



Block C, First Street South Planning and Tall Building Statement

November 2023

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1. Introduction

Introduction

- 1.1. This Planning and Tall Building Statement (the 'Statement') accompanies an application for Full Planning Permission submitted on behalf of Downing Living (Manchester South) Limited Partnership Incorporated ('Downing Living' / the 'Applicant') to Manchester City Council ('MCC'). The Statement is supported by a Green and Blue Infrastructure Statement within **Appendix 1**.
- 1.2. This Statement considers the Proposed Development in its strategic as well as local urban and environmental context. It assesses its acceptability in the context of the Development Plan and other material considerations such as the National Planning Policy Framework ('NPPF') and relevant guidance including Historic England's Tall Buildings Advice Note 4 (2022), which provides recommended criteria for assessing tall building Proposed Development. Furthermore, the Statement will also provide an assessment against the recent MCC Executive Committee's endorsement of proposed revisions to Policy H12 (Student Accommodation), which are at this stage a material consideration in the determination of planning applications for PBSA developments in the City.

The Site

- 1.3. The Site is located in the south of Manchester City Centre and is bound to the north and northeast by land that is currently being redeveloped to deliver a co-living scheme of up to 45 storeys (pursuant to Planning Permission Ref. 125573/FO/2019 (as amended)). The Site is bound to the south east by Parkway Gate and New Medlock House; to the south by Mancunian Way; and to the west by Medlock Street as shown in **Figure 1.1**.
- 1.4. The Site is located within Plot 11 of the First Street Development Framework (the 'FSDF'). This document forms a material consideration in the determination of this application.

Figure 1.1 – Site Location Plan (Simpson Haugh, 2023)



The Applicant

- 1.5. Downing Living forms part of Mr George Downing's property company ('Downing').
- 1.6. Downing is a leading property developer, constructor, operator and manager. A family-owned company founded over 30 years ago, Downing has a track record of success and many years of combined knowledge across the residential, commercial and educational property sectors. Downing pride themselves on their ability to transform city centre locations into high-quality places for people to live, work and enjoy life.
- 1.7. Downing work with leading architects and develop, build and manage their schemes in-house. This key point of difference gives Downing the freedom to continually innovate and improve their schemes and for every new site, customer feedback and learning is inputted into the design of the buildings.
- 1.8. Over three decades, Downing has steadily built a residential portfolio, creating inspirational student and market residential accommodation facilities in leading university cities. With £1.4bn of developments successfully completed and property management of 6,000 beds across nine UK cities, Downing continues to expand and diversify their presence and offer across the UK by delivering co-living schemes in city centre locations.
- 1.9. Downing is fully committed to the long-term ownership professional management and operation of the Downing Student proposals at First Street.

The Proposed Development

- 1.10. The proposals are for a new purpose-built student accommodation (PBSA) building, with internal and external communal amenity space. The building will be surrounded by high-quality public realm and soft landscaping.
- 1.11. The description of the Proposed Development is set out below:
"Erection of a 28-storey (+ ground) building comprising purpose-built student accommodation (Sui Generis) and other associated works including public realm, secure cycle parking and servicing arrangements."
- 1.12. The term 'Proposed Development' used within this Report refers to all stages of demolition, construction, and operation of the development.
- 1.13. To note, an application to "carve out" Block C from Planning Permission Ref. 125573/FO/2019 (as amended), will be submitted in due course, prior to the implementation of any "drop-in" planning application.

Pre-Application Consultation

- 1.14. The application proposals have been submitted following pre-application consultation with Officers at MCC, local Ward Councillors, the local community and a wide range of statutory consultees.
- 1.15. Further details of the pre-application consultations and discussions, together with a summary of how any comments have been considered in the design development as relevant, are contained within the supporting Statement of Consultation.

Application Documentation

- 1.16. The Application is supported by the following documents in **Table 1.1** located below, which can be cross referenced to the information provided in this Statement.

