AVISON YOUNG



Supporting Planning Statement

The Residence at Plymouth Grove, Manchester

On behalf of Plymouth Grove Property Developments Ltd

September 2023

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For and on behalf of Avison Young (UK) Limited

1. Introduction

1.1 This Supporting Planning Statement has been prepared by Avison Young ('AY') on behalf of Plymouth Grove Property Development Ltd ('the Applicant'), in support of a full planning application proposing a 263-bed purpose built student accommodation (PBSA) development on land at Plymouth Grove, Manchester ('the Site'), as shown on the Location Plan at **Appendix I.**

1.2 The description of development is as follows:

> *"Full planning application for the erection of a part six storey, part eight storey building for use as purpose built student accommodation (Sui Generis) comprising 263 bed spaces, with associated amenity space, cycle parking, external landscaping, access and other associated works".*

1.3 The proposed development is described fully within the submitted Design and Access Statement prepared by DAY Architects, and is also presented on the various application drawings. The proposals have been developed in consultation with Manchester City Council (MCC) officers, other key stakeholders, and the local community.

1.4 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 Applicant

1.5 Plymouth Grove Property Development Ltd ('the Applicant') is a subsidiary of Western UK Property Group (WUKPG). WUKPG are a Manchester based property developer and investor with a strong track record of delivery across the PBSA, industrial, affordable housing and specialist healthcare sectors. They have 23 years' experience in developing complex projects in locations across the UK, having delivered over £100m worth of real estate development to date.

1.6 WUKPG's development arm principally focuses on the acquisition of brownfield land and substantial vacant properties. Their investment arm owns and operates over £50m worth of real estate comprising of single let to multi-let industrial estates, freehold apartment blocks and residential property portfolios.

1.7 WUKPG have remained a developer and investor cognisant of the impacts of all of their real estate projects. That is why sustainable technologies are incorporated throughout their schemes in order to mitigate operational effects.

Submission Documents

1.8 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.**

Structure of this Planning Statement

1.9 The Planning Statement considers a range of principal matters to enable a thorough evaluation of the proposals against the relevant local and national planning policy framework. The statement is structured as follows:

- **Chapter 2:** provides a description of the Site, the surrounding area and relevant planning history;
- **Chapter 3:** sets out the strategic regeneration context;
- **Chapter 4:** details the pre-application engagement exercise undertaken by the Applicant with the Council and the neighbouring land owners;
- **Chapter 5:** describes the proposed development;
- **Chapter 6:** sets out the statutory Development Plan for the area and other material planning considerations against which the planning application should be assessed;
- **Chapter 7:** summarises the relevant environmental and technical considerations associated with the Site and proposed development;
- **Chapter 8:** assesses the proposed development against the relevant planning policy context and in light of other material considerations;
- **Chapter 9:** sets out why the proposed development accords with the statutory Development Plan and should be approved without delay.

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

2. Site and Surrounding Area

2.1 This section of the Statement provides a detailed description of the Site's location, characteristics and accessibility credentials. It provides a description of the Site's current condition, as well as any statutory designations and technical constraints which affect the land.

The Site

2.2 The site extends to approximately 0.15ha and currently consists of vacant previously developed land. It is located in the community of Ardwick and is within the Oxford Road Corridor. The site shares a frontage with both Plymouth Grove and Dryden Street. It is located within easy walking distance to both University campuses and the City Centre, making the Site highly sustainable and accessible to the rest of the city. A Site Location Plan is attached at **Appendix I,** and a sketch site aerial is shown at Figure 2.1 below.



Figure 2.1: Sketch site aerial, with the site extent shaded red.

2.3 The site comprises vacant, previously developed land. It is currently in a dilapidated state with vegetation beginning to grow through areas of hardstanding. The site is in a poor condition which reflects negatively on the appearance of the surrounding area. Figure 2.2 shows the Site's current condition.



Figure 2.2: Site's current condition

2.4 The site was previously occupied by a three-storey residential building demolished following the grant of prior approval consent in 2017. In addition to the building the Site also comprised an area of hard standing which was in use as surface level parking.

Surrounding Area

2.5 In terms of the immediate surrounding area, Dryden Street forms the northern site boundary. Beyond this and immediately across the road is South Manchester Cemetery and Holyrood Nursery. To the east is an area of open green space with a public right of way (PRoW) running through it.

2.6 The south-eastern site boundary is shared with 23 Plymouth Grove, a brick-building 3 storeys in height, beyond which is Plymouth Lodge, a Grade II listed building comprising residential apartments. The south-western site boundary is formed by Plymouth Grove beyond which is Grafton Street Sanctuary Students accommodation (Nick Everton House), which is up to 13 storeys at its highest, and 9 storeys in height adjacent at the junction of Upper Brook Street and Plymouth Grove, adjacent to the proposed development Site.



Figure 2.3: View from the east of the Site and immediate surroundings

2.7 The wider surrounding area is of mixed use. To the north and east of the Site is Ardwick neighbourhood, which is characterised by predominantly 2 storey terrace housing. To the south of the site, beyond Nick Everton House, is Manchester Royal Infirmary. To the west of the Site is the University of Manchester, which is characterised by taller buildings with larger footprints that are in use predominantly as education and laboratory/ science premises.

Sustainability

2.8 The site is in close proximity to the University of Manchester and Manchester Metropolitan University. At the closest point the Site is just c. 100m east of University buildings, and is therefore in a highly sustainable location being within close walking distance to both universities it will serve.

2.9 Additionally, the Site is within walking distance of the supermarkets, bars, restaurants and cafes fronting Oxford Road, the Site is 400m east of Sainsburys on Oxford Road and 700m north of Lidl. The site is within walking distance of Manchester City Centre, and the associated wide range of services and amenities it contains. The Site is 1.4km south of Manchester Oxford Road Station and 1.2km south of Circle Square, demonstrating the City Centre to be within easy walking distance.

2.10 In terms of public transport facilities, the closest bus stops to the Site are located on Hyde Grove (300m south east of the Site) and Grafton Street Stops K and J (140m south of the Site). These bus stops provide regular services north to the City Centre (197 bus services) and Salford (50 bus service), and south to Stockport, via Heaton Moor and Burnage (197 bus service), and Didsbury (50 bus service).

2.11 There are a number of train stations within the City Centre, all of which are accessible either on foot, by bicycle or by connecting bus services from the Site. The closest train stations are Manchester Oxford

Road, located approximately 1.4km north of the Site, and Manchester Piccadilly, located approximately 1.3km north of the Site. There is also a Metrolink tram station located at Manchester Piccadilly.

Planning History

2.12 A desk based search was conducted to find the relevant planning history. The findings of this search are detailed in the table below:

Reference	Description	Decision
123401/NMC/2019	NON-MATERIAL AMENDMENT to conditions 8 (sustainable drainage) and 26 (air quality) relating to planning application 115969/FO/2017 to change the timeframe for the submission of required details.	Approved May 2019
115969/FO/2017	Erection of an apartment block with a maximum height of 7 storeys (excluding roof top plant) constructed above a semi-raised basement to form 16 x one bedroom and 45 x two bedroom units (61 in total) (Class C3) with 31 car, 64 cycle and 2 motorcycle parking spaces in the basement area, 10 surface level car parking spaces and visitor storage with new access from Dryden Street, communal garden areas, landscaping and boundary treatments.	Approved October 2017
114083/FO/2016	Erection of 7 storey apartment block, following the demolition Plymouth House, to form 71 apartments with associated basement and surface car parking.	Withdrawn February 2017
114693/DEM/2016	Prior notification for proposed demolition of 3-storey residential building.	No objection January 2017
105859/FO/2014/N2	Erection of a part 4, 5, 6 and 7 storey residential building with basement and rooftop structures to accommodate lift block, plant and equipment with accommodation comprising of 42 self-contained apartments (3 x 1 bedroom, 5 x studio, 10 x 2 bedroom and 24 x 3-bedroom) 42 car and 72 cycle spaces in an integrated parking area accessed via Dryden Street, management offices, residents fitness room and laundry, landscaping, boundary treatments and gates, following demolition of existing building (Resubmission of application 102090/FO/2013/N2).	Approved October 2014

102090/FO/2013/N2	Erection of residential block to a maximum height of 8 storeys, comprising of 6 x accessible apartments; 19 x studio apartments; 14 x 2 bed apartments; 10 x 3 bed apartments; 9 x 4 bed apartments and 4 x 5 bed apartments (62 units in total) with residents fitness and laundry rooms and associated car parking, landscaping and boundary treatments following demolition of existing on site residential buildings.	Withdrawn October 2013
083523/FO/2007/N2	Change of use from house in multiple occupation to offices (class B1). Associated car parking and landscaping.	Approved August 2007
052017/FO/CENTL2/97	Erection of a single storey building to form private hire taxi office with customer waiting and laundry facility.	Withdrawn July 1997
046127/FO/CENTL2/94	Change of use and refurbishment to form students residences with associated car parking and landscaping including demolition of existing garage at rear.	Approved December 1994
044948/OO/CENTL2/94	Erection of 32 two bedroom student flats with ancillary parking after demolition of existing.	Refused September 1994

Statutory Designations

2.13 The statutory designations affecting the Site are considered below:

- **Flood Risk** – The site sits within a Flood Zone 1 meaning there is a low probability of flooding.
- **Trees** – There are no Tree Preservation Orders (TPO) on the Site or immediately adjacent to it.
- **Rights of Way** – There are no public rights on way running through the Site. However, to the east approximately 0.1km is an area of open green space with a public right of way (PRoW) running through it.
- **Air Quality** – The westernmost part of the site is within the Greater Manchester Air Quality Management Area (AQMA).
- **Heritage** – According to Historic England's online mapping tool, there are no listed buildings on site. However, Plymouth Lodge (23 Plymouth Grove), a Grade II listed building comprising residential apartments, is located just 65m south east of the Site.

Summary

2.14 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.

2.15 The following section of this Planning Statement provides a summary of the broad consultation which took place throughout the scheme.

3. Strategic Regeneration Context

3.1 This chapter discusses the strategic and regeneration context which has influenced the development proposal 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, 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.

3.3 This 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 site is located 80m south (at the closest point) to the Brunswick Masterplan PFI. 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.

3.4 The site is also located within the Oxford Road Corridor area, c. 100m east of the University of Manchester estate that 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), the Manchester Engineering Campus Development (MECD) and Sir Henry Royce Institute.

3.5 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.

Oxford Road Corridor

Oxford Road Corridor Strategic Vision to 2030 (January 2023)

3.6 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.

3.7 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.

3.8 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.

Oxford Road Corridor Strategic Spatial Framework (2018)

3.9 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 master planning 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.

3.10 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. 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.

Oxford Road Corridor Strategic Regeneration Framework Guidance (2019)

3.11 In September 2019, MCC published a Strategic Regeneration Framework Guidance (SRFG). The document identified a number further sites within the Oxford Road Corridor (ORC) area suitable for redevelopment. The site which is the focus of this current application is not included within any of the redevelopment sites identified within the SRFG. The closest redevelopment site identified within the SRFG is the Upper Brook Street site which is located 300m north of the application Site, and has been subject to two applications submitted in July 2023 for its redevelopment for community, life science and student accommodation uses.

3.12 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.

The Need for Purpose Built Student Accommodation

3.13 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. A significant proportion of the remaining c.25,000 live at home[1].

3.14 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.

3.15 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.

3.16 In 2020 MCC approved an Executive Report regarding Purpose Built Student Accommodation (PSBA) 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.

3.17 It is now broadly recognised 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 accommodation but also because sufficient new accommodation had not been delivered in appropriate locations.

3.18 The University of Manchester released a statement[2] relating to this in September 2022 which recognises 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.

3.19 MCC's projections estimate that demand for new PBSA could be up to 11,320 (representing 2% growth per annum) up to 2030.

[1] Manchester City Council – Purpose Built Student Accommodation in Manchester Report to Economy Scrutiny Committee – 23 May 2023 and Executive – 31 May 2023

[2] The University of Manchester- https://www.staffnet.manchester.ac.uk/news/display/?id=28646

3.20 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.

3.21 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 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.

3.22 The May 2023 Executive Paper identifies 20 sites 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. Notwithstanding this, the Paper also notes that the list is not exhaustive and other schemes could also be brought forward, providing that they are consistent with Policy H12.

Summary

3.23 This site is located within both Ardwick and the Oxford Road Corridor, and therefore straddles two key regeneration areas. The Brunswick Neighbourhood PFI is located to the east of the Site within Ardwick and has consent for its widescale redevelopment and refurbishment. The site is located within the Oxford Road Corridor Regeneration Framework boundary, with the University of Manchester Campus located to its east. The Oxford Road Corridor has been subject to a number of regeneration frameworks which encourage investment and development within the area. This Chapter has also outlined the evidence for the need for Purpose Built Student Accommodation within Ardwick, The Oxford Road Corridor, and the city-wide need across Manchester.

4. Statement of Community Involvement

4.1 This section of the Statement, referred to as the Statement of Community Involvement (SCI), sets out the consultation which has been undertaken by the Applicant prior to the submission of the planning application. It demonstrates that relevant stakeholders have been informed of the proposals and describes the consultation which took place to obtain their views.

Planning Policy and Guidance to Community Consultation

4.2 The following documents provide an overview of local and national planning policy which promotes community involvement in the preparation of planning applications:

- 'Statement of Community Involvement', Manchester City Council (June 2018);
- The Localism Act, House of Commons (November 2011); and
- The National Planning Policy Framework (NPPF) (September 2023).

