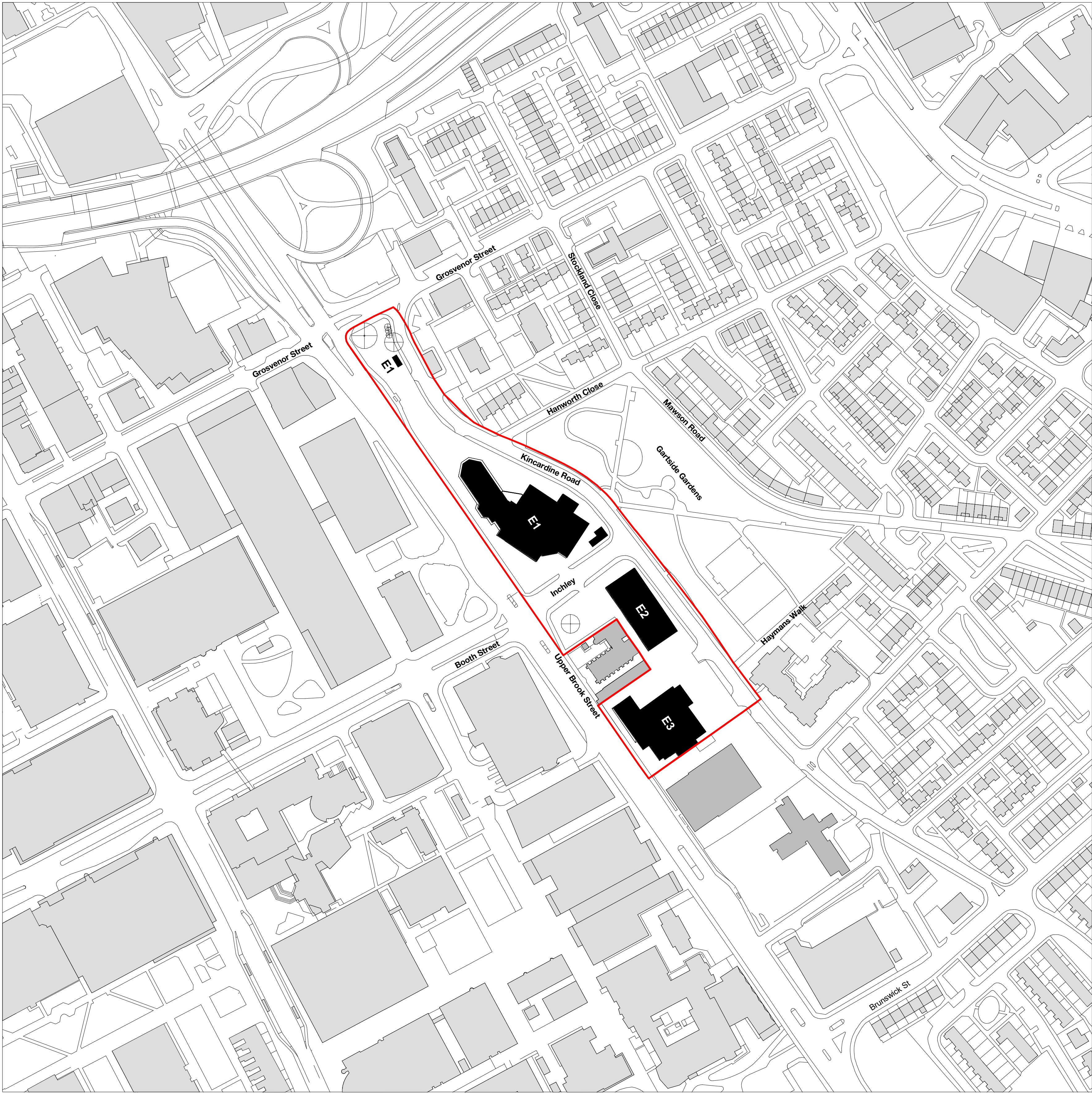
13.8 A detailed and robust planning assessment is contained within this Planning Statement, which demonstrates the principle of development to be acceptable in line with the wider strategic regeneration objectives of the Council due to its sustainable location, the reuse of underutilised, previously developed land and buildings, the delivery of science and innovation buildings which will bring about substantial economic benefits, and compliance with criteria required for new student accommodation.