Table 1.1 – Application Documentation

Document	Author
<i>Application Site Boundary and Location Plan</i>	Simpson Haugh

Document	Author
<i>Existing and Proposed site plans, sections, and elevations (including drawing schedule)</i>	Simpson Haugh
<i>Landscape Strategy and Drawings</i>	Open
<i>Accommodation Schedule (in Design and Access Statement)</i>	Simpson Haugh
<i>Arboricultural Impact Assessment</i>	Urban Green
<i>Design and Access Statement</i>	Simpson Haugh
<i>Broadband Connectivity Assessment</i>	Pager Power
<i>Crime Impact Statement</i>	Greater Manchester Police: Design for Security
<i>Student Management Strategy</i>	Downing
<i>Ecological Extended Phase 1 Desktop</i>	Penny Anderson Associates
<i>Energy Statement and Environmental Standards Statement</i>	Element
<i>BREEAM Pre-Assessment</i>	Element
<i>Flood Risk and Drainage Strategy</i>	AJP
<i>Gateway One Fire Statement</i>	Design Fire Consultants
<i>Ground Conditions – Phase 1 Desktop Study; Phase 2 Site Investigation and Ground Gas Addendum.</i>	AJP
<i>Local Labour Benefit – Statement of Intent</i>	Downing Living
<i>Statement of Consultation</i>	Deloitte
<i>TV Reception Survey</i>	Pager Power
<i>Transport Statement</i>	Sanderson Consult
<i>Travel Plan</i>	Sanderson Consult
<i>Mechanical and Ventilation Statement</i>	Abacus
<i>Waste Management and Servicing Strategy (including MCC's Waste Pro-Forma)</i>	Sanderson Consult
<i>Heritage Statement</i>	Deloitte
Environmental Statement	
Volume 1 – Environmental Statement	

Document	Author
<ul style="list-style-type: none"> • Introduction • EIA Methodology and Significance Criteria • Site, Surroundings and Description of Development • Consideration of Alternatives • Construction Management and Phasing (including Construction Waste Management Plan), prepared by Downing Construction • Technical Chapters: <ul style="list-style-type: none"> ○ Air Quality, prepared by Cundall ○ Climate Change, prepared by Cundall ○ Daylight, Sunlight and Overshadowing, prepared by Proximity ○ Human Health, prepared by Enfusion ○ Noise and Vibration, prepared by Cundall ○ Socio-Economic, prepared by Ekosgen ○ Townscape and Visual Impact, prepared by Planit ○ Wind Microclimate, prepared by Arch-Aero • Residual Impacts • Type 1 Cumulative Effects 	
Volume 2: Technical Appendices	
Volume 3: Non-Technical Summary	

Structure of the Planning and Tall Building Statement

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

- **Section 2** – provides a description of the Site and surrounding area;
- **Section 3** – describes the form of the application and Proposed Development;
- **Section 4** – details the relevant documents that make up the Development Plan and material considerations;
- **Section 5** – provides a broader planning assessment of the Site-specific planning issues;
- **Section 6** – presents a detailed evaluation of the proposed tall building;
- **Section 7** – considers the public benefits of the Proposed Development; and
- **Section 8** - concludes by summarising the case for the grant of Planning Permission

2. Site and Surroundings

- 2.1. This Chapter includes a description of the Site, its context in relation to the surrounding area and the Site's suitability for the Proposed Development.

Site Description

- 2.2. The Site is bound to the north and north east by land that is currently being redeveloped to deliver a co-living scheme of up to 45 storeys (pursuant to Planning Permission Ref. 125573/FO/2019 (as amended)). The Site is bound to the south east by Parkway Gate and New Medlock House (PBSA operated by Unite); to the south by Mancunian Way; and to the west by Medlock Street.
- 2.3. The Site measures approximately 0.23 ha in area, and is currently relatively flat open land, previously used for surface level car parking but now vacant (save for the temporary siting of construction compounds). To the south of the Site are a number of mature trees and vegetation.
- 2.4. The Site is located within Flood Zone 1 and within a Critical Drainage Area.
- 2.5. There are no records of protected species within the Site, and it is not subject to any environmental designations.