Statement of Community Involvement

4.3 Manchester City Council adopted a Statement of Community Involvement in June 2018. It sets out how the Council will consult and involve people in the preparation of Local Plans and in the planning application process. Section nine of the Council's Statement of Community involvement sets out the Council's approach to community involvement in the planning application process.

4.4 At the pre-application stage, the Council advise that development proposals will benefit from engagement with the local community early in the process and encourages applicants to undertake community involvement exercises using a variety of techniques. Specifically, the Council state that developers will be encouraged to carry out pre-application consultation with interested parties and community bodies to enables issues to be addressed early within the planning process.

The Localism Act

4.5 In November 2011 the Localism Act received Royal Assent. This is the Government's method of devolving greater powers to Councils and neighbourhoods in order to give local communities more control over planning decisions. It is a material consideration in the determination of planning applications.

4.6 Paragraph 122 of the Localism Act introduces a new requirement for developers to consult local communities on a wider range of developments before submitting planning applications. Developers must consider any responses received before proposals are finalised and show how they have been taken into account when submitting applications. It is hoped that this will give local people a chance to comment when there is still genuine scope to make changes to any draft proposals.

National Planning Policy Framework (September 2023)

4.7 In September 2023, the Government published the most recent iteration of the National Planning Policy Framework ('NPPF').

4.8 NPPF Paragraph 39 states how early engagement can "improve the efficiency and effectiveness of the planning application system for all parties" therefore leading to "better coordination between public and private resources and improved outcomes for the community".

4.9 Paragraph 40 further states that whilst a Local Planning Authority (LPA) cannot require that a developer engages with them before submitting a planning application, they should nevertheless encourage take - up of any pre-application services they do offer. Furthermore, and where deemed to be beneficial, the LPA should "encourage any Applicants who are not already required to do so by law to engage with the local community before submitting their applications". This is to ensure that any potential issues are resolved as early in the planning process as possible.

Pre-Application Discussions with MCC

4.10 Extensive pre-application discussion with the local planning authority have occurred since late 2022 on the emerging proposals, comprising a total of three pre-application meetings as well as a call with officers to discuss the design development and façade treatments in particular.

4.11 From an early stage the LPA advised that they had no issues with the proposed scale and massing of the development, which is appropriate to its setting. Feedback received following the pre-application meetings has been focused on the detailed design of the building, including its appearance, façade detailing and material selections.

4.12 A full description of the discussions, feedback received from officers and how this has been addressed is provided within the submitted Design and Access Statement. The proposed development has benefitted considerably, reflects the pre-application consultation with MCC and has sought to address the key comments made from officers.

Consultation with Local Councillors

4.13 Consultation has taken place with Ardwick Ward Councillors – past and present. Meetings were held with Councillor Bernard Priest in 2022, prior to him announcing his retirement, and two further meetings have been held with current councillors in 2023.

4.14 Recom as the Project Manager held two meetings with Ward Councillor Amna Abdullatif to discuss the emerging proposals. Councillor Tina Hewitson and Councillor Abdigafar Muse were also made aware of the proposals. Cllr Abdullatif provided feedback on key considerations for the local community in Ardwick, and also advised that any public consultation should be carried out in September for maximum attendance, and identified stakeholder groups that should be consulted. It was originally intended to undertake a consultation event earlier in the year to facilitate a July submission. However, the Applicant took councillors' feedback on-board and were prepared to delay submission to ensure the most effective process was followed.

4.15 A letter was sent via email to the following all three local Councillors (Amna Abdullatif, Tina Hewitson and Abdigafar Muse) on 14th September 2023 inviting them to the upcoming public consultation and offering the opportunity for them to attend a focused meeting and/or councillor briefing session ahead of the planning application being submitted. None of the councillors took up this invitation.

4.16 The Applicants have worked with Ward Councillors to ensure as many people within the local community had the opportunity to understand and comment on the proposals at the pre-application stage, including agreeing the extent of the consultation boundary, the venue for the public exhibition and also the dates for undertaking consultation.

Consultation with the Local Community

4.17 Comprehensive consultation has been undertaken with the local community. The community consultation period ran from the 14th until 28th September 2023. The consultation period began with a leaflet drop taking place delivering an information leaflet (**Appendix III**) to approximately 1,485 local residents and businesses. The leaflet provided details of the proposal, the in-person consultation event, the online consultation webpage, and methods for providing feedback. The consultation boundary to which the leaflet was delivered had been pre-agreed with local Ward Councillors.

4.18 A dedicated consultation webpage ran during the consultation period. The consultation information was made available in different languages as requested by local councillors in order to maximise engagement. This webpage included consultation boards, providing detail about the proposals and an online feedback form. The consultation webpage also provided the option for community members to provide their feedback via email or telephone voicemail.

4.19 An in person consultation event was held on Thursday 21st September from 2pm until 7pm at Elizabeth Gaskell House. Informative boards were provided at the consultation event, which are provided at **Appendix IV**. The event was attended by the following members of the project team:

- Oliver Lipson – WUKPG;
- Ed Harvey – Avison Young;
- Nicola Simpson – Avison Young;
- Neil O'Donnell – DAY Architecture;
- Jemma Baldwin – DAY Architecture;
- Maia Webster – Recom.

4.20 In total, four people visited the public exhibition. Of those, only one person provided feedback on the day. Subsequently, a further three comments were received via the online public consultation website. In summary, two responses were supportive of the development; one response was partially supportive and one response was undecided.

4.21 A summary of the comments is provided below:

- Support for the redevelopment of a brownfield site in a sustainable location;
- Support for the façade details and use of different brick colour to break down the massing;
- Queries about whether balconies could be incorporated into the development; and
- One response requested that the bricks should be of a high quality and not cheap looking;

4.22 Whilst none of the ward councillors attended the public exhibition or councillor preview session, the Applicant is keen to work with the local community to contribute towards identified community

schemes or initiatives which require assistance. The developer has already made clear a commitment to make space available within the completed development to local community groups. They are also open to further discussions with councillors should any other requirements be identified, for example improvements to nearby parks or green space.

Summary

4.23 In summary, the Applicant has carried out consultation with MCC Officers, Ward Councillors and the local community. The Plymouth Grove Property Development consultation exercise fully accords with national and local planning policy guidance, in particular MCC's SCI.

5. Proposed Development

5.1 The development is proposed via the submission of a full planning application. The application proposals are described in detail within the accompanying Design and Access Statement prepared by DAY Architects, which should be read in conjunction with this Planning Statement.

5.2 The detailed description of development as shown on the application form is as follows:

> *"Full planning application for the erection of a part six storey, part eight storey building for use as purpose built student accommodation (Sui Generis) comprising 263 bed spaces, with associated amenity space, cycle parking, external landscaping, access and other associated works".*

The Vision

5.3 This proposed PBSA scheme will provide 263 much needed student accommodation bed spaces as a sustainably designed high quality development across a building part six storeys, part eight storeys in height. The scheme has considered community safety in the design, layout and management of the development. The redevelopment of this site will greatly improve the appearance of the area by transforming the derelict, brownfield land into an attractive, high quality development which responds sensitively to the character of the surrounding area and provides high quality student accommodation to meet an identified need.

Use and Amount

5.4 The proposal is for student accommodation development which is a Sui Generis use. Table 2 below sets out the use and amount of the proposal for 263 beds. 90% of all units will be 'Studios' while 10% will be 'Premium Studios'.

5.5 In developing a 100% studio scheme the Applicant has recognised that the majority of recently consented PBSA schemes in the city are providing cluster bedrooms. The proposed development has clearly been designed to maximise studios, which is the result of engagement with operators but also from undertaking workshops with students. The proposed accommodation type is intended to meet the needs of mixed student groups who seek their own space.

5.6 The standard studios range in size from 19.3sqm to 20.9sqm and are designed for single occupancy. The premium studios range from 24.6sqm to 33.7sqm and are designed for dual occupancy. The larger sizes of the premium studios can be easily modified or adapted to meet specific accessibility requirements. The premium studios, which will be occupied by two people, will have lower rents per student, providing a more affordable option for prospective tenants.

Level	Studio		Premium Studio				
	Units	Occupancy	Units	Occupancy	Units/ Level	Occupancy/ Level	GIFA/ Level (m²)
0	0	0	0	0	0	0	933
1	33	33	4	8	37	41	1049
2	33	33	4	8	37	41	1049
3	33	33	4	8	37	41	1049
4	33	33	4	8	37	41	1049
5	33	33	4	8	37	41	1049
6	25	25	2	4	27	29	796
7	25	25	2	4	27	29	796
Total	**215**	**215**	**24**	**48**	**239**	**263**	
U:O Ratio	1:1		1:2				
Total Units	**215**		**24**		**239**		
Total GIFA							8819
Mix %	90%		10%		100%		

Figure 5.1: Table of Use and Amount of Proposal

5.7 The ground floor proposes no beds due to the amenity space which will be provided. From floors 1-5 there will be 37 units per floor with a GIFA (sqm) of 1,049sqm. Floors 6 and 7 will have a reduced number of beds at 27 respectively.

5.8 On the first 5 floors 33 of the 37 units will be made up of 'Studio' accommodation while 4 additional units will be 'Premium Studios'. Floors 6 and 7 house 27 units each with a GIFA (sqm) of 796sqm. On floors 6 and 7, 25 units will be studio accommodation while 2 will be 'premium studio' accommodation. Having different types of PBSA provides a greater mix and options for the market.

Layout

5.9 The layout of the ground floor level has been designed to accommodate a range of spaces which are best suited to serve the students and activate the surrounding streetscapes. Active frontages have been introduced to Dryden Street and to Plymouth Grove, activating the pavements and providing connectivity along the streetscape.

5.10 The internal courtyard space provides opportunities for the students to spill out and enjoy the considered landscaping strategy. The upper floor layouts have been designed to carefully interface with the existing and future context. Key to this aspect of the design is the acknowledgement of scale along Plymouth Grove.



Figure 5.2: Extract of Proposed Site Plan

5.11 The internal layouts have been carefully located to balance an efficient use of the Site against the existing development context within which it sits, with the proposed massing stepping back at key moments to express a series of two blocks. Internally a mix of standard and premium studios will provide a variety of living spaces for future students.

5.12 At the ground floor active frontages, the floor height has been increased to provide presence along the streetscape at a human level. The ground floor boasts large areas of glazing, activating the street and providing opportunities for direct interaction between the inside functions and outside streetscape.

Scale and Massing

5.13 In terms of scale and massing, the maximum height of 8 storeys takes precedence from the previously consented residential scheme at the Site. The height responds to the wider existing and emerging development context with the height of the building increasing towards Nick Everton House, resulting in a taller section to the south west (8 storeys), whereas a lower section (6 storeys) responds to the built context towards the east and north.

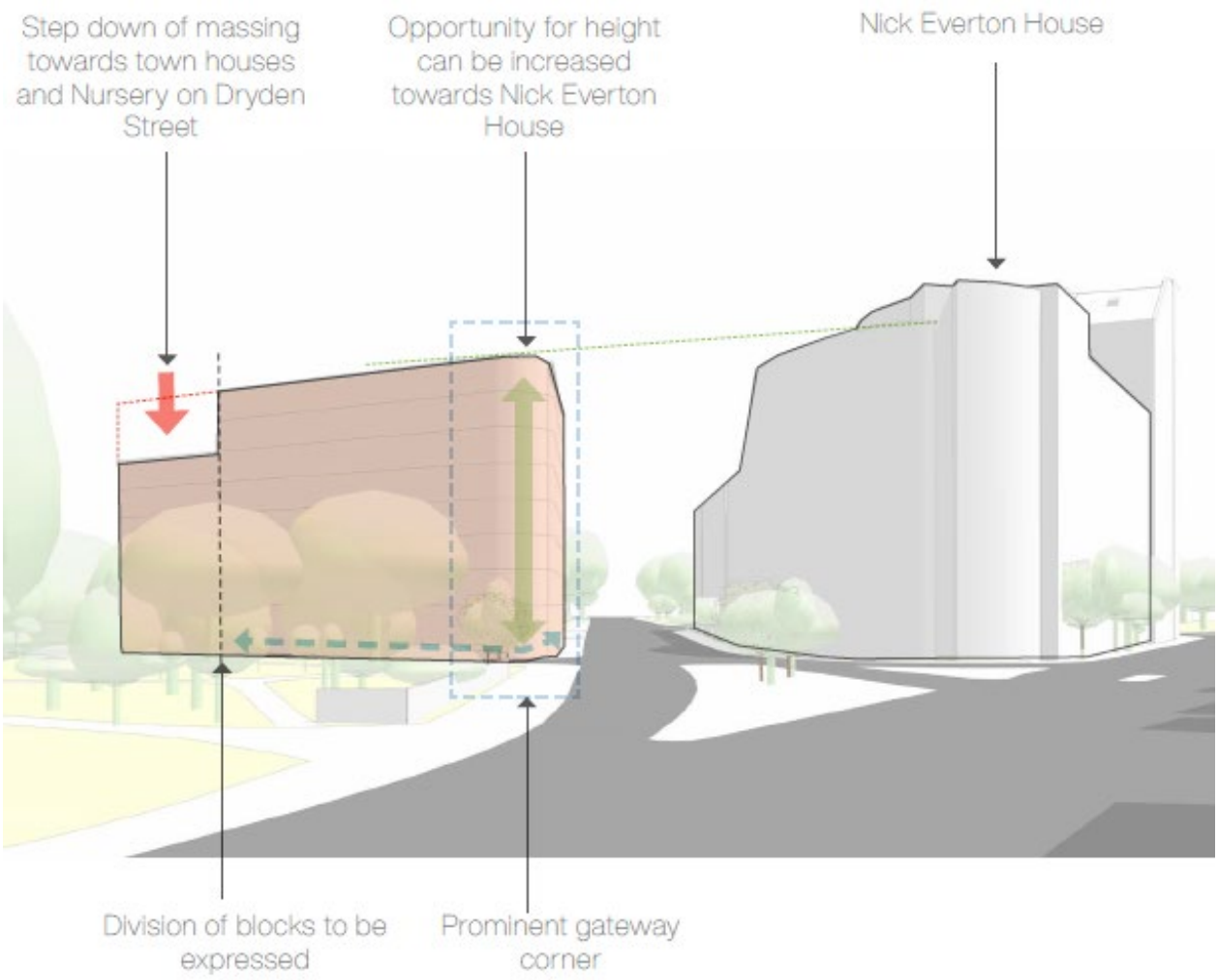


Figure 5.3: Showing decrease in height when looking from Upper Brook Street towards Plymouth Grove

Appearance and Materials

5.14 The building has been designed to have a clear top, middle and bottom in terms of the façade arrangement. The bottom will open up to the street, providing active frontage along Plymouth Grove and part of Dryden Street. The middle section will echo the rhythm of the Georgian style properties, with expressed piers, detailed brick patterns and banding. The top section will provide a more contrasting relief to the massing as a whole.