13.9 Furthermore, the scheme proposes mixed-use development with active frontages offering community and commercial space. The scheme comprises a high-quality development which has been designed in consultation with the local community and other stakeholders. The proposal is supported by a cohesive and extensive landscaping scheme, which will significantly boost the appearance of the currently derelict site.

- 13.10 The scheme is evidenced to demonstrate a highly sustainable development, in terms of its location, energy impact and landscaping. In addition, it has been shown to enhance and preserve the character of the nearby heritage assets by responding to them positively and offering a far improved setting compared with the Site's current state. Finally, the scheme has been assessed as not causing any negative traffic impacts and has been designed to encourage sustainable modes of transport. As such the scheme is considered to be fully compliant with both local and national planning policies including Core Strategy Policies SP 1, EC 1, EC 3, EC 8, T 1, T 2, H 12, CC 7, EN 1, EN 3, EN 9, and DM 1.
- 13.11 Overall, the scheme comprises a high-quality science and innovation and PBSA development with community and commercial uses and a high quality landscaping scheme. The scheme has been demonstrated to be wholly acceptable when considering planning policy in the round and will bring about significant economic, social and environmental benefits and a substantial community offering. It is therefore respectfully requested that planning permission is granted for this development at the earliest opportunity.

# Appendix I

## Site Location Plan

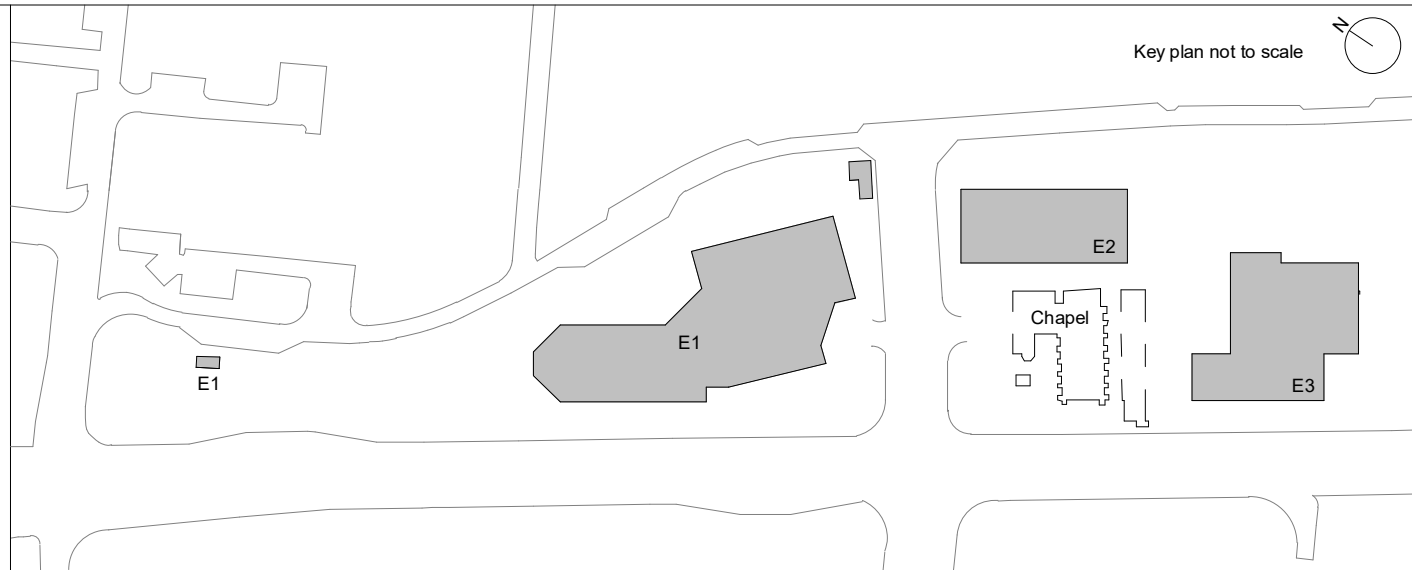


| Rev | Description         | Date     |
|-----|---------------------|----------|
| P1  | Issued for Planning | 23.06.23 |

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No implied licence exists. This drawing should not be used to calculate areas for the purposes of valuation. Do not scale this drawing. All dimensions to be checked on the site by the contractor and such dimensions to be their responsibility. All work must comply with relevant British Standards and Building Regulations requirements. Drawing errors and omissions to be reported to the architect. To be read in conjunction with Architect's specification and other consultant information.