Site Context

- 2.6. The Site is located within the Regional Centre and city centre, within MCC administrative area.
- 2.7. The Site is located to the north of the predominately residential area of Hulme. Within Hulme, the nearest residential properties to the Site are at Loxford Court, which sits approximately 60m to the south of the Site. Hulme is largely severed from the city centre by Mancunian Way; albeit there is an established pedestrian crossing under Mancunian Way at the junction of Clarendon Street and Newcastle Street. This pedestrian crossing links to Newcastle Street to the north, beyond which is the wider Plot 11 development. Pursuant to both the extant planning permission (as it relates to Blocks A, B and D), and this application (relating to Block C), this pedestrian route is to be enhanced.
- 2.8. The Site forms part of the FSDF area and has been one of MCC's key regeneration priorities for over a decade. The regeneration initiative includes three distinct development areas of First Street: First Street North (FSN), First Street Central (FSC) and First Street South (FSS). The Site, alongside Blocks A/B and D (currently under construction pursuant to Planning Permission Ref. 125573/FO/2019 (as amended)), are located within Plot 11, FSS.
- 2.9. Immediately to the north of the Site is FCS, comprising Plots 9 and 10 of the First Street Masterplan. In 2022, Plot 9a received planning permission (Ref.18132600/FO/2021) for a nine storey 'net-zero' office building, which is now being brought forward by Ask Real Estate. In June 2022, it was announced that the Government Property Agency (GPA) will occupy the Plot 9a building once complete. Plot 9b remains a vacant future development site. Plot 10 is split into two separate plots, Plot 10a and 10b. Plot 10a received planning permission (Ref. 136043/FO/2023) earlier this year for a highly sustainable office development (which is also being brought forward by Ask). Plot 10b subsequently received planning permission (Ref. 136170/FO/2023) for a 14 storey PBSA development comprising 576 bedspaces as well as a new 'food-hall' on the ground floor, helping to activate this part of the City Centre. Construction on Plot 10b started in September 2023, and the development is due to accommodate its first student intake in 2026/27.
- 2.10. The implementation of Purpose-Built Student Accommodation (PBSA) in the First Street Masterplan has served as a catalyst for placemaking and regeneration, contributing to a more vibrant community and increased local expenditure. The presence of PBSA has helped to support the vitality of businesses located within the area, thereby establishing a positive feedback loop between the community and local economy. Overall, this exemplifies the positive impact that well-designed and strategically placed PBSA can have on urban development initiatives.

- 2.11. Further north of the Site is FSN, which is now complete. Centred around Tony Wilson Place, FSN is now a cultural hub for the city including HOME (a contemporary art, film and theatre complex) alongside a wider mix of uses including PBSA, a multi-storey car park ('MSCP') and a range of carefully curated food and drink operators, as well as new public spaces.
- 2.12. Immediately to the east of the Site is Unite Student accommodation (New Medlock House and Parkway Gate). Further beyond to the east, there is a cluster of converted mills (Macintosh Mill, Chorlton Mill and Cambridge Mill), and a diverse mix of uses, including PBSA, retail, residential and food and beverage units.
- 2.13. To the west of the site is Medlock Street, beyond which is a Premier Inn and Canvas Student Accommodation (a PBSA development comprising 807 beds, previously approved under Ref. 118683/FO/2017). Resolution to grant planning permission (Ref. 135419/FO/2022) was secured at Planning Committee on 1st June 2023 for a new PBSA and office scheme at One Medlock Street / Former Premier Inn Site. The scheme will deliver a 38 storey PBSA scheme (1,014 bedspaces) alongside an office building.

Site Specific Environmental Designations

Air Quality

- 2.14. The Site is situated in the Greater Manchester Combined Authority Air Quality Management Area (AQMA). For further details on air quality, please refer to the Air Quality Assessment prepared by Cundall.

Ecology

- 2.15. There are no statutory or non-statutory ecological designations within the Site. For further details on ecology, please refer to the Ecological Assessment prepared by Penny Anderson Associates.