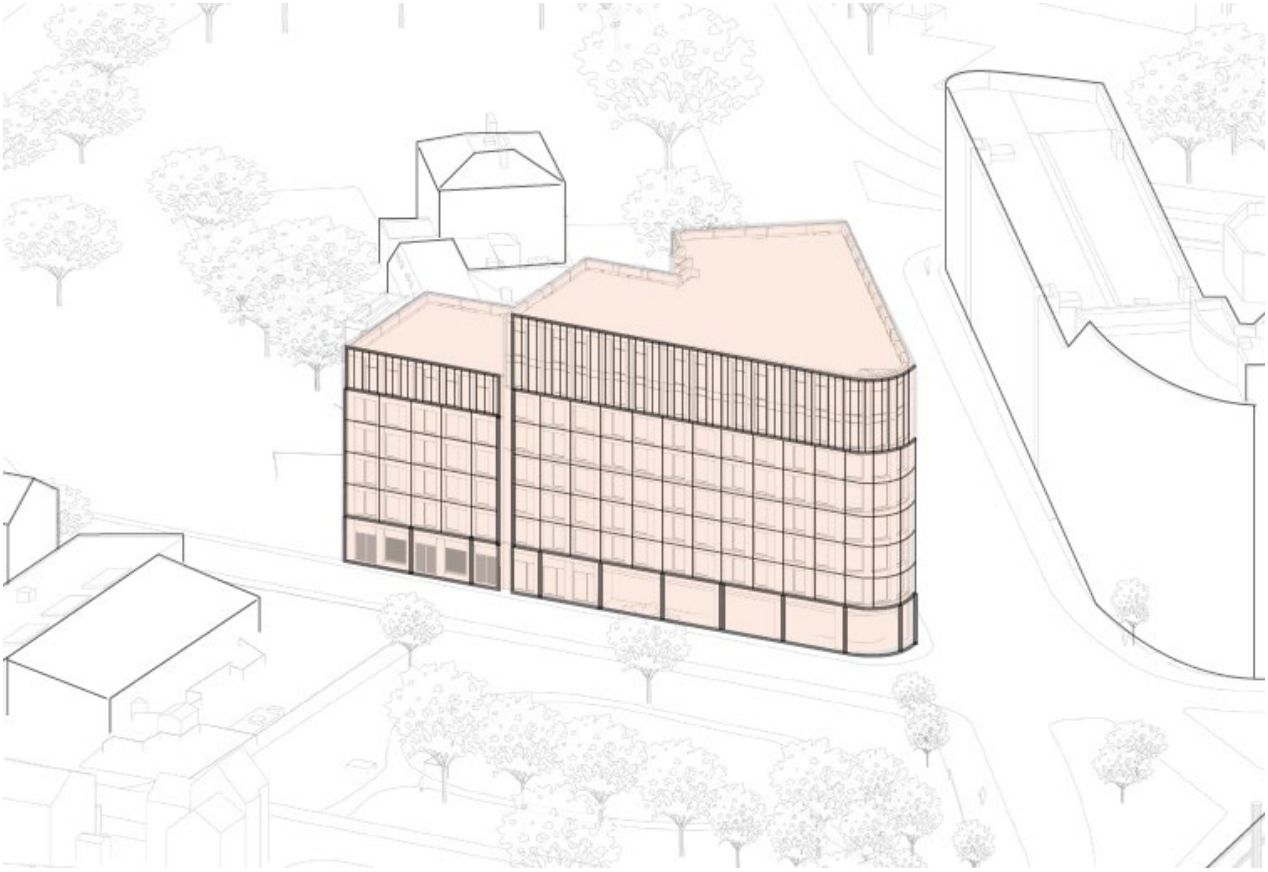


Figure 5.4: Elevation hierarchy showing clear top, middle and bottom.

5.15 There is a strong historic Georgian Architecture initially prevalent along Plymouth Grove. The regular grid architectural articulation makes up the basis for the facade. Vertical and horizontal banding has been tested to determine the appropriate response to the building's height and how it sits within the Site as a whole. By connecting the window bays and incorporating horizontal detailing bands on alternating floors, the height of the building has a more balanced proportion.

5.16 The material palette has been chosen to sensitively respond to the immediate vernacular and within the wider setting of Manchester. Light multi brickwork directly responds to the more modern additions along Upper Brook Street, e.g. Nick Everton House, with a more traditional material choice. The red multi brick further along Dryden Street responds more sensitively to the existing townhouses. A negative Flemish bond brickwork panel will then sit within the window recess to create a relief from the primary columns.

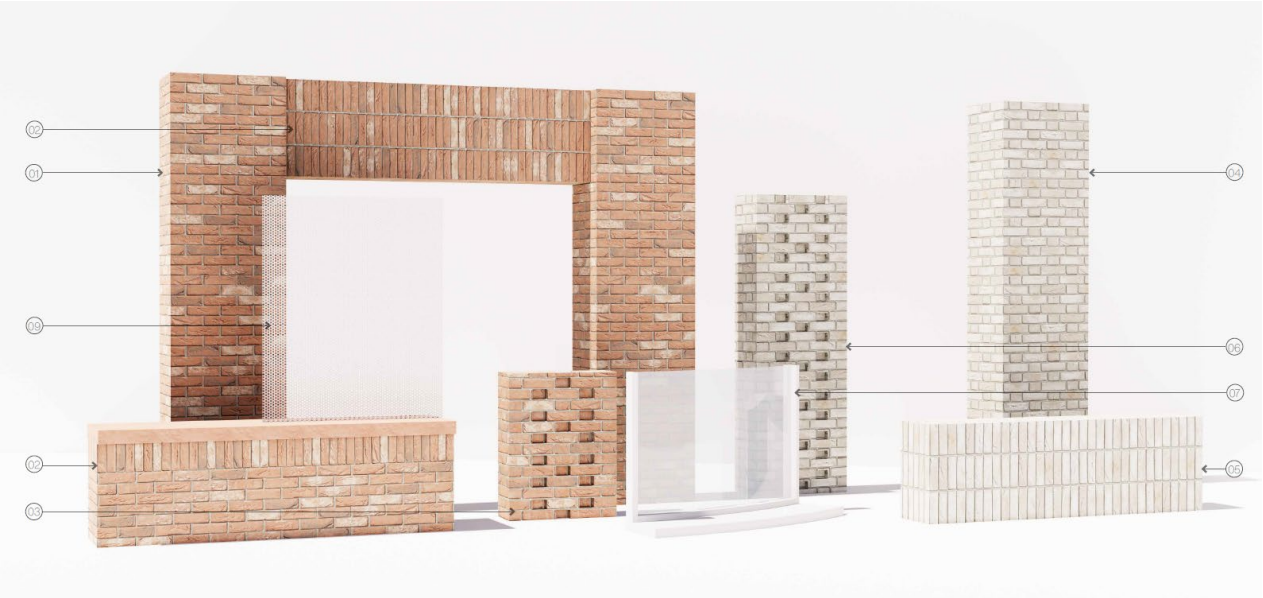


Figure 5.5: Proposed Materials Palette.

5.17 Servicing to the ground floor level is located in Block B (6 storey element of building) and uses decorative perforated metal panels in front of the ventilation to the plant areas. The light grey frames provide continuity throughout the scheme. Block B follows the same key design principles as Block A, however the tone of the materiality changes as the building steps down along Dryden Street and towards the red brick residential town houses at the end of the street. This directly responds to the surrounding materiality and creates a homogeneous streetscape.



Figure 5.6: CGI showing the appearance of the development from Upper Brook Street

5.18 On the upper floors, the top section of Block B follows the same design principles as the top section of Block A with the continuation of the brick columns and negative Flemish bond brickwork panels to the window recesses.

Student Amenity Space and Landscaping

5.19 Student amenity space is proposed as part of this scheme, including both internal and external spaces. Internally, student amenity space is proposed on the ground floor. The proposals include a gym and wellness studio; a private dining room; TV lounge; private working rooms; co-working spaces and a social lounge.

5.20 Externally, there is an upper and lower courtyard proposed at ground floor level which will provide opportunities for students to spill out, in a high quality, landscaped setting. The upper courtyard, which can be accessed via stepped access, is proposed to be surfaced in a reinforced grass paver system to provide a hard-wearing surface. Informal seating could be provided in this area as well as soft landscape planting beds. The lower courtyard could accommodate furniture to allow this area to be used as a social seating area or outdoor work zone.

5.21 The landscaping proposals have been considered in detail by TPM Landscaping and incorporate a number of opportunities to enhance the streetscape and soften the development. The proposals seek to retain the existing perimeter vegetation, as well as enhance this area, which will help to create a mature setting to the development and lift the quality in this area. As set out above, there is also an external amenity space for the residents which will also incorporate hard and soft landscaping into the development. Full details of the landscaping proposals are provided within the DAS.

Access and Parking

5.22 Pedestrian and cycle access to the development will be provided directly from the A5184 Plymouth Grove. It is proposed that 132 cycle spaces are to be provided and cyclists will use the cycle parking facilities to the north-east of the development. Disabled cycle parking of 5% (7 spaces) will also be provided for non-standard bicycles, such as trikes or cargo bikes.

5.23 No car parking is proposed for the scheme. However, an agreement has been made between the Applicant and Q Park for students to lease parking spaces at a discounted rate. The Applicant would be happy to share details of this agreement with the local planning authority separately. As part of the residents lease agreement, if a student residing at Plymouth Grove wishes to bring a car, they must park it on the Q Park, rather than on-street in the area surrounding the development.

6. Planning Policy Context

6.1 This chapter summarises 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

6.2 The Planning and Compulsory Purchase Act 2004 ("The Act") establishes the legislative background for town planning in England and Wales. Section 38(6) of The Act requires that proposals are determined in accordance with the Development Plan unless material considerations indicate otherwise.

6.3 The statutory Development Plan for Manchester currently comprises the following adopted Development Plan Documents (DPDs):

- Manchester Core Strategy 2012-2027 (adopted July 2012); and
- The 'saved' policies of the Manchester Unitary Development Plan (adopted July 1995).

6.4 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 in Central Manchester (policies EC8 and H5) and Inner Areas (Policy SP1).

6.5 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 considered in this Planning Statement, including any relevant Supplementary Planning Documents (SPDs) and guidance (SPGs).

Core Strategy Development Plan Document (Core Strategy) 2012

6.6 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).

6.7 The key policies of the Core Strategy, relevant for this application are outlined below:

6.8 **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.

6.9 **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.

6.10 **Policy H12 (Purpose Built Student Accommodation)**- The provision of new purpose built student accommodation will be supported where the development satisfies 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.

6.11 **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.

6.12 **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.

6.13 **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.

6.14 **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.

6.15 **Policy EN5 (Strategic Areas for Low and Zero Carbon Decentralised Energy Supplies)** requires buildings in the Oxford Road Corridor to have a robust energy strategy and new development will be expected to take place in the context of more detailed proposals for decentralised low and zero carbon energy infrastructure.

6.16 **Policy EN6 (Target Framework for CO2 reductions from low or zero carbon energy supplies)** requires building over 10 units to meet low carbon targets through the use of energy efficient building fabric and being designed to minimise energy demands and use renewable energy where possible. An Energy Statement will be required to be submitted as part of the proposals.

6.17 **Policy EN8 (Adaptation to Climate Change) -** new development will be expected to be adaptable to climate change in terms of the design, layout, siting and function of both buildings and associated external spaces. Developments should have regard to minimising flood risk, controlling overheating of buildings and enhancing natural habitats through the use of street trees.

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

6.19 **Policy EN15 (Biodiversity and Geological Conservation) –** states that developers will be expected to identify and implement reasonable opportunities to enhance, restore and create new biodiversity, either on site or adjacent to the site,

6.20 **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.

6.21 **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.

6.22 **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)

6.23 **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.