**Key**

Application Boundary



|                                                 |                          |                                         |                                                           |
|-------------------------------------------------|--------------------------|-----------------------------------------|-----------------------------------------------------------|
| <b>Scale @ A1</b><br>1 : 1500                   | <b>Date</b><br>June 2023 | <b>Job Number</b><br>220077             | <b>Project</b><br>Upper Brook Street<br>Manchester M1 2EH |
| <b>Drawn By</b><br>SA                           | <b>Checked By</b><br>LB  | <b>Status</b><br>S2                     |                                                           |
| <b>Drawing No.</b><br>UBS-HBA-SW-XX-DR-A-080001 | <b>Rev</b><br>P1         | <b>Purpose of Issue</b><br>For Planning | <b>Drawing</b><br>Existing - Site Location Plan           |

N

26-28 Hilton Street  
Manchester M1 2EH

mail@hawkinsbrown.com  
hawkinsbrown.com

Hawkins\Brown

# Appendix II

## Submission Schedule

| Document                           | Reference/ Date            | Author        |
|------------------------------------|----------------------------|---------------|
| <b>Admin</b>                       |                            |               |
| Application Form                   | PP-12244282                | Avison Young  |
| Application Fee                    | £194,871.00                | PAG           |
| Covering Letter                    | June 2023                  | Avison Young  |
| <b>Plans</b>                       |                            |               |
| Site Location Plan                 | UBS-HBA-SW-XX-DR-A-08-0001 | Hawkins Brown |
| Existing Site Plan                 | UBS-HBA-SW-XX-DR-A-08-0005 | Hawkins Brown |
| Existing - North Elevation         | UBS-HBA-SW-XX-DR-A-08-0020 | Hawkins Brown |
| Existing - East Elevation          | UBS-HBA-SW-XX-DR-A-08-0021 | Hawkins Brown |
| Existing - South Elevation         | UBS-HBA-SW-XX-DR-A-08-0022 | Hawkins Brown |
| Existing - West Elevation          | UBS-HBA-SW-XX-DR-A-08-0023 | Hawkins Brown |
| Demolition - Site Plan             | UBS-HBA-SW-XX-DR-A-08-0050 | Hawkins Brown |
| Demolition - North Elevation       | UBS-HBA-SW-XX-DR-A-08-0051 | Hawkins Brown |
| Demolition- East Elevation         | UBS-HBA-SW-XX-DR-A-08-0052 | Hawkins Brown |
| Demolition - South Elevation       | UBS-HBA-SW-XX-DR-A-08-0053 | Hawkins Brown |
| Demolition - West Elevation        | UBS-HBA-SW-XX-DR-A-08-0054 | Hawkins Brown |
| Proposed B1 - Basement Plan        | UBS-HBA-B1-1-DR-A-08-0099  | Hawkins Brown |
| Proposed B1 - Ground Floor Plan    | UBS-HBA-B1-00-DR-A-08-0100 | Hawkins Brown |
| Proposed B1 - First Floor Plan     | UBS-HBA-B1-01-DR-A-08-0101 | Hawkins Brown |
| Proposed B1 - Second Floor Plan    | UBS-HBA-B1-02-DR-A-08-0102 | Hawkins Brown |
| Proposed B1 - Third Floor Plan     | UBS-HBA-B1-03-DR-A-08-0103 | Hawkins Brown |
| Proposed B1 - Fourth Floor Plan    | UBS-HBA-B1-04-DR-A-08-0104 | Hawkins Brown |
| Proposed B1 - Fifth Floor Plan     | UBS-HBA-B1-05-DR-A-08-0105 | Hawkins Brown |
| Proposed B1 - Sixth Floor Plan     | UBS-HBA-B1-06-DR-A-08-0106 | Hawkins Brown |
| Proposed B1 - Seventh Floor Plan   | UBS-HBA-B1-07-DR-A-08-0107 | Hawkins Brown |
| Proposed B1 - Eighth Floor Plan    | UBS-HBA-B1-08-DR-A-08-0108 | Hawkins Brown |
| Proposed B1 - Ninth Floor Plan     | UBS-HBA-B1-09-DR-A-08-0109 | Hawkins Brown |
| Proposed B1 - Plant Level Plan     | UBS-HBA-B1-10-DR-A-08-0110 | Hawkins Brown |
| Proposed B1 - Roof Plan            | UBS-HBA-B1-12-DR-A-08-0111 | Hawkins Brown |
| Proposed B1 - Mezzanine Floor Plan | UBS-HBA-B1-00-DR-A-08-0112 | Hawkins Brown |
| Proposed B2 - Basement Plan        | UBS-HBA-B2-1-DR-A-08-0119  | Hawkins Brown |
| Proposed B2 - Ground Floor Plan    | UBS-HBA-B2-00-DR-A-08-0120 | Hawkins Brown |
| Proposed B2 - First Floor Plan     | UBS-HBA-B2-01-DR-A-08-0121 | Hawkins Brown |
| Proposed B2 - Second Floor Plan    | UBS-HBA-B2-02-DR-A-08-0122 | Hawkins Brown |
| Proposed B2 - Third Floor Plan     | UBS-HBA-B2-03-DR-A-08-0123 | Hawkins Brown |
| Proposed B2 - Fourth Floor Plan    | UBS-HBA-B2-04-DR-A-08-0124 | Hawkins Brown |
| Proposed B2 - Fifth Floor Plan     | UBS-HBA-B2-05-DR-A-08-0125 | Hawkins Brown |
| Proposed B2 - Sixth Floor Plan     | UBS-HBA-B2-06-DR-A-08-0126 | Hawkins Brown |
| Proposed B2 - Seventh Floor Plan   | UBS-HBA-B2-07-DR-A-08-0127 | Hawkins Brown |
| Proposed B2 - Plant Level Plan     | UBS-HBA-B2-08-DR-A-08-0128 | Hawkins Brown |
| Proposed B2 - Roof Plan            | UBS-HBA-B2-10-DR-A-08-0129 | Hawkins Brown |
| Proposed B2 - Mezzanine Floor Plan | UBS-HBA-B2-00-DR-A-08-0130 | Hawkins Brown |
| Proposed B3 - Ground Floor Plan    | UBS-HBA-B3-00-DR-A-08-0140 | Hawkins Brown |