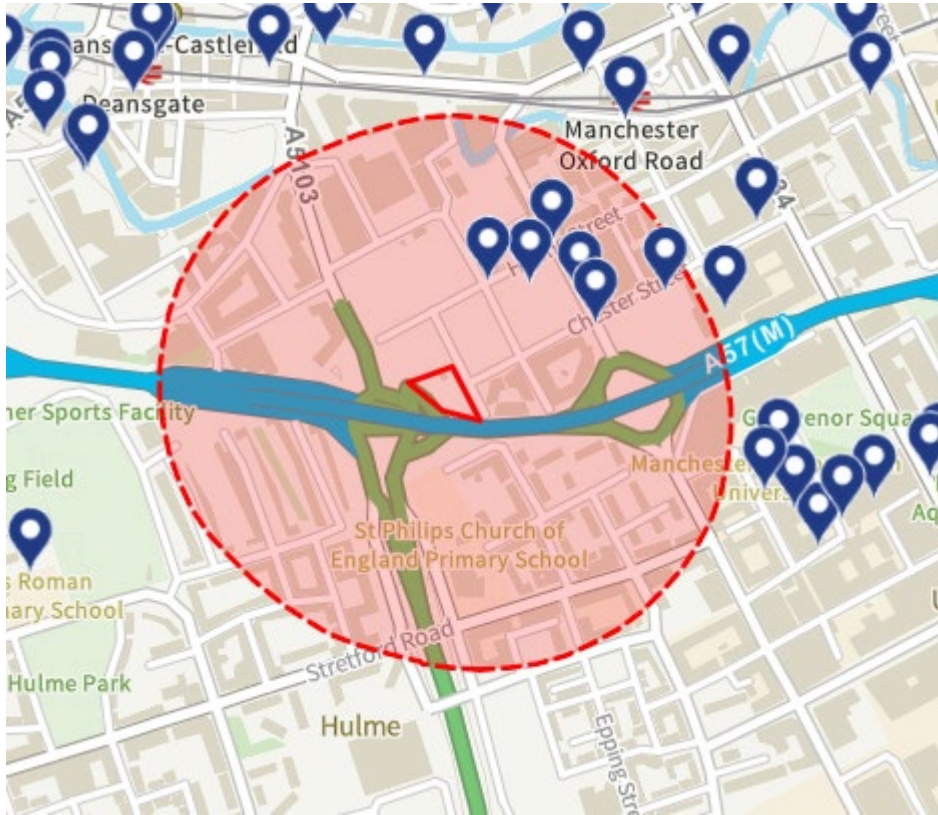
Flood Risk and Drainage

- 2.16. The Environment Agency Flood Map for the area indicates that the Site is located within Flood Zone 1 and is therefore at low risk of flooding.
- 2.17. The Site is located within the Critical Drainage Area prescribed by Manchester, Salford and Trafford Councils' Strategic Flood Risk Assessment.
- 2.18. For further details on flood risk, please refer to the Drainage Strategy prepared by AJP.

Heritage

- 2.19. The Site does not contain any listed buildings, nor is it located within a conservation area (see **Figure 3.1**)
- 2.20. However, there are a number of listed buildings located in close proximity of the Site, including the Grade II Listed Macintosh Mill (associated chimney) and Grade II Listed Cambridge Mill.
- 2.21. The Site is located approximately 480m to the south west of Whitworth Street Conservation Area, and 570m to the south east of Castlefield Conservation Area.
- 2.22. For further details on heritage and the nearby heritage assets, please refer to the Heritage Statement prepared by Deloitte LLP.

Figure 3.1- Heritage assets within a 300m radius (Source: Historic England, 2023)



Accessibility

- 2.23. The Site is in a highly accessible location by a variety of modes of transport. It is located within easy walking distance of the city core with all the shops, restaurants, attractions, amenities and facilities that the city centre has to offer.
- 2.24. It is also in close proximity to existing and emerging residential communities around Cambridge Street, Macintosh Village, Great Jackson Street and Hulme.
- 2.25. Deansgate transport hub – comprising Deansgate Castlefield Metrolink Station and Deansgate Railway Station – is located 400m north-west of the Site. Oxford Road Station is located 430m north-east of the Site. Regular bus routes run along Medlock Street and Cambridge Street immediately adjacent to the Site.
- 2.26. For further details on transport, please refer to the Transport Assessment and Framework Travel Plan prepared by Sanderson Associates.