6.24 **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

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

- National Planning Policy Framework ('NPPF') (September 2023);
- National Planning Practice Guidance (March 2014);
- Manchester City Council Green and Blue Infrastructure Strategy (2015), Action Plan (2015) and Implementation Refresh (2021);
- Oxford Road Corridor Strategic Spatial Framework (2023);
- 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: Purpose Built Student Accommodation Manchester (December 2020);
- Manchester City Council Report for Resolution- Executive: Consideration of Policy H12: Purpose Built Student Accommodation within the Changing Marker Context (November 2019);
- Guide to Development in Manchester SPD and Planning Guidance (2007);
- Emerging Places for Everyone Joint Development Plan Document (August 2021);
- The Manchester Strategy;
- Manchester City Council Climate Change Strategy 2017-2050; and,
- Manchester Climate Change Framework 2020-2025.

6.26 Of the policy documents and guidance listed above, those items which are considered most pertinent to the proposed development are considered further below.

National Planning Policy Framework

6.27 The revised NPPF was published in September 2023. 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

6.28 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 polices, 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."*

6.29 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

6.30 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.

Making Efficient Use of Land

6.31 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 sued more effectively.

Achieving well-designed places

6.32 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

6.33 Chapter 16 of the NPPF regards conserving and enhancing the historic environment. Paragraph 19 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.

National Planning Practice Guidance

6.34 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.

6.35 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.

Oxford Road Corridor Strategic Spatial Framework (2018)

6.36 The Oxford Road Corridor Manchester Spatial Plan, included within the ORC Strategic Spatial Framework, identifies the Site within the defined ORC area, immediately adjacent to land identified as an 'Increased Density Opportunity'.

6.37 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.

6.38 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.

Oxford Road Corridor Strategic Regeneration Framework Guidance (2019)

6.39 The SRFG seeks to encourage development and facilitate growth within the Oxford Road Corridor (ORC), whilst fostering improved connectivity, opportunity and benefits for surrounding communities; including employment opportunities, culture, leisure, transport, healthcare and sports' facilities.

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

6.40 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.

6.41 The report identifies 20 sites which MCC considers could potentially support around 12,500 PBSA bed spaces in the City in the period up to 2030. However, this should clearly not be taken as an exhaustive list of PBSA opportunities in Manchester. The report includes a statement at paragraph 3.14 that:

> *'This list of schemes is not exhaustive, and some may not be brought forward. But it does demonstrate that there is sufficient opportunity, and there is no obvious need to significantly depart from Policy H12 which has largely been effective in managing the supply of PBSA.* ***Other schemes may also be progressed that are not on the list but nevertheless comply with policy H12****.'*

6.42 Clearly there is still scope for PBSA at other proposed development sites, which are not identifies as part of the 20 site pipeline, provided applicants can demonstrate compliance with Policy H12.

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

6.43 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 to developing a policy position as part of the Local Plan review process.

6.44 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.

6.45 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)

6.46 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 PBSA and proposes an appropriate consultation process.

Summary

6.47 This Chapter has identified a series of Development Plan Documents and other material considerations to be taken in to account in the determination of this application. The planning policy framework is clearly supportive of new purpose built student accommodation developments on appropriate sites within the Oxford Road Corridor, such as the application Site.

7. Planning Assessment

7.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires all planning applications to be determined in accordance with the development plan unless material considerations indicate otherwise.

7.2 This Section of the planning statement assesses the planning application proposals in the context of the relevant planning policy and guidance outlined in the previous section. The following key planning considerations are addressed:

1. The Scheme's Contribution to Regeneration;
2. The Principle of PBSA Development;
3. Design Quality and Appearance;
4. Heritage Impacts;
5. Sustainability;
6. Safeguarding Amenity; and,
7. Access and Highways.

1) The Scheme's Contribution to Regeneration

7.3 Regeneration is an important planning consideration and one of MCC's stated 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. The 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, which will make a positive contribution to the surrounding neighbourhood through the redevelopment of a vacant, previously developed site to diversify housing offer and provide high quality student accommodation in Ardwick, accords with Core Strategy Policy SP 1.

7.4 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.

7.5 As discussed in Chapter 3 of this planning statement, the Site is located within the Oxford Road Corridor. While this site isn't identified within the ORC SRFG as one of the strategic redevelopment opportunities, the SRFG recognises that it is essential that the finite resources of available developable land within the ORC are fully utilised including through achieving appropriate increased density of development, whilst ensuring that the urban environment remains attractive and sustainable. The ORC

SSF and SRFG in combination encourage high quality, sustainable development within the Oxford Road Corridor, with particular support for the regeneration of brownfield and underutilised sites, which this site comprises a direct example of.

7.6 The proposed development is a high quality scheme which will bring much needed student accommodation to this part of the city, and will be supported by complementary landscaping, creating an attractive development which transforms this derelict brownfield site. 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 Policy SP 1 of the Core Strategy, paragraphs 119,120 and 124 of the NPPF and the ORC SRFG.

2) Principle of PBSA Development

7.7 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.

7.8 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.

7.9 Providing a residential offer for students to address identified 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, which 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.

7.10 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.

7.11 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, 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.

7.12 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.

7.13 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 potential development sites which are considered suitable, available and deliverable to meet the projected need for student bed spaces in the period up to 2030. Notably this pipeline of identified sites is not an exclusive list of PBSA opportunities, and should clearly not be taken as an exhaustive list of PBSA opportunities and the report acknowledges at paragraph 3.14 that: *'Other schemes may also be progressed that are not on the list but nevertheless comply with policy H12.'*

7.14 The development of PBSA on the Plymouth Grove Site is therefore supported in principle by planning policy. The proposal is for 215 x 1 beds and 24 x 2 bed student premium flats (263 student bed spaces in total). This offers a mix of accommodation as well as student amenities and a management suite, to be delivered. In addition to the strategic 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.

Compliance with Policy H12

7.15 A full assessment of the proposed PBSA building included as part of this planning application has been undertaken against Core Strategy 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. The criteria of Policy H12 and a commentary on the scheme's compliance is summarised in the table below.

Criterion	Scheme Compliance
1) 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 within close proximity to the University of Manchester Campus which is located c. 100m west

	of the application Site. As established in Chapter 2 of this Statement, the Site is in close proximity to a number of bus stops which provide regular services into the City Centre.
2) The Regional Centre, including the Oxford Road Corridor, is a strategic area for low and zero carbon decentralised energy infrastructure. Proposed schemes that fall within this area will be expected to take place in the context of the energy proposals plans as required by Policy EN 5	This application is supported by an Energy Statement produced by King Associates. The Energy Statement demonstrates the Energy Hierarchy, with focus on sustainable building design (reduction of energy consumption at source) and provision of energy efficiency measures. The Energy Statement demonstrates that an emphasis will be placed on energy efficient design, with a reduction in predicted carbon dioxide emissions through energy demand reduction. Various renewable solutions have been considered for this scheme, all with abilities to greatly reduce the carbon footprint of the development. At this stage the provision of heat pump technology and Solar PV technology are regarded as the most viable solutions in achieving greater improvements of efficiency and together with other efficiency measures. The proposed development would achieve a 3.7% reduction in CO2 emissions as a result of incorporating energy efficient building fabric and the application of LZC/ renewable energy technologies. The energy generated from LZC/ renewable energy technologies would contribute to 46% of the total building's regulated energy demand; thus, complying with the Guide to Development in Manchester – Supplementary Planning Document and the requirements of Core Strategy Policy EN5.
3) 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 an increase in on street parking.	The proposed development is up to eight storeys in height at its tallest. The massing/ topology has been informed by a comprehensive review of the existing surrounding built context, in order to develop a suitable massing for the site which is appropriate to the locality. The proposed development is 'car free' so the scheme will not result in more cars being

	introduced to the Site, and would not therefore lead to an increase in on-street parking in the surrounding area. The developer recognises that some students may have a car. Accordingly, an agreement has been entered into between the developer and Q Park for students to lease parking spaces in the nearby Q Park car park at a discounted rate. As part of the lease agreement which every tenant needs to sign up to, if a student residing at the development wishes to bring a car, it is a requirement of their lease agreement that they must park it at the Q Park rather than parking anywhere on-street nearby the development. This will be monitored by the operator and if any students are found to be in breach of this agreement, their lease could be terminated. The transport statement concludes that this agreement will ensure that the on-street parking in the nearby residential areas will not be impacted by the proposed development.
4) Proposals that can demonstrate a positive regeneration impact in their own right will be given preference over other schemes.	As discussed elsewhere, the proposals are in accordance with the key strategic regeneration priorities of the Council and the Oxford Road Corridor and will deliver new PBSA in an area very close to the universities which will make use of a previously developed site. Overall, application proposals will deliver various benefits, which are further described in Chapter 9 of this Statement, including: • Bring a vacant, underdeveloped site back into use; • Improve the appearance of the area; • Represents sustainable development; • Create new jobs; • Provide biodiversity net gain; and • Represents an efficient use of land due to the clear need for PBSA in this area.
5) Proposals should be designed to be safe and secure for their users and avoid	The application is supported by a Crime Impact Statement produced by Greater Manchester Police to demonstrate the proposals are safe and secure

causing an increase in crime in the surrounding area.	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.
6) Consideration should be given to the design and layout of student accommodation, with the aim of ensuring no unacceptable impacts on residential amenity In the surrounding area through increased noise, disturbance or impact on the street scene either from the development itself or when combined with existing accommodation.	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 in Chapter 4 of this planning statement and in further detail within the submitted DAS and the technical reports submitted with the planning application. The application is supported by a Daylight and Sunlight Assessment, an Air Quality Assessment and a Noise Impact Assessment (among others) which demonstrate there will be no detrimental impact on amenity for surrounding occupiers. Additionally, the development will be supported by comprehensive management plans to be implemented by the operator in order to manage the building and residents, including the presence of a 24/7 on-site staff team. These will include obligations on the students such as: - As part of their license agreements, students will have to sign up to a code of conduct which governs behaviour in and around the accommodation, particularly relating to noise, litter and gatherings; - If students persistently break the terms of their lease agreement then the operators will have the power to end their tenancy; and - Car use around the developments will also be restricted under the lease agreement, to be monitored by the operator, with anyone found to be in breach potentially being evicted from the property.
7) Where appropriate proposals should contribute to the re-use of Listed Buildings and other buildings with a particular heritage value	There are no listed buildings within the boundary of this application, and no works to listed buildings are proposed.

8) Consideration should be given to provision and management of waste disposal facilities	A Waste Management Strategy has been prepared by DAY Architecture and is included in the Design and Access Statement to support the application proposals. A Waste Proforma is also submitted with the planning application.
9) Developers will be required to demonstrate that there is a need for additional student accommodation or that they have entered into a formal agreement with a University, or another provider of higher education	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). A standalone Student Need Assessment by Cushman and Wakefield has been submitted as part of this application which shows the city wide student to bed ratio (SBR) stands at 2.04:1, meaning that 27,884 students with a requirement for a bed are currently unable to access one in PBSA. The demand supply imbalance in Manchester continues into 2023, as more students are being forced into the HMO market as demand continues to outstrip supply in the city. Cushman and Wakefield's modelling shows that without significant additional development, more students will be forced into the private housing market as demand for accommodation continues to grow. Additionally, the report has demonstrated there is strong demand for PBSA in Ardwick with lower than average rents, close proximity to the City Centre and thorough transport links to the City and beyond. Both the city wide and local demand for PBSA has therefore been demonstrated.
10) Applicants/ developers must demonstrate to the Council that their proposals for purpose built student accommodation are deliverable.	Fresh (the PBSA provider/ operator affiliated with the Applicant) has a strong and demonstrable track record of successfully delivering and operating high quality PBSA development in multiple locations across the UK, including various developments in the North including Liverpool and Leeds. The Applicant, Plymouth Grove Property Development Ltd is a subsidiary of Western UK Property Group (WUKPG). WUKPG also has a track record in its own right of delivering student

	accommodation development including schemes within the North West. Therefore the Applicant has every confidence that it will deliver on its proposals for high quality PBSA at the Site, in very close proximity to the universities.

3) Demonstrating Student Need

7.16 Criterion (8) of Policy H12 requires that there is a need for additional student accommodation. A Student Need Assessment has been prepared by Cushman and Wakefield and is submitted in support of this planning application. The report summarises that there is both a current quantitative and a qualitative need for new student Purpose Built Student Accommodation ('PBSA') in Manchester.

7.17 The submitted Student Need Assessment demonstrates that the current city-wide student to bed ratio stands at 2.04:1, meaning that 27,895 students with a requirement for a bed are currently unable to access one in PBSA. The demand-supply imbalance in Manchester continues into 2023, as more students are being forced into the HMO market as demand continues to outstrip supply in the city.

7.18 The conclusions of the Student Need Report are supported by the conclusions of the Inspector in a recently allowed appeal at Deansgate South. In a decision issued on 17th May 2022[3], 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[4]."*

7.19 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 proposed10."*
>
> *"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 H12."*

[3] Appeal ref: APP/B4215/W/21/3287525 - Land at Deansgate South, Manchester M3 4LB
[4] Appeal decision APP/B4215/W/21/3287525, May 2022, Paragraph 33

7.20 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 between 5,440 bedspaces (representing a 1% growth per annum) and 11,320 (representing 2% growth per annum) up to 2030. This report demonstrates that MCC recognise there is a significant need for the development of PBSA.

7.21 In summary, both the Student Need Report prepared to support this application, 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. MCC policy and guidance indicates that new PBSA in the city should be directed to the Oxford Road Corridor. The proposed development would deliver high quality new PBSA on a sustainably located, previously developed site in the Oxford Road Corridor, very close to the universities, in accordance with MCC's expectations.

4) Design Quality and Appearance

7.22 Design quality and visual impacts of the scheme will constitute a further planning consideration in the determination of this application. Further details regarding the scheme's design and visual appearance are included within the supporting Design and Access Statement prepared by DAY Architects. 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.