|                                                       |                            |               |
|-------------------------------------------------------|----------------------------|---------------|
| Proposed B3 - First Floor Plan                        | UBS-HBA-B3-01-DR-A-08-0141 | Hawkins Brown |
| Proposed B3 - Second Floor Plan                       | UBS-HBA-B3-02-DR-A-08-0142 | Hawkins Brown |
| Proposed B3 - Third Floor Plan                        | UBS-HBA-B3-03-DR-A-08-0143 | Hawkins Brown |
| Proposed B3 - Fourth Floor Plan                       | UBS-HBA-B3-04-DR-A-08-0144 | Hawkins Brown |
| Proposed B3 - Fifth Floor Plan                        | UBS-HBA-B3-05-DR-A-08-0145 | Hawkins Brown |
| Proposed B3 - Plant Level Plan                        | UBS-HBA-B3-06-DR-A-08-0146 | Hawkins Brown |
| Proposed B3 - Roof Plan                               | UBS-HBA-B3-08-DR-A-08-0147 | Hawkins Brown |
| Proposed B3 - Mezzanine Floor Plan                    | UBS-HBA-B3-00-DR-A-08-0148 | Hawkins Brown |
| Proposed B1 - North Elevation                         | UBS-HBA-B1-XX-DR-A-08-0210 | Hawkins Brown |
| Proposed B1 - East Elevation                          | UBS-HBA-B1-XX-DR-A-08-0211 | Hawkins Brown |
| Proposed B1 - South Elevation                         | UBS-HBA-B1-XX-DR-A-08-0212 | Hawkins Brown |
| Proposed B1 - West Elevation                          | UBS-HBA-B1-XX-DR-A-08-0213 | Hawkins Brown |
| Proposed B2 - North Elevation                         | UBS-HBA-B2-XX-DR-A-08-0220 | Hawkins Brown |
| Proposed B2 - East Elevation                          | UBS-HBA-B2-XX-DR-A-08-0221 | Hawkins Brown |
| Proposed B2 - South Elevation                         | UBS-HBA-B2-XX-DR-A-08-0222 | Hawkins Brown |
| Proposed B2 - West Elevation                          | UBS-HBA-B2-XX-DR-A-08-0223 | Hawkins Brown |
| Proposed B3 - North Elevation                         | UBS-HBA-B3-XX-DR-A-08-0230 | Hawkins Brown |
| Proposed B3 - East Elevation                          | UBS-HBA-B3-XX-DR-A-08-0231 | Hawkins Brown |
| Proposed B3 - South Elevation                         | UBS-HBA-B3-XX-DR-A-08-0232 | Hawkins Brown |
| Proposed B3 - West Elevation                          | UBS-HBA-B3-XX-DR-A-08-0233 | Hawkins Brown |
| Proposed B1 - Section AA                              | UBS-HBA-B1-ZZ-DR-A-08-0300 | Hawkins Brown |
| Proposed B1 - Section BB                              | UBS-HBA-B1-ZZ-DR-A-08-0301 | Hawkins Brown |
| Proposed B2 - Section AA                              | UBS-HBA-B2-ZZ-DR-A-08-0320 | Hawkins Brown |
| Proposed B2 - Section BB                              | UBS-HBA-B2-ZZ-DR-A-08-0321 | Hawkins Brown |
| Proposed B3 - Section AA                              | UBS-HBA-B3-ZZ-DR-A-08-0340 | Hawkins Brown |
| Proposed B3 - Section BB                              | UBS-HBA-B1-ZZ-DR-A-08-0341 | Hawkins Brown |
| Proposed B1 - Bay Study - Ground Floor                | UBS-HBA-B1-XX-DR-A-08-0411 | Hawkins Brown |
| Proposed B1 - Bay Study - Upper Floors                | UBS-HBA-B1-XX-DR-A-08-0412 | Hawkins Brown |
| Proposed B1 - Bay Study - Plant Screen                | UBS-HBA-B1-XX-DR-A-08-0413 | Hawkins Brown |
| Proposed B2 - Bay Study - Ground Floor                | UBS-HBA-B2-XX-DR-A-08-0421 | Hawkins Brown |
| Proposed B2 - Bay Study - Upper Floors                | UBS-HBA-B2-XX-DR-A-08-0422 | Hawkins Brown |
| Proposed B2 - Bay Study - Plant Screen                | UBS-HBA-B2-XX-DR-A-08-0423 | Hawkins Brown |
| Proposed B3 - Bay Study - Ground Floor                | UBS-HBA-B3-XX-DR-A-08-0431 | Hawkins Brown |
| Proposed B3 - Bay Study - Upper Floors                | UBS-HBA-B3-XX-DR-A-08-0432 | Hawkins Brown |
| Proposed B3 - Bay Study - Plant Screen                | UBS-HBA-B3-XX-DR-A-08-0433 | Hawkins Brown |
| Proposed Illustrative Masterplan - Site Location Plan | UBS-HBA-SW-00-DR-A-08-1000 | Hawkins Brown |