Planning History

- 2.27. In June 2016, planning permission was granted for the “*Demolition of on-site building and structures. Erection of a residential building (part 8, part 10, part 23 and part 26 storeys with roof plant, to accommodate 624 apartments (43 x studio, 210 x 1 bed, 328 x 2 bed, 15 x 2 bed duplex and 28 x 3 bed) (Use Class C3). Associated residential amenity uses including podium garden, ground floor commercial units (Class A1, A2, A3, A4, B1, D1 (crèche/day nursery and/or doctor's surgery) and D2 (gym use)) with associated access, servicing, parking and public realm.*” (Ref. 111170/FO/2016/C1) (‘the 2016 Planning Permission’). This application was accompanied by an Environmental Statement (‘the 2016 ES’).
- 2.28. The 2016 Planning Permission was amended in February 2017, through Non-Material Amendment Application Ref. 115206/NMC/2017 to reduce the proposed 26 storey Block 3 to 25 storeys, the proposed 23 storey Block 2 to 22 storeys and increase the 8 storey Block 4 to 9 storeys. The Planning Permission was implemented on site through enabling works but was not progressed further.

2.29. In March 2021, planning permission was granted for the *“Construction of four buildings of heights varying from 10 storeys to 45 storeys together comprising Co-living bedspaces (use class sui generis) and associated amenity facilities, with ground floor commercial units (Use classes A3 (Café / Restaurant and D2 (Gym)), private amenity space and public realm comprising hard and soft landscaping, car parking and cycle facilities and other associated works.”* (Ref. c) (‘the 2021 Planning Permission’). This application was accompanied by an Environmental Statement (‘the 2021 ES’).

2.30. Planning Permission Ref. 125573/FO/2019 (as amended) is for the phased delivery of a co-living scheme, comprising:

Block D (Phase A)

- 45 storeys
- 707 bedrooms
- Communal facilities, including: a bike store, plant, substation, car park, management suite and bin store, First Floor and “sky lounge” (Floor 44) amenity areas (lounge/ kitchen/dining area) (3,146 sq. m.) and external first floor and external private terrace and garden areas (1,636 sq. m.).

Block A / B (Phase B)

- Block A - part-10, part-18 and part-22 storeys, Block B: part-18, part-22 and part-26 storeys
- 1,187 bedrooms (396 in Block A, and 791 in Block B)
- Communal facilities, including a café, health and wellbeing space, bike store, plant, bin store, substation, laundry, management suite, Ground and First Floor shared amenity areas (lounge/kitchen/dining area) (5,562 sq. m) and external private terrace and garden areas (2,470 sq. m.).

Block C (Phase C)

- Part-10, part-13 and part-17 storeys.
- 322 bedrooms
- Communal facilities, including amenity space, bike store, plant, substation, bin store and management suite; Ground and First Floor shared amenity areas (lounge/ kitchen/ dining area) (1,157 sq. m.)

2.31. The 2021 Planning Permission was amended through Non-Material Amendment Applications Ref. 132553/NMC/2021, 132804/NMC/2022, 135358/NMC/2022, 135526/NMC/2022 and 138391/NMC/2023.

2.32. The 2021 Planning Permission (as amended) has been implemented and works in relation to Phases A and B are underway. Works in relation to Phase C (comprising Block C) have not started on-site, and Downing is now pursuing through this application an alternative PBSA scheme in its place.

2.33. For the avoidance of doubt, this application relates to Phase C (comprising Block C) only.

3. Proposed Development

- 3.1. This Section should be read in conjunction with the submitted application drawings and Design and Access Statement, prepared by Simpson Haugh. It provides a summary description of the key elements of the Proposed Development.

Design Evolution

- 3.2. The Proposed Development is a result of a design evolution process. The design has developed as part of detailed analysis of the Site context, technical assessments and feedback received from stakeholders.