7.23 The proposals have been developed in consultation with MCC officers, with various discussions taking place regarding the detailed design of the scheme following pre-application meetings in 2023. The 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 and the inherent character and materiality of existing built development in Ardwick.

7.24 The building has a maximum height of 8 storeys, which sits comfortably with the immediate surroundings including Nick Everton House, the closest elevation of which to the application site is 9 storeys in height, increasing to up to 13 storeys at its highest, further south. The height positively responds to wider existing development context along Dryden Street by stepping down to 6 storeys closest to the nursery and townhouses further along this street.

7.25 The final design is of high architectural quality and responds positively to the surrounding character, taking cues from the historic character of Ardwick and existing built development and materiality in the area. This is further evidenced within the Design and Access Statement which demonstrates the proposal will positively impact the surrounding area in terms of its visual impact, effects on the historic environment, and will bring about high quality development on a currently derelict site. The proposals therefore accord with Core Strategy policies EN3 and DM1, and paragraph 126 of the NPPF.

5) Heritage Impacts

7.26 This application is supported by a Heritage Statement prepared by Paul Butler Associates. The Heritage Report states that the application Site was previously occupied by a three storey building with pitched roof, the building frontage in a back of pavement location on Plymouth Grove. This confirms that previously the Site provided enclosure to Plymouth Grove (now lost) and traditionally accommodated a building taller than neighbouring buildings.

7.27 When assessing potential heritage impacts associated with the proposed development the key issues considered were the potential for indirect impacts on the setting of nearby listed buildings. The Heritage Assessment reviewed the following buildings:

- Indirect impact on Plymouth Lodge, 23, Plymouth Grove, Listed Grade II on 03 October 1974, Listed Building Entry (1271081);
- Indirect impact on Plymouth Grove Hotel, 65, Plymouth Grove, Listed Grade II on 03 October 1974, Listed Building Entry (1271094);
- Indirect impact on Mrs Gaskells House, 84, Plymouth Grove, Listed Grade II* on 25 February 1953, Listed Building Entry (1271082); and
- Indirect impact on Court Nursing Home, 2 and 4, Swinton Grove, Listed Grade II 18 December 1963 (1254712).

7.28 The Heritage Statement has confirmed that the scheme will not impact detrimentally upon the significance or setting of any of these nearby listed buildings. Indeed the proposed development may be judged to have a minor positive impact on Plymouth Grove by removing derelict land from the street scene which will benefit the buildings in closest proximity at 23 and 65 Plymouth Grove. As such it is demonstrated that the proposal is consistent with paragraph 195 of the NPPF which requires that harm to a heritage asset's conservation is minimised or avoided.

6) Sustainability

7.29 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.

7.30 The planning application is accompanied by an Energy Statement which has been prepared by Kings Associates. The Energy Statement demonstrates the Energy Hierarchy, with focus on sustainable building design (reduction of energy consumption at source) and provision of energy efficiency measures; and to also assess the viability of including building integrated LZC technologies has been utilised.

7.31 The proposed development would achieve a 3.7% reduction in CO2 emissions as a result of incorporating energy efficient building fabric and the application of LZC/ renewable energy technologies. The energy generated from LZC/ renewable energy technologies would contribute to 46% of the total building's regulated energy demand; thus, complying with the Guide to Development in Manchester – Supplementary Planning Document and the requirements of Core Strategy Policy EN5.

7) Safeguarding Amenity

7.32 With regards to amenity considerations, the application is supported by a Daylight and Sunlight Assessment prepared by Base Energy, an Air Quality Assessment prepared by Redmore Environmental and a Noise Impact Assessment prepared by E3P.

7.33 The purpose of Daylight/ Sunlight Assessment was to assess the potential impact that the proposed development may have on the immediate surrounding neighbouring dwellings in terms of daylight and sunlight. With respect to daylight, the vast majority of window receptors tested would only experience a negligible impact, with only c. 28% of receptors experiencing minor to moderate impacts. Regarding sunlight, the results show that all receptors tested that are subject to APSH/ WPSH analysis meet the minimum criteria for sunlight hours both annually and in the winter months and therefore satisfy the BRE Guidelines. The results show that the closest neighbouring garden/ amenity space located to No.21 Plymouth Grove retains 98% of its existing sunlight value and therefore meets and is in excess of the minimum requirements for overshadowing in accordance with BRE Guidelines.

7.34 The Air Quality Assessment concludes that during the operational phase of the development air quality impacts as a result of traffic exhaust emissions associated with vehicles travelling to and from the Site are not predicted to be significant. This is unsurprising given the development is proposed to be car free. Accordingly the assessment concludes that air quality factors are not a constraint to planning consent, and the proposals comply with Policy EN 16 of the Manchester Core Strategy.

7.35 The Noise Impact Assessment assesses the potential impact of any existing and proposed noise sources upon existing and/ or proposed residential receptors, and also includes an assessment of road traffic sound impacting upon the proposed development. The assessment has recommended higher specification glazing for certain residential units and a whole dwelling ventilation system suitable to mitigate overheating for any affected plots. With mitigation measures in place, the assessment has shown that no adverse impact is predicted upon the proposed receptors nor upon existing receptors as a result of the proposed development.

7.36 The Daylight/ Sunlight Assessment, Air Quality Assessment and Noise Impact Assessment in combination demonstrate that the proposed development will not result in any detrimental impacts on the amenity of nearby occupiers in accordance with Manchester Core Strategy Policy DM 1.

8) Access and Highways

7.37 The application is supported by a Transport Statement prepared by Eddisons which assesses any potential transportation or traffic issues relating to 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.

7.38 Core Strategy Policy T1 requires new developments to encourage sustainable modes of transport. The proposal accords with this requirement by being located in close proximity to existing services and public transport infrastructure in order to reduce reliance on cars. A total of 132 secure cycle parking spaces are provided at ground floor to encourage sustainable modes of transport, which equates to 1 space per 2 students in line with BREEAM excellent requirements..

7.39 The existing pedestrian infrastructure located in the vicinity of the Site will enable safe pedestrian movements between the development site and the City Centre. Additionally the Transport Statement recognises the site is highly accessible (on foot, by cycle, by bus, rail and road) and caters for needs of the proposed development's residents and visitors. As such, this will assist in promoting a choice of travel modes other than the private car, as set out in NPPF.

7.40 The proposed development will be car free, and therefore no car parking is proposed. Accordingly, any vehicular trips associated with the development will be minimal, Would have little impact on the local highway network and should be deemed acceptable in highway terms.

7.41 Whilst the proposed development will be car free, the developer recognises that some students may wish to keep a car. Accordingly, an agreement has been entered into between the developer and Q Park for students to lease parking spaces in the nearby Q Park at a discounted rate. If a student residing at the development wishes to bring a car, it is a requirement of their lease agreement that they must park it at the Q Park rather than parking anywhere on-street nearby the development. The transport statement concludes that this agreement will ensure that the on-street parking in the nearby residential areas will not be impacted by the proposed development.

7.42 The provision of a Travel Plan for the Site will assist in reducing any impact and help to create a wider choice of travel to residents and visitors. The Transport Statement and the Travel Plan have both been prepared alongside the BREEAM guidelines to encourage sustainable travel to and from the Site.

7.43 Based on the above there are no material reasons why the proposed development should not be granted planning consent on highways or transportation grounds in accordance with Policies T1 and T2 of the Manchester Core Strategy.

Summary

7.44 In summary, it has been clearly demonstrated that the principle of development is fully established when considered against the Development Plan.

7.45 The following chapter considers the proposed development against other technical policies in the Development Plan.

8. Environmental and Technical Considerations

8.1 This section of the Statement summarises the findings of the individual technical assessments which accompany the detailed planning submission and demonstrates that the proposals accord with both national and local planning policy criteria. The following technical disciples are considered:

- Air Quality;
- Archaeology;
- Broadband and TV;
- Daylight and Sunlight;
- Flood Risk and Drainage;
- Ecology and Biodiversity Net Gain;
- Heritage;
- Noise;
- Site Investigations;
- Sustainability and Energy; and,
- Trees.

Air Quality

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

8.3 Potential construction phase air quality impacts from fugitive dust emissions were assessed as a result of earthworks, construction and track out 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.

8.4 During the operational phase of the proposal 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 site as a result of emissions from the highway network. Results were subsequently verified using local monitoring data.

8.5 The results of the assessment indicated that predicted pollutant levels were below the relevant criteria at all locations across the development. As such, the Site is considered suitable for the proposed end use from an air quality perspective.

8.6 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 scale and nature of the proposals, impacts were not predicted to be significant.

8.7 Based on the assessment results, air quality factors are not considered a constraint to planning consent for the proposals and as such it is considered the proposals comply with Policy EN 16 of the Manchester Core Strategy.

Archaeological Assessment

8.8 In accordance with Policy EN 3 of the adopted Core Strategy, Paul Butler Associates Ltd were instructed by to carry out an archaeological desk-based assessment. The purpose of this desk-based assessment is to gain information from existing historical records, cartographic sources and a site visit to determine the nature of the potential archaeological resource within the specified area.

8.9 The historical and archaeological background to the area was studied via a variety of media. The Greater Manchester Archaeological Advisory Service was consulted and provided grey literature and Historic Environment Data for the Site and surrounding area. This assessment considers all the archaeological information relevant to the study area and makes reference to any important sites in the vicinity.

8.10 The site was visited on the 21st of April 2023 when it was visually assessed, and photographs taken. The site is currently waste ground and had been reduced along the Plymouth Grove side. This revealed some remains of brick walls, suggestive of a basement. The northern end of the Site was covered with gravel.

8.11 The report concludes that evidence suggests that former nearby building 1 Plymouth Grove was erected by 1835, with the others houses on site constructed by 1848. The buildings remained on the Site until the early 21st century when they were demolished. Evidence of this is likely to remain below ground. There is a high potential for archaeology relating to 1-5 Plymouth Grove to be found on the Site. The buildings were not recorded prior to their demolition.

8.12 The scheme is likely to have a negative impact on the below ground archaeology. A watching brief may be required by GMAAS during groundworks associated with the development of the Site to record any below ground features in order to gain a better understanding of how the Site was developed and operated.

Broadband and TV

8.13 A Broadband Connectivity Assessment and a TV and Radio Impact Assessment have been prepared by GTech Surveys in support of this application.

8.14 A desk-based assessment has been undertaken to determine the current availability of broadband services near to and adjacent to the proposed development. 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.

8.15 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.

8.16 A desktop-based study and reception survey have been performed to assess the possible effects and impacts on the reception of television and radio broadcast services from the proposed development.

8.17 Whilst widespread interference to DTT service reception is not expected, the proposed development and use of cranes could cause unwanted interference for adjacent properties (to the immediate southeast of the Site) receiving Winter Hill transmissions. Antenna betterment / antenna repositioning should restore the optimal reception of all services and is most simple and most cost-effective mitigation solution. If this is required, it is advised that a registered antenna installer undertakes all required work.

8.18 The Proposed Development will not cause any disruption to the reception of digital satellite television signals and the Proposed Development is not expected to affect the reception of VHF(FM) radio broadcasts.

8.19 These Assessments have therefore demonstrated the proposal to be acceptable in terms of broadband connectivity and TV/ Radio impact, should any interference to DTT service be experienced, although this is not expected, suitable mitigations in the form of antenna betterment/ repositioning will mitigate the impacts.

Daylight and Sunlight

8.20 A Daylight/ Sunlight Assessment has been undertaken by Base Energy in support of this application.

8.21 The purpose of this report was to assess the potential impact that then proposed development may have on the immediate surrounding neighbouring dwellings in terms of daylight and sunlight. The results of this assessment are summarised at paragraph 7.33 above.

8.22 The Daylight/ Sunlight Assessment demonstrates that the proposed development will not result in unacceptable detrimental impacts on amenity of nearby occupiers in accordance with Manchester Core Strategy Policy DM 1.

Flood Risk and Drainage

8.23 This Floor Risk Assessment was prepared by XOsquare Limited on behalf of WUKPG to support a full planning application. The FRA identifies and assesses the risks of all forms of flooding to and from the development and demonstrates how these flood risks will be managed so that the development remains safe throughout the lifetime, taking climate change into account.

8.24 The site is not at risk of flooding from a major source (e.g. fluvial and/or tidal). The site has a 'low probability' of fluvial/tidal flooding as the Site is located within Flood Zone 1 with less than a 1 in 1000 annual probability of river/tidal flooding in any year (<0.1%). A secondary flooding source has been identified which may pose a low risk to the Site.

8.25 The risk of flooding from all sources is considered to be low or not significant. The flooding sources will only inundate the Site to a relatively low water depth and water velocity, will only last a short period of time, in very extreme cases and will not have an impact on the whole of the proposed development site.

8.26 The proposed development is classified as 'more vulnerable', 'more vulnerable' uses are appropriate within Flood Zone 1 after the completion of a satisfactory FRA. The flood risk at the Site, will be further managed and mitigated by using a number of risk management techniques, and mitigation strategies to manage and reduce the overall flood risk at the Site. The proposed strategy therefore complies with Core Strategy Policy EN14 (Flood Risk).

Ecology and Biodiversity Net Gain

8.27 In accordance with Policy EN 15 a Phase 1 Habitat Survey has been undertaken by Rachel Hacking Ecology in support of this application. This report described the ecological features of the Site and its surroundings and assesses the potential impacts of the development on the ecological interest.