|                                                            |                                    |               |
|------------------------------------------------------------|------------------------------------|---------------|
| Proposed Illustrative Masterplan - Site Plan               | UBS-HBA-SW-00-DR-A-08-1005         | Hawkins Brown |
| Proposed Illustrative Masterplan - Ground Floor Plan       | UBS-HBA-SW-00-DR-A-08-1100         | Hawkins Brown |
| Proposed Illustrative Masterplan - Typical Floor Plan      | UBS-HBA-SW-03-DR-A-08-1101         | Hawkins Brown |
| Proposed Illustrative Masterplan - Roof Plan               | UBS-HBA-SW-XX-DR-A-08-1102         | Hawkins Brown |
| Proposed Illustrative Masterplan - North Elevation         | UBS-HBA-SW-XX-DR-A-08-1200         | Hawkins Brown |
| Proposed Illustrative Masterplan - East Elevation          | UBS-HBA-SW-XX-DR-A-08-1201         | Hawkins Brown |
| Proposed Illustrative Masterplan - South Elevation         | UBS-HBA-SW-XX-DR-A-08-1202         | Hawkins Brown |
| Proposed Illustrative Masterplan - West Elevation          | UBS-HBA-SW-XX-DR-A-08-1203         | Hawkins Brown |
| Proposed Illustrative Masterplan Section AA                | UBS-HBA-SW-ZZ-DR-A-08-1300         | Hawkins Brown |
| Masterplan PBSA Site Plan Ground Floor                     | 10450-SHP-Z0-A-B5D8-G100-PL-00-001 | SimpsonHaugh  |
| Masterplan PBSA Site Plan Typical Floor                    | 10450-SHP-Z0-A-B5D8-G100-PL-TY-001 | SimpsonHaugh  |
| Masterplan PBSA Site Plan Roof                             | 10450-SHP-Z0-A-B5D8-G100-PL-RF-001 | SimpsonHaugh  |
| A1/ A2 General Arrangement Basement                        | 10450-SHP-ZZ-A-B5D8-G200-PL-B1-001 | SimpsonHaugh  |
| A1/ A2 General Arrangement Ground Floor                    | 10450-SHP-ZZ-A-B5D8-G200-PL-00-001 | SimpsonHaugh  |
| A1/ A2 General Arrangement Level 1                         | 10450-SHP-ZZ-A-B5D8-G200-PL-01-001 | SimpsonHaugh  |
| A1/ A2 General Arrangement Typical Levels 02-13 (02 shown) | 10450-SHP-ZZ-A-B5D8-G200-PL-TY-001 | SimpsonHaugh  |
| A1/ A2 General Arrangement Level 14                        | 10450-SHP-ZZ-A-B5D8-G200-PL-14-001 | SimpsonHaugh  |
| A1/ A2 General Arrangement Level 15                        | 10450-SHP-ZZ-A-B5D8-G200-PL-15-001 | SimpsonHaugh  |
| A1/ A2 General Arrangement Level 16                        | 10450-SHP-ZZ-A-B5D8-G200-PL-16-001 | SimpsonHaugh  |
| A1/ A2 General Arrangement Typical Levels 17-22 (17 shown) | 10450-SHP-ZZ-A-B5D8-G200-PL-TY-002 | SimpsonHaugh  |
| A1/ A2 General Arrangement Typical Levels 23-25 (23 shown) | 10450-SHP-ZZ-A-B5D8-G200-PL-TY-003 | SimpsonHaugh  |
| A1/ A2 General Arrangement Level 26                        | 10450-SHP-ZZ-A-B5D8-G200-PL-26-001 | SimpsonHaugh  |
| A1/ A2 General Arrangement Level 27                        | 10450-SHP-ZZ-A-B5D8-G200-PL-27-001 | SimpsonHaugh  |