Layout within the First Street South Masterplan

- 3.3. The design has developed in conjunction with the requirements set out in the brief – that is, to deliver a contextually appropriate and well-considered building that responds to the site context and provide much needed, high-quality, student accommodation.
- 3.4. Key to the success of any revised Block C proposal is to enhance connectivity and permeability through the Site – better connecting Hulme to the city centre. Following detailed site analysis, it became clear that there was an opportunity to create a distinctive marker building, to denote the new Newcastle Street crossing.
- 3.5. Building upon the principles of the 2021 Planning Permission, considering how to deliver a high-quality public park has been a fundamental element of the design development.
- 3.6. The proposed revised Block C proposals will, in summary, result in the following benefits to FSS:
- **Improved public realm** – The revised Block C footprint allows for a significant increase to the size (uplift of 220 sq. m.) and layout of the FSS public park.
 - **Enhanced connectivity** – Through the revised layout, a stronger connection through to Hulme via Newcastle Street is established. Opening up the Site, visibly and physically, and placing a taller building on the interface with Hulme, will allow for the creation of a more welcoming entry point into First Street from Mancunian Way.
 - **Reduced visual impact** – The reorientation of the building towards Hulme helps to minimise any potential visual impact. The silhouette of Block C sits within that of Block D behind from key views along Newcastle Street.
 - **Creation of a distinctive, visual marker** – The proposed new layout has been strategically designed to establish a stronger and more enhanced relationship with adjoining land uses such as Purpose-Built Student Accommodation (PBSA), co-living spaces, and higher education facilities. From both a design and townscape perspective, the new layout will provide a more attractive visual marker that is set to become a landmark along the southern gateway, particularly along the Mancunian Way. By increasing the height of the building and incorporating visually appealing design elements, the new layout aims to seamlessly integrate with the surrounding environment while also enhancing the overall aesthetic of the area. This will provide help to create a sense of place upon entering First Street.

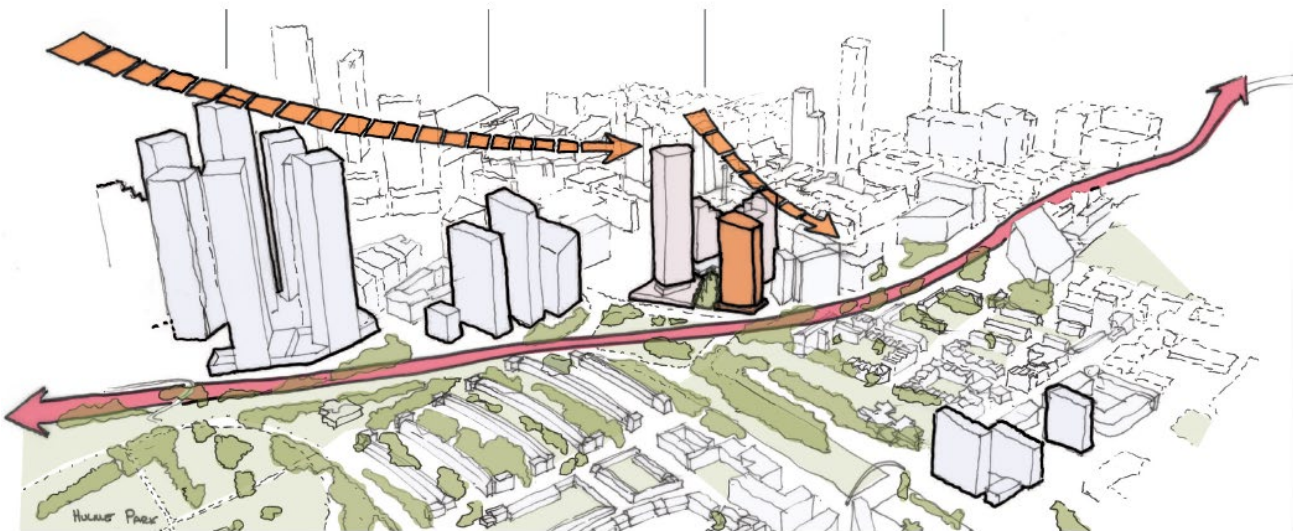
Scale and Massing

- 3.7. The proposal is for a 28 (+ ground) storey tower sitting at +120.625m AOD or +85.725m tall. For reference, the remainder of the Plot 11 Blocks are as follows:
- Block A - 22 Storeys (+104.975m AOD)
 - Block B - 26 Storeys (+116.675m AOD)

- Block D - 45 Storeys (+172.700m AOD)