8.28 The report found that the Site has a negligible level of ecological interest, but there are non-native invasive species, which could be spread by the proposed development. Scrub around the Site boundaries could support nesting birds between March and August.

8.29 No further surveys are required. A method statement should be produced to demonstrate measures to avoid the spread of invasive species. Any scrub clearance should be undertaken outside the nesting bird season (March to August) or be informed by a nesting birds survey.

8.30 A Biodiversity Impact Assessment has also been submitted with the application. The report identifies that the development will give rise to a 21.6% net gain in biodiversity at the Site through the proposed landscaping scheme and planting. This will be achieved through provision of introduced shrub planting, tree and native hedgerow planting.

Heritage

8.31 This application is supported by a Heritage Statement prepared by Paul Butler Associates. The Heritage Report states that the application site hosted a three storey building with pitched roof occupying a back of pavement location on Plymouth Grove. This confirms that previously the Site provided enclosure to Plymouth Grove (now lost) and traditionally accommodated a building taller than neighbouring buildings.

8.32 When assessing potential heritage impacts associated with the proposed scheme the key issues considered were the potential for indirect impacts on the setting of nearby listed buildings. The Heritage Assessment reviewed the following buildings:

- Indirect impact on Plymouth Lodge, 23, Plymouth Grove, Listed Grade II on 03 October 1974, Listed Building Entry (1271081);
- Indirect impact on Plymouth Grove Hotel, 65, Plymouth Grove, Listed Grade II on 03 October 1974, Listed Building Entry (1271094);
- Indirect impact on Mrs Gaskells House, 84, Plymouth Grove, Listed Grade II* on 25 February 1953, Listed Building Entry (1271082); and
- Indirect impact on Court Nursing Home, 2 and 4, Swinton Grove, Listed Grade II 18 December 1963 (1254712).

8.33 The Heritage Statement has confirmed that the scheme will not impact detrimentally upon the significance or setting of any of these nearby listed buildings. Indeed the proposed development may be judged to have a minor positive impact on Plymouth Grove by removing derelict land from the street scene which will benefit the buildings in closest proximity at 23 and 65 Plymouth Grove. As such it is demonstrated that the proposal is consistent with paragraph 195 of the NPPF which requires that harm to a heritage asset's conservation is minimised or avoided.

8.34 Should any less than substantial harm be identified by the decision maker we believe the proposal will be associated with series of public benefits which should be weighed against any harm caused. The main public benefit relates to returning a vacant previously developed site to active use and providing a high quality PSBA scheme close to Manchester University Campus. Occupation of the completed building will improve security and safety on surrounding streets by providing passive surveillance. It is our considered view that the public benefits of the proposed scheme outweigh any less than substantial harm which may be identified by the LPA, therefore the policy tests provided by Paragraphs 195 and 202 are satisfied, and Policy EN 3 of the Manchester Core Strategy is also complied with.

Noise

8.35 This application is supported by a Noise Impact Assessment which has been prepared by BWB Consulting.

8.36 The Noise Impact Assessment assesses the potential impact of any existing and proposed noise sources upon existing and/ or proposed residential receptors. An assessment of road traffic sound impacting upon the proposed development has been undertaken. This informs the indoor ambient noise level criterion for BREEAM requirements too.

8.37 The assessment considers the impact of any proposed fixed plant items upon existing and proposed receptors. E3P have assessed the sound insulation properties of the party walls and floors in order to satisfy the requirements of BREEAM for the remaining credits.

8.38 The assessment has recommended higher specification glazing for certain residential units and a whole dwelling ventilation system suitable to mitigate overheating for any affected plots.

8.39 With mitigation measures in place, this assessment has shown that no adverse impact is predicted day or night at the receptors. Accordingly, no adverse impact is predicted upon the proposed receptors nor upon existing receptors as a result of the development.

8.40 The Noise Impact Assessment demonstrates that the proposed development will not result in any detrimental impacts on amenity of nearby occupiers in accordance with Manchester Core Strategy Policy DM 1.

Site Investigations

8.41 Policy EN18 address matters relating to ground contamination and the requirement to submit an appropriate assessment to determine the suitability of the land for the proposed development.

8.42 E3P have prepared a Phase 1 Preliminary Risk Assessment (PRA) in support of the application. The report has identified potential contamination sources affecting the site which will need to be further

investigated through the undertaking of further intrusive site investigations. Accordingly, further work will be required post determination of this planning application. However, the PRA concludes at Page 13 that: *'There is sufficient information on the potential contaminative status of the site to allow conditional approval of a planning application based on the proposed end use detailed in the PRA'*.

8.43 Zetica UXO undertook the site investigation report. No records have been found indicating that the Site was bombed and no other significant sources of UXO hazard have been identified on the Site. It is considered that the Site has a low UXO hazard level.

8.44 With the recommendation and mitigation measures set out in these reports, there will be no significant adverse impacts relating to geology and ground conditions.

Sustainability and Energy

8.45 The planning application is accompanied by an Energy Statement which has been prepared by Kings Associates. The Energy Statement demonstrates, the Energy Hierarchy, with focus on sustainable building design (reduction of energy consumption at source) and provision of energy efficiency measures; and to also assess the viability of including building integrated LZC technologies has been utilised.

8.46 SBEM calculations have been created for the proposed building, within relevant Part L compliance software to generate the various energy hierarchy carbon figures and improvements.

8.47 The Energy Statement demonstrates that an emphasis will be placed on energy efficient design, with a reduction in predicted carbon dioxide emissions through energy demand reduction.

8.48 Various renewable solutions have been considered for this scheme, all with abilities to greatly reduce the carbon footprint of the scheme. At this stage the provision of heat pump technology and Solar PV technology are regarded as the most viable solution in achieving greater improvements of efficiency and together with other efficiency measures.

8.49 The proposed development would achieve a 3.7% reduction in CO2 emissions as a result of incorporating energy efficient building fabric and the application of LZC/ renewable energy technologies.

8.50 The energy generated from LZC/ renewable energy technologies would contribute to 46% of the total building's regulated energy demand; thus, complying with the Guide to Development in Manchester – Supplementary Planning Document and the requirements of Core Strategy Policy EN 5 and EN 6.

Trees

8.51 The application is supported by an Arboricultural Impact Assessment prepared by Lally Tree Management. The report identifies that 1 category C tree and 1 category C group require removal to facilitate the proposed development. However, this can be mitigated through compensatory tree planting. The proposed development would not therefore give rise to unacceptable impacts on trees which cannot be appropriate mitigated. The development therefore complies with Core Strategy Policy EN 9.

Summary

8.52 It has been clearly demonstrated that the proposals accord with the relevant technical policies of the Development Plan, and the scheme proposals would not give rise to any unacceptable technical or environmental considerations.

9. Planning Balance

9.1 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.

9.2 Notwithstanding the above, if the Council does identify conflict with any policies of the Development Plan, the potential harm is clearly outweighed by the significant economic, social and environmental benefits, as set out below.

Economic Benefits

9.3 The proposed development will contribute to building a strong, responsive and competitive economy. In particular the economic outcomes from the proposed development are:

- Generation of both temporary and full-time equivalent construction jobs, including higher skilled professionals and lower skilled jobs;
- Job creation through the operational PBSA development;
- Provide a catalyst for further investment and development within the local area, and unlocking the area's potential as part of the ORC;
- A significant investment by the developer into the local area as encouraged by Policy EC 1, involving an estimated build cost of £23 million, and an approximate total development cost of £30 million and,
- Increased footfall throughout Ardwick, increasing expenditure in local shops, bars, cafes and services.

Social Benefits

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

- Redevelop a dilapidated site, which will contribute to raising the value of the area in accordance with Policy SP1;
- Comprise regeneration which will bring back into use a key vacant site, increasing the quality of built development in the area and providing landscaping and trees, in accordance with Policy EN9;
- Provide 263 student beds which will meet a demonstrated qualitative and quantitative need within Manchester, in accordance with Policy H 12;
- Consider community safety in the design, layout, and management of the development in accordance with Policy DM 1;
- Provide space within the completed development for local community groups to meet; and,

- Deliver a sustainable redevelopment which is well located close to shops, local services, jobs, transport links, in accordance with Policy SP 1.

Environmental Benefits

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

- Regeneration a prominent site, which is currently underutilised, greatly improving the area's appearance and streetscape;
- 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 132 secure internal cycle storage spaces, and additional external spaces included within the landscaping, encouraging active transport, in accordance with Policy T1;
- Provision of new and improved green landscaped areas including private and communal gardens, in accordance with Policy EN9;
- 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 in excess of 21%.

Summary

9.6 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.

9.7 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.

9.8 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 accord with the Development Plan when read as a whole and associated supporting planning guidance, and the significant economic, social and environmental benefits of the scheme have been clearly set out above.

10. Summary and Conclusion

10.1 This Supporting Planning Statement has been prepared by Avison Young ('AY) on behalf of Plymouth Grove Property Development Ltd ('the Applicant'), in support of a full planning application proposing a 263-bed PBSA development on land at Plymouth Grove, Manchester ('the Site').

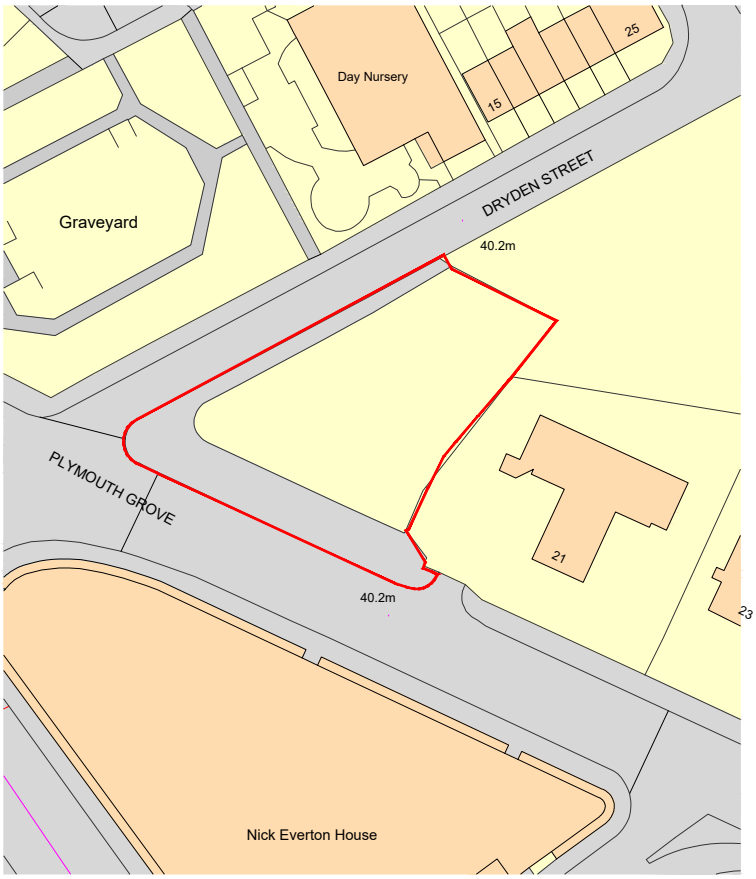
10.2 The site extends to approximately 0.15ha and currently consists of vacant, previously developed land. The site occupies a highly sustainable location within walking distance of both the University of Manchester and Manchester Metropolitan University, as well as a range of amenities, services and public transport facilities. The site is also just 1.4km south of Manchester City Centre. The site is located within both Ardwick and the Manchester Oxford Road Corridor, and therefore is in a located in a key position between two of Manchester's key regeneration areas, and an area which has been identified to deliver new PBSA in the City to meet an identified need.

10.3 A detailed and robust planning assessment is contained within this Planning Statement which has assessed the proposals against local and national planning policies, and other material considerations, including the Oxford Road Corridors Strategic Regeneration framework and Spatial Strategy Framework. The appraisal has demonstrated the scheme to be acceptable in terms of the principle of development, regeneration, design quality and appearance, landscaping and public realm, heritage impacts, sustainability, amenity, and transport and access among others.

10.4 Overall, the scheme comprises a high-quality purpose built student accommodation development. It will transform a derelict, brownfield site in a key sustainable location where new student accommodation is supported. The development has been demonstrated to be acceptable in planning policy terms and will bring about economic, social and environmental benefits. It is therefore respectfully requested that planning permission is granted for this development at the earliest opportunity.

Appendix I

Site Location Plan



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2 Partial Service: Any discrepancies with site or other information is to be advised to the Architect / Designer and direction and / or approval is to be sought before the implementation of the detail.
3 Block and site plans are reproduced under license from the Ordnance Survey.
4 Do not scale this drawing.
5 For the purpose of coordination, all relevant parties must check this information prior to implementation and report any discrepancies to the Architect / Designer.