|                                                                  |                                    |              |
|------------------------------------------------------------------|------------------------------------|--------------|
| A1/ A2 General Arrangement Level 28                              | 10450-SHP-ZZ-A-B5D8-G200-PL-28-001 | SimpsonHaugh |
| A1/ A2 General Arrangement Typical Levels 29-35 (29 shown)       | 10450-SHP-ZZ-A-B5D8-G200-PL-TY-004 | SimpsonHaugh |
| A1/ A2 General Arrangement Level 36                              | 10450-SHP-ZZ-A-B5D8-G200-PL-36-001 | SimpsonHaugh |
| A1/ A2 General Arrangement Level 37                              | 10450-SHP-ZZ-A-B5D8-G200-PL-37-001 | SimpsonHaugh |
| A1/ A2 General Arrangement Level 38                              | 10450-SHP-ZZ-A-B5D8-G200-PL-38-001 | SimpsonHaugh |
| A1/ A2 General Arrangement Level 39                              | 10450-SHP-ZZ-A-B5D8-G200-PL-39-001 | SimpsonHaugh |
| A1/ A2 General Arrangement Level 40                              | 10450-SHP-ZZ-A-B5D8-G200-PL-40-001 | SimpsonHaugh |
| A1/ A2 General Arrangement Roof                                  | 10450-SHP-ZZ-A-B5D8-G200-PL-RF-001 | SimpsonHaugh |
| A3 General Arrangement Ground Floor                              | 10450-SHP-A3-A-B5D8-G200-PL-00-001 | SimpsonHaugh |
| A3 General Arrangement Level 01                                  | 10450-SHP-A3-A-B5D8-G200-PL-01-001 | SimpsonHaugh |
| A3 General Arrangement Typical Levels 02-11                      | 10450-SHP-A3-A-B5D8-G200-PL-TY-001 | SimpsonHaugh |
| A3 General Arrangement Roof Level                                | 10450-SHP-A3-A-B5D8-G200-PL-RF-001 | SimpsonHaugh |
| General Arrangement Site Section AA                              | 10450-SHP-Z0-A-B5D8-G200-SE-AA-001 | SimpsonHaugh |
| General Arrangement Site Section BB, CC, and DD                  | 10450-SHP-Z0-A-B5D8-G200-SE-XX-001 | SimpsonHaugh |
| General Arrangement Elevation Kincardine Road                    | 10450-SHP-ZZ-A-B5D8-G200-EL-EE-001 | SimpsonHaugh |
| General Arrangement Elevation Upper Brook Street                 | 10450-SHP-ZZ-A-B5D8-G200-EL-EW-001 | SimpsonHaugh |
| General Arrangement Elevation Grosvenor Road and South Elevation | 10450-SHP-ZZ-A-B5D8-G200-EL-XX-001 | SimpsonHaugh |
| General Arrangement Elevation A3 North and South Elevation       | 10450-SHP-A3-A-B5D8-G200-EL-XX-001 | SimpsonHaugh |
| A1/A2 Façade Detail Typical                                      | 10450-SHP-ZZ-A-B5D8-G251-DE-XX-001 | SimpsonHaugh |
| A1/A2 Façade Detail Gable Typical                                | 10450-SHP-ZZ-A-B5D8-G251-DE-XX-002 | SimpsonHaugh |
| A1/A2 Façade Detail Ground Floor                                 | 10450-SHP-ZZ-A-B5D8-G251-DE-XX-003 | SimpsonHaugh |
| A1/A2 Façade Detail Main Entrance                                | 10450-SHP-ZZ-A-B5D8-G251-DE-XX-004 | SimpsonHaugh |
| A1/A2 Façade Detail A1 Parapet                                   | 10450-SHP-ZZ-A-B5D8-G251-DE-XX-005 | SimpsonHaugh |