- 3.8. The Design and Access Statement prepared by Simpson Haugh sets out the detailed development of the design proposals. As part of this, a sequence of building forms, heights and layouts were examined and tested against the accommodation and brief requirements.
- 3.9. The scale and massing of the building was interrogated in depth during pre-application discussions with MCC. As part of this process, a series of massing iterations were presented to ensure that the proposed scale and massing responded to the surrounding context. The Proposed Development underwent detailed assessment to ensure the massing was appropriate for its context.
- 3.10. A Townscape and Visual Impact Assessment has been undertaken, as detailed in Section 5. The initial Zone of Visual Influence (SVI) was used to understand where the emerging scale and massing may be visible from and help to identify key views. From these views, a series of massing models and wirelines were used to help to further refine the proposals and ensure the proposed scale and massing is appropriate and responds to the surrounding context.
- 3.11. As shown in the diagram below, the principle of a tall building to the Hulme - City Centre boundary is well established. The Great Jackson Street masterplan has buildings ranging from 47 to 64 storeys along the Mancunian Way with a proposal for a 70-storey tower currently being determined. There is then a step-in scale down to the proposals at River Street, One Medlock Street and Block D of the 2021 Planning Permission on Plot 11, where buildings are between 32 and 45 storeys. This step in the city skyline is in direct response to the increasing density of low-mid rise residential housing in Hulme in between Hulme Park and the Cambridge Street roundabout, at which point the university campuses begin. It was therefore determined that any proposal for Block C should sit within this wider context, and that the scheme should provide a step down towards Hulme, being directly up against the boundary. The range of 25-30 storeys was therefore explored as this scale seemed appropriate to step down sufficiently Block D to Hulme whilst also still providing a significant building marker that achieves the aims of establishing Block C as a Gateway site at the Newcastle Street crossing.

Figure 4.1 – Massing along ‘Southern Gateway’ / Mancunian Way



- 3.12. The architectural composition has been designed to relate to both a city-wide context, and also to the local surrounding context but still within the design ethos of the rest of Plot 11. Replacing the consented Block C design with anything other than the tower typology of Block D would begin to break the relationships between all the blocks. As such, the western edge of the Site has the two tower typologies, facing onto the Medlock Street roundabout and acting as a gateway into the city centre. Blocks A&B then present stepped forms to relate to the context to the East. As a composition, the revised Block C proposal more strongly addresses the gateway condition of the Site much better from both a vehicle entry point and also marking the axis along Newcastle Street and the new crossing.

3.13. The introduction of a podium element for Block C in the revised scheme seeks to address the townscape at ground floor in a more proactive way. With the podium stepped to break up its mass and the tallest step denoting the main entrance. This ties Block C better into the overall composition of Plot 11, with the consented scheme proposed to have the same form running all the way down to ground with no podium. It allows much more flexibility in form that can respond to various angles and constraints set out by Blocks A, B and D. Overall, this more responsive approach to the ground floor means that the revised Block C proposal sits comfortably within the composition of the other blocks, better defines the public park, and considers immediate streetscape context to a greater extent than the consented scheme.

Use and Amount

3.14. **Table 4.1** sets out the proposed development quantum for the Proposed Development:

Table 4.1 – Development Quantum

Parameters for Development	
Student Accommodation	<p>555 student bedspaces (Use Class Sui Generis), split between:</p> <ul style="list-style-type: none"> 300 standard studios 227 standard cluster bedrooms (x1 seven bed cluster, x14 eight bed clusters and x12 eight-bedroom clusters) <p>Including:</p> <ul style="list-style-type: none"> 20% (110 bed spaces) affordable units provided under a nomination agreement to Manchester Metropolitan University ('MMU'). 1% studios for those with accessibility needs, fitted out from the outset. 5% of the total bedspaces will be M4 (2) adaptable to be tailored to specific needs as and when requested.
Maximum Height	Ground + 28 storeys (+120.625m AOD or +85.725m)
Car Parking	2 accessible car parking spaces.
Cycle Parking	86 secure cycle parking spaces each with bicycles for hire within the building for use by residents and 12 visitor spaces (Sheffield stands) within the public realm. An additional 30 spaces will be provided for those with their own personal bikes.

Layout

3.15. The proposals will deliver 555 student bed spaces split between Cluster Bedrooms (43.4%) and Studios (56.6%). 1% of units will be suitable for those with accessibility needs, will be fitted out from the outset (6no. units (3no. studio and 3no. cluster rooms). 5% of the total bedspaces will be M4 (2) adaptable to be tailored to specific needs as and when requested.