Please note that the red line boundary has been taken from the topographical survey and the title deed as it deviates from the OS maps data

0 5 10 20 50m

Graphic Scale: 1:1250

REV	DESCRIPTION	DATE
A	Issued for Planning	02.10.23

DRAWING: **Site Location Plan**

PROJECT: **The Residence at Plymouth Grove, Ardwick**	SCALE: **1:1250**	PAPER SIZE: **A4**
CLIENT: **Plymouth Grove Property Developments Ltd**	DATE: **02.10.23**	DRAWN BY: **JRB**
DAY DRAWING No.: **DAY-XX-00-DR-A-02-0001**	REVISION: **A**	PROJECT No.: **1441-22**

DRAWING STATUS: **PLANNING**

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DAY Architectural Ltd.
Studio 1, Lancaster Buildings
77 Deansgate, Manchester, M3 2BW

T: 0161 834 9703
W: www.day-architectural.com

Appendix II

Submission Schedule

AVISON YOUNG

Submission Schedule

Document	Reference/ Date	Consultant
Administrative Documents		
Application Form	PP-12234789	Avison Young
Covering Letter	6th October 2023	Avison Young
Plans		
Site Location Plan	DAY-XX-00-DR-A-02-0001 Rev A	DAY Architects
Topographical Survey	DAY-XX-00-DR-A-03-0001 Rev A	DAY Architects
Existing Site Plan	DAY-XX-00-DR-A-03-0002 Rev A	DAY Architects
Proposed Site Plan	DAY-XX-00-DR-A-04-0001 Rev A	DAY Architects
Proposed Floor Plans – Sheet 1	DAY-XX-XX-DR-A-04-0002 Rev A	DAY Architects
Proposed Floor Plans – Sheet 2	DAY-XX-XX-DR-A-04-0003 Rev A	DAY Architects
Proposed Elevations	DAY-XX-XX-DR-A-04-1001 Rev A	DAY Architects
Proposed Contextual Elevations	DAY-XX-XX-DR-A-04-1002 Rev A	DAY Architects
Proposed Sections	DAY-XX-XX-DR-A-04-2001 Rev A	DAY Architects
Landscape Layout	4353-101 Rev. B	TPM Landscape
Planting Plan	4353-201	TPM Landscape
External Lighting Layout	4130-KIN-XX-GF-DR-E-9600 Rev. P1	Kings Associate
Drainage Layout (Proposed)	5571 P1	XO Square
CGI View from Upper Brook Street	6 October 2023	DAY Architects
Reports		
Design and Access Statement, including: - Waste Management Plan; - and, - Servicing Strategy	September 2023	DAY Architects
Planning Statement, including: - Statement of Community Involvement Chapter.	September 2023	Avison Young

Acoustic Survey	August 2023	E3P
Air Quality Assessment	8TH June 2023	Redmore
Archaeological DBA	29th June 2023	Paul Butler Associates
Broadband Connectivity Assessment	29th June 2023	GTech
Circular Economy Statement	2nd October 2023	Quinn Ross
Framework Construction Management Plan	August 2023	Recom
Crime Impact Statement	23rd June 2023	GMP
Daylight Sunlight Assessment	September 2023	Base Energy
Flood Risk Assessment	27th June 2023	XO Square
Drainage Design Technical Note	15th May 2023	XO Square
Fire Statement	HM2244	EOW
Ecological Assessment, including BNG	4th August 2023	Rachel Hacking
Energy Statement	2nd October 2023	Kings Associate
Heritage Assessment	September 2023	Paul Butler Associates
Landscape Design Statement	September 2023	TPM Landscape
Operational Management Plan	September 2023	Fresh
Local Labour Agreement	September 2023	Avison Young
Site Investigation Report (Phase 1)	August 2023	E3P
UXO desk Study	31 May 2023	Zetica
Student Need Assessment	September 2023	Cushman and Wakefield
Transport Statement (inc. Travel Plan)	September 2023	Eddisons
Arboricultural Impact Assessment	4th May 2023	Lally TM
Arboricultural Method Statement	4th May 2023	Lally TM
TV and Radio Reception Survey	29th June 2023	GTech

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Appendix III

Consultation Leaflet

PUBLIC CONSULTATION ON PLYMOUTH GROVE STUDENT ACCOMMODATION DEVELOPMENT

Plymouth Grove Property Development Ltd would like to invite you to participate in their public consultation event on their emerging plans for a student accommodation development on land at the corner of Plymouth Grove and Dryden Street, Ardwick.



Have Your Say

If you would like to find out more information on the proposals, and have your say, you can visit our website—below—or join us at an in-person consultation being held from 2pm until 7pm on Thursday 21st September at

Elizabeth Gaskell House, 84 Plymouth Grove, Manchester, M13 9LW.

We have produced a dedicated consultation webpage where you can view information about the proposals and provide comments:

https://www.avisonyoung.co.uk/planning-consultations

Alternatively please email us directly at: **planningconsultations.uk@avisonyoung.com**

Or leave a voicemail on: **0161 956 4176**



The Vision

The site currently consists of vacant previously developed land, fronting both Plymouth Grove and Dryden Street in Ardwick.

The proposals intend to transform this vacant site by creating a high quality and sustainable building design to provide purpose built student accommodation to support Manchester's diverse and growing student population, in a highly sustainable location.

The accommodation will provide 263 student bed spaces. Amenity space is proposed at ground floor level including reception, study space, social space, gym and laundry room. External amenity space is provided at ground floor level.

The proposed building is part six storeys, part eight storeys in height and is designed around one 'L' shaped building, the height of which is lowest towards the neighbouring properties on Dryden Street.

The proposals have been sensitively designed to transform this brownfield site in need of regeneration to provide a vibrant, high quality student led development in Ardwick.

Summary of Proposals

- High quality building design to revitalise a long-standing vacant site in Ardwick;
- Regeneration of a sustainably located previously developed site;
- Provision of 263 student bed spaces, within a building part six storeys, part eight storeys in height;
- Reactivation of Plymouth Grove and Dryden Street supported by appropriate landscaping;
- Development to be operated by an experienced operator of student accommodation across the UK.

Our Timescales

This public consultation will run from Friday 15th September to Friday 29th September. The full planning application is being submitted to Manchester City Council in Autumn 2023.

Appendix IV

Consultation Boards

The What, the Why and the Who

The Residence at Plymouth Grove, Ardwick

What?

The proposed development would transform the currently vacant site, re-establishing its important role in the area by creating a high quality and sustainable building design, and providing a resource to cater for Manchester's growing student population. The development is for 239 student units with associated amenity spaces and landscaping, plus new street trees.

Why?

Our aspiration for this public consultation is to invite members of the local Ardwick community to have a say in the decision-making prior to a planning application being submitted.

Design Aspirations

Environmentally Conscious

Targeting recognised industry accreditations

Support and Strengthen

The continued growth of Ardwick

Suitability for the Context

Massing to respond to surrounding building heights

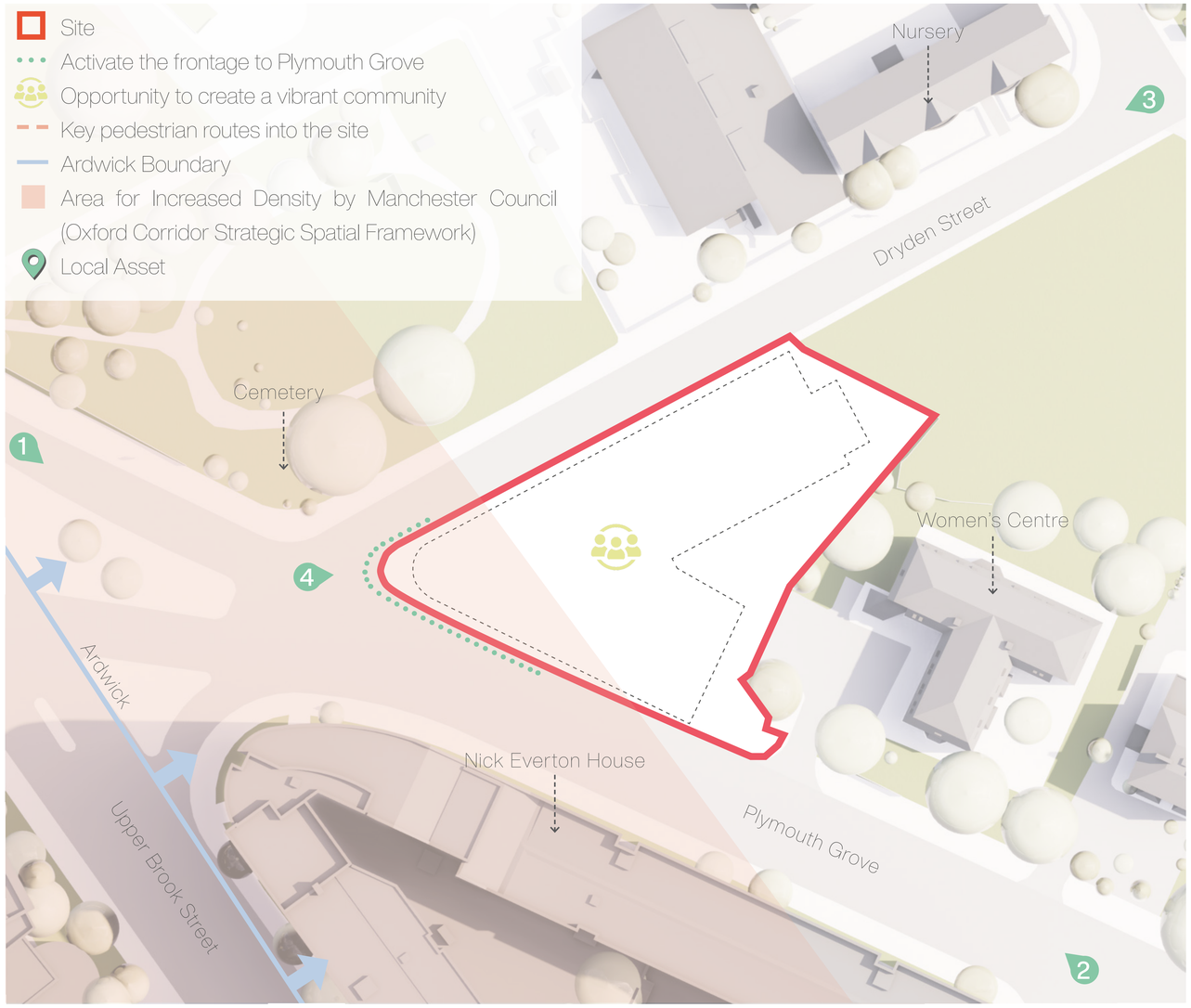
Supporting an Existing Vibrant Community

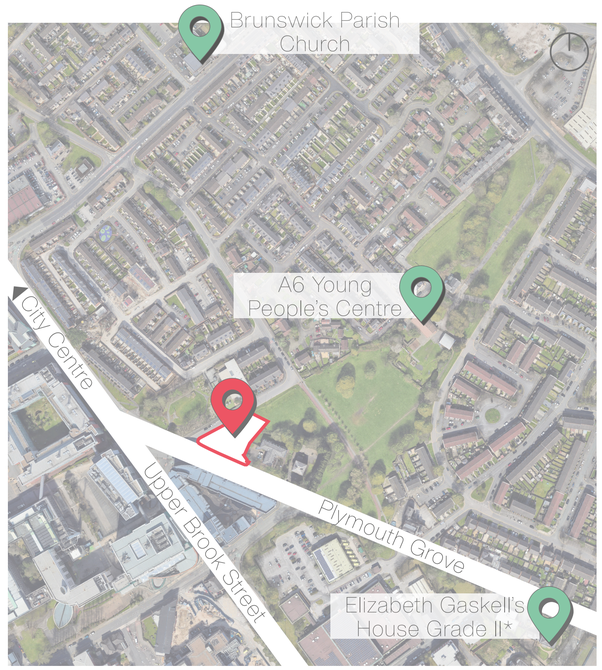
Managed solutions for student activity

Who?

The Applicant, Plymouth Grove Property Development, are is a subsidiary of Western UK Estates (WUKPG). WUKPG are a Manchester based property developer and investor with a strong track record of delivery across the student accommodation, industrial, affordable housing and specialist healthcare sectors over the past 23 years.

Architects: DAY Architectural
Project Manager: RECOM Solutions
Planning Consultant: Avison Young





Site Context Map



1 View from Upper Brook Street



2 View from Plymouth Grove



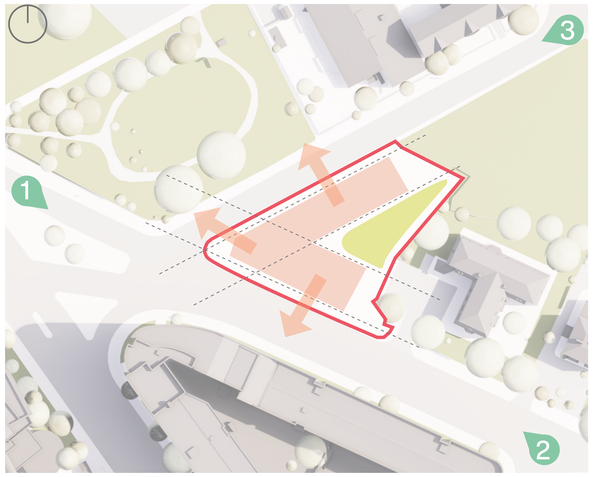
3 View from Dryden Street



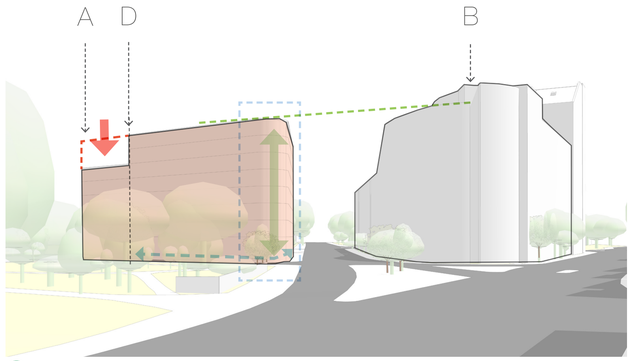
4 View from Plymouth Grove of Dilapidated Site