|                                                 |                                    |                                         |
|-------------------------------------------------|------------------------------------|-----------------------------------------|
| A1/A2 Façade Detail A2 Parapet                  | 10450-SHP-ZZ-A-B5D8-G251-DE-XX-006 | SimpsonHaugh                            |
| A3 Façade Detail Typical                        | 10450-SHP-A3-A-B5D8-G251-DE-XX-001 | SimpsonHaugh                            |
| A3 Façade Detail Ground Floor                   | 10450-SHP-A3-A-B5D8-G251-DE-XX-002 | SimpsonHaugh                            |
| A3 Façade Detail Main Entrance                  | 10450-SHP-A3-A-B5D8-G251-DE-XX-003 | SimpsonHaugh                            |
| A3 Façade Detail Parapet                        | 10450-SHP-A3-A-B5D8-G251-DE-XX-004 | SimpsonHaugh                            |
| Illustrative Landscape Masterplan               | 0983-RFM-XX-00-DR-L-0001           | Re-form                                 |
| Landscape GA 1 of 2                             | 0983-RFM-XX-00-DR-L-0002           | Re-form                                 |
| Landscape GA 2 of 2                             | 0983-RFM-XX-00-DR-L-0003           | Re-form                                 |
| Illustrative Roof Level Masterplan              | 0983-RFM-XX-RF-DR-L-0004           | Re-form                                 |
| Illustrative Landscape Sections 1 of 2          | 0983-RFM-XX-00-DR-L-0005           | Re-form                                 |
| Illustrative Landscape Sections 2 of 2          | 0983-RFM-XX-00-DR-L-0006           | Re-form                                 |
| Planting Strategy 1 of 3                        | 0983-RFM-XX-XX-DR-L-0007           | Re-form                                 |
| Planting Strategy 2 of 3                        | 0983-RFM-XX-XX-DR-L-0008           | Re-form                                 |
| Planting Strategy 3 of 3                        | 0983-RFM-XX-XX-DR-L-0009           | Re-form                                 |
| Illustrative Landscape Sections 3 of 4          | 0983-RFM-XX-00-DR-L-0010           | Re-form                                 |
| Illustrative Landscape Sections 4 of 4          | 0983-RFM-XX-00-DR-L-0011           | Re-form                                 |
| <b>Reports</b>                                  |                                    |                                         |
| Design and Access Statement                     | June 2023                          | Hawkins Brown, SimpsonHaugh and Re-form |
| Supporting Planning Statement                   | June 2023                          | Avison Young                            |
| Tall Building Statement                         | June 2023                          | Avison Young                            |
| Statement of Community Involvement              | June 2023                          | Avison Young                            |
| Community Benefit Statement                     | June 2023                          | Avison Young                            |
| Environment Statement (Chapters Detailed Below) | June 2023                          | Egniol                                  |
| Acoustic Survey                                 | June 2023                          | Hann Tucker                             |
| Air Quality Assessment                          | June 2023                          | Redmore Environmental                   |
| Arboricultural Impact Assessment                | June 2023                          | Bowland Tree Consultancy                |
| Archaeological Assessment                       | June 2023                          | Salford Archaeology                     |
| Broadband Connectivity Assessment               | June 2023                          | Gtech Surveys                           |
| BNG Assessment                                  | June 2023                          | Penny Anderson Associates               |
| Circular Economy Statement                      | June 2023                          | CC Certified                            |
| Construction Management Plan                    | June 2023                          | PAG/ Moda Living                        |
| Crime Impact Statement                          | June 2023                          | GMP                                     |
| Ecology Appraisal                               | June 2023                          | Penny Anderson Associates               |