3.16. All rooms are designed to meet Downing Students own standards and are aimed at providing high quality spaces for students to live, utilising the latest technology and managed by their experienced on-site teams. As well as the communal kitchen space in each of the clusters, all residents have access to the shared amenity spaces at

L00/ L01 including a gym/ wellness centre, cinema room, private dining, study space and residents lounge as well as a private external terraces for residents at L01.

Cluster Bedrooms

3.17. The cluster bedrooms are in groups of 4 and 5 beds clusters off a central corridor with a shared kitchen and living space. These rooms are typically 14 sq. m. The provision within these rooms includes:

- Double Bed with raised shelf above the head and built in storage.
- Shower Pod
- Wardrobe
- Study Desk

3.18. Kitchen spaces have a full kitchen with a wall and base unit per student, sofas, a TV and a dining table. The provision of kitchen space is 5m sq. m. per student for a 5-bed cluster.

3.19. Every level of accommodation will include an accessible 5-bed cluster.

Studios

3.20. The Studio bedrooms are typically 21 sq. m. and are accessed off the main corridors. The provision in these rooms is summarised below:

- Double Bed with raised shelf above the head and built in storage.
- Shower Pod
- Wardrobe
- Large Study Desk
- Kitchenette
- Chair
- TV

3.21. An accessible Studio is identified on every level adjacent to the entrance to the lift lobby.

Amenity Spaces

3.22. Amenity space in Block C is contained within the lower two levels at ground and first floors. The aim with the brief was to provide a range of amenity and social spaces, as well as with the more practical back of house uses (as required). The location of each front or back of house amenity provision has been determined in consideration of how such spaces are used by the residents, the functionality of the building, and ease of management. The benefits of having certain spaces address adjacent streets and the public park have also been considered.

3.23. The 'best' views from L00 and L01 are considered to be looking north, both internally towards the public square / park and Blocks A/B/D, and also to the West out onto Medlock Street, providing high quality views for the residents. There are also considerable townscape advantages in improving existing pedestrian routes on Medlock Street in terms of passive surveillance and safety.

Ground Level

3.24. The following amenity spaces are provided at Ground Floor, in addition to the management suite, bin store, bike store and plant room:

- Main Entrance Foyer with seating
- Residents' Lounge
- Cinema Room

- Gym / Wellness Centre (Brief to be developed but space could accommodate standard gym equipment as well as a space for exercise classes such as yoga).

3.25. In addition to the above the laundry room has been included adjacent to these spaces, as from Downing's experience students will utilise the neighbouring social spaces whilst they do their laundry.

Level 01

3.26. The following amenity spaces are provided at First Floor:

- Cycle Hub – This includes an 86 Cycle Hire scheme and 30 residents' racks, provided with a link to Ground floor via a separate lift and entrance.
- Residents' Lounge, with access to the external terrace. The terrace would be suitable for seating as well as holding small classes for residents (yoga etc.)
- Private Dining and kitchen
- Study Spaces – split into smaller rooms with pods / desks etc.

3.27. At L01 the external terrace fronts onto the residents' lounge and private dining space. The terrace can be used for socialising and as an extension of the lounge or for private events organised for residents. The space will be managed, as with the remainder of the amenity spaces by the management team.

Appearance and Materiality

3.28. The podium will be clad in a green glazed brick, which is currently used sparingly on the lower sections of the ground floor of Blocks A, B and D. The tower will sit on the podium as a reflective volume, similar to the rest of Plot 11, with a glazed unitised facade.

3.29. The material proposal defines the podium as one element, a solid 'grounded' base that takes its tones from the landscape and Blocks A, B & D. Whilst sitting in harmony with the overall architectural composition of Plot 11, introducing a different materiality adds texture and diversity to the streetscape, whilst also highlighting the fact that Block C has a different use as compared to the wider co-living development.

3.30. Strong horizontal banding is introduced by way of ceramic fritting to help reinforce the steps in plan. Each glazed panel carries a common repeating ceramic frit pattern in a bold white colour. Where natural ventilation is needed, an anodized metal panel is proposed. The opening door behind is proposed to be a glazed opening element to increase light and views out. The same pattern used for the fritting