SITE OPPORTUNITIES AND PROPOSED DEVELOPMENT

The Residence at Plymouth Grove, Ardwick

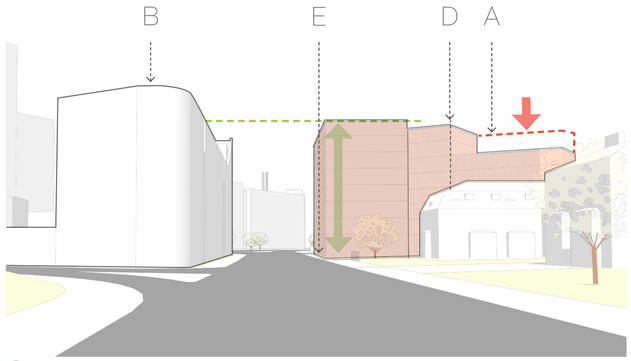


Initial Building Footprint



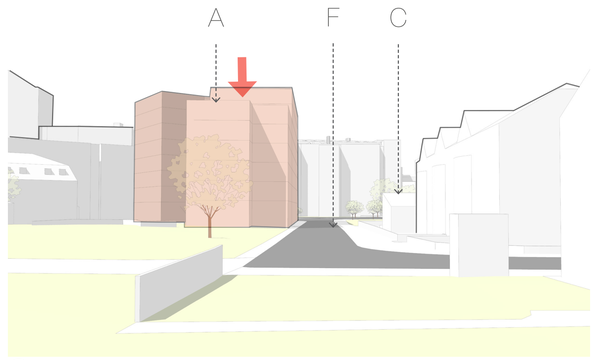
1 View from Upper Brook Street

A Massing stepped down towards nursery/ residential
B Opportunity for height towards Nick Everton House
D Building split into two blocks with the same architectural language but varying materials



2 View from Plymouth Grove

E The entrance has been located on Plymouth Grove to reduce any footfall along Dryden Street towards the nursery/ residential



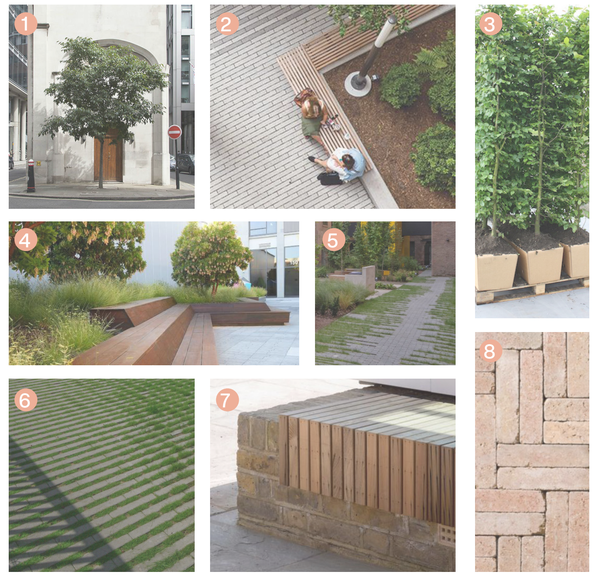
3 View from Dryden Street

C The majority of the mass is located along Plymouth Grove to prevent any overshadowing
F This is a sustainable development with easy access to public transport



Levels 01-05

Levels 06-07



In Ardwick, For Ardwick

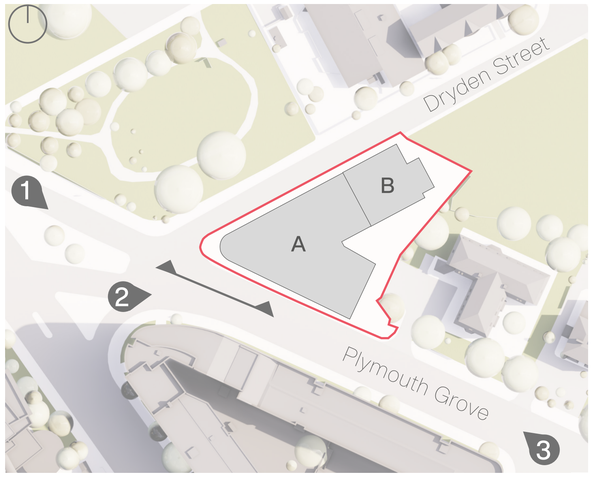
The site extends approximately 0.15ha and currently consists of vacant previously developed land. It is located within Ardwick, and within the Oxford Road Corridor area and shares a frontage with both Plymouth Grove and Dryden Street. The site is within easy walking distance to both University campuses and the City Centre, making the site highly sustainable and accessible to the rest of the city.

Landscape Vision

The vision for the site is to create a vibrant, student accommodation development which proves an attractive residential building. This will be set within landscaped green space with tree planting including new street trees. The scheme will provide 239 student units/ 263 bed spaces on the upper floors,. The amenity spaces are arranged around the active frontage to Plymouth Grove.

Approach Along Plymouth Grove

The Residence at Plymouth Grove, Ardwick



Proposed Block Key Plan



1 View from Plymouth Grove looking southeast

Plymouth Grove

Approaching the site from the city centre side of Plymouth Grove, the curved glass and brick facade provides a landmark for people to orientate themselves. A columnade around the amenity spaces offers people a sheltered walk-through while highlighting the building entrance. The facade has a distinct bottom, middle and top which is a classic architectural approach.

Brick details include negative Flemish bond brickwork panels to the recessed window bays, stacked soldier courses, anodised perforated panels and high-quality stretcher bond brickwork.



2 View from Plymouth Grove looking northeast towards Ardwick

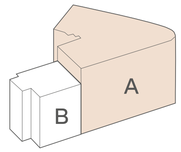


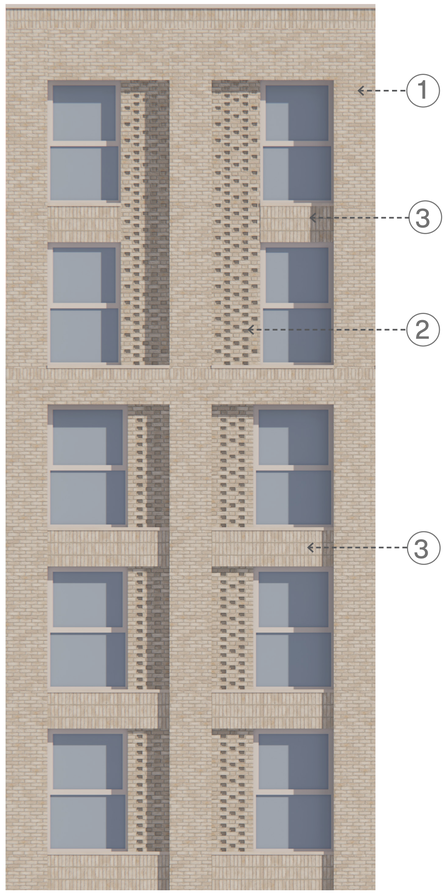
Plymouth Grove Elevation - Entrance Detail



3 View from Plymouth Grove looking north west towards Manchester City Centre









1. Buff Multi Brick Stretcher



2. Negative Flemish Bond



3. Buff Multi Brick Stacked



Materiality Precedents

Block A

Block A is ground floor plus 7 storeys and constructed of light brick to tie into the existing Nick Everton House and the adjacent university buildings.

A - Massing responds to the height of the adjacent Nick Everton House

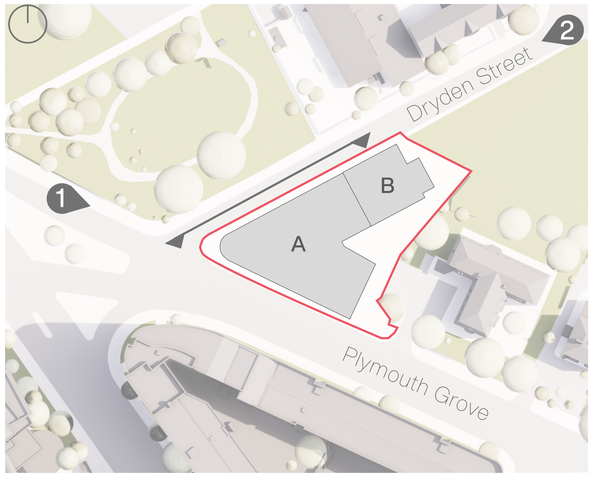
B - Feature glazing provides increased visibility and security

C - Obscure glazing to women's centre

D - Blank gables to women's centre

Approach Along Dryden Street

The Residence at Plymouth Grove, Ardwick



Proposed Block Key Plan



1 View from Plymouth Grove looking southeast

Dryden Street

The initial approach onto Dryden Street is from Plymouth Grove past the feature curved corner further into Ardwick.

The residential nature of Dryden Street lends itself to a step-down in the overall building height. In addition, whilst the architectural language remains the same as block A, the materiality switches to a red brick which has a more residential feel suitable towards the red brick nursery and housing.

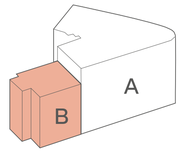


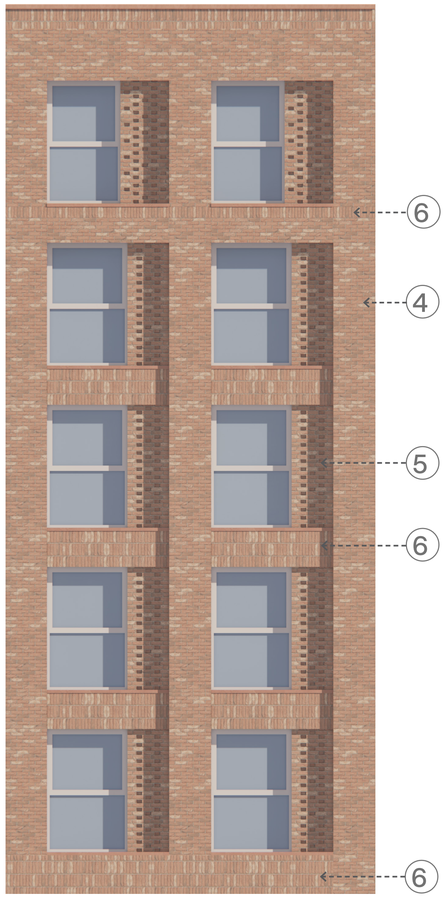
2 View from Dryden Street looking southwest



Dryden Street Elevation - Ground to 3rd Floor Details









4. Red Multi Brick Stretcher



5. Negative Flemish Bond



6. Red Multi Brick Stacked



Materiality Precedents

Block B

Block B is ground floor plus 5 storeys and constructed of red brick to link to the nursery and residential properties further down Dryden Street.

A - Massing steps down towards the Nursery

B - Glazing to end of internal corridor

COMMUNITY ENGAGEMENT & FEEDBACK

The Residence at Plymouth Grove, Ardwick

Why Are We Different to Other Schemes?

Student health and well being is at the core of the development and key to this will be ensuring students remain active and feel part of a community. To facilitate this; a high level of amenity spaces will be provided, and an event's timetable will be managed by the operator. This approach ensures the operator knows each resident personally, resulting in a more harmonious environment.

An outward looking development that will integrate with the wider community. The operator will encourage active engagement with residents and local community groups, ensuring there are appropriate channels for feedback on any issues associated to the development.

Space will be provided within the development for local community groups to arrange dates for their monthly get togethers, free of charge.

Job Creation

Staff, security, construction workers and maintenance

Site Redevelopment

Improving a dilapidated site through a high-quality development

Significant Investment

As a catalyst for further investment in community

A Sustainable Building

Designed beyond climate change objectives

More Family Housing

Reducing HMOs currently occupied by students

Increased Biodiversity

New landscaping, overall improving the street

Community Focus

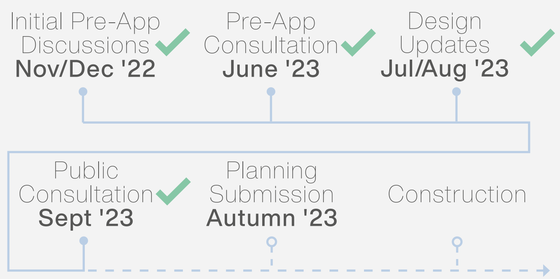
Spaces for local groups to meet supporting a generational community

Planning

The planning application will be submitted in detail. A series of technical assessments are being prepared to ensure that the potential impacts arising from the proposed scheme are fully understood at the outset. It is recognised that the amenity of surrounding local residents must not be impacted upon by the development. These technical assessments include (among others):

- Transport Assessment
- Construction Management Plan
- Student/ Operational Management Plan
- Noise Impact Assessment
- Daylight, Sunlight and Shadowing Assessment
- Ecological Assessments
- Tree Survey
- Heritage Assessment

All technical reports will be available to view once the planning application has been submitted.





Get Involved and Have your Say!

Write your thoughts on a post-it and stick it to this area to join the conversation

We Welcome Your Feedback

We look forward to receiving your feedback. Please ask a member of the team for a paper feedback form.

Further details, an on-line feedback form, and an electronic copy of the boards can be found here:

https://www.avisonyoung.co.uk/planning-consultations

Alternatively, please email us directly with any additional comments or questions at: planningconsultations.uk@avisonyoung.com or leave a voicemail on: 0161 956 4176.

Friday 29th September Please provide your comments to us before our consultation period ends

Contact details

Enquiries

Ed Harvey
Associate Director
Ed.harvey@avisonyoung.com
07831 402 681

Visit us online
avisonyoung.com

Avison Young

11 York Street, Manchester M2 2AW

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