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|----------------------------------------------------------------------------------------|-----------------------------------------------|--------------------------|
| Environmental Standards Statement (Life Science)                                       | June 2023                                     | KJ Tait                  |
| Environmental Standards Statement (PBSA)                                               | June 2023                                     | Ridge and Partners       |
| Fire Strategy/ Safety Assessment                                                       | June 2023                                     | DFC                      |
| Flood Risk Assessment and Drainage Strategy                                            | June 2023                                     | WSP                      |
| Local Labour Agreement                                                                 | June 2023                                     | Avison Young             |
| PBSA Management Strategy                                                               | June 2023                                     | Moda Living              |
| PBSA Accommodation Schedule                                                            | June 2023/ 10450-SHP-Z0-A-B5D8-F900-SC-XX-001 | SimpsonHaugh             |
| Site Investigation Report (Phase I)                                                    | June 2023                                     | ROC                      |
| Student Need Assessment                                                                | June 2023                                     | Knight Frank             |
| Transport Statement (ES Chapter 8 Appendix) (including PBSA Waste Management Strategy) | June 2023                                     | Focus Transport Planning |
| Travel Plan (ES Chapter 8 Appendix)                                                    | June 2023                                     | Focus Transport Planning |
| TV and Radio Reception Study                                                           | June 2023                                     | GTech Surveys            |
| Utilities Statement (PBSA)                                                             | June 2023                                     | Ridge and Partners       |
| Utilities Statement (Life Science)                                                     | June 2023                                     | KJ Tait                  |
| Viability Assessment                                                                   | June 2023                                     | Avison Young             |
| Waste Management Strategy (PBSA)                                                       | June 2023                                     | Curtins                  |
| Waste Management Proforma (Life Science)                                               | June 2023                                     | Hawkins Brown            |
| <b>Environment Statement Chapters</b>                                                  |                                               |                          |
| Chapter 6- Townscape and Visual Impact Assessment                                      | June 2023                                     | Re-form                  |
| Chapter 7- Built Heritage                                                              | June 2023                                     | Turley                   |
| Chapter 8- Transport                                                                   | June 2023                                     | Focus Transport Planning |
| Chapter 9- Socioeconomic Assessment                                                    | June 2023                                     | Brookdale                |
| Chapter 10- Daylight, Sunlight and Overshadowing                                       | June 2023                                     | Proximity                |
| Chapter 11- Wind                                                                       | June 2023                                     | GIA                      |
| Chapter 12- Climate Change                                                             | June 2023                                     | BWB                      |

# Contact details

## Enquiries

Nicola Simpson  
[nicola.simpson@avisonyoung.com](mailto:nicola.simpson@avisonyoung.com)

**Visit us online**  
[avisonyoung.com](https://www.avisonyoung.com)

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### Avison Young

11 York Street, Manchester M2 2AW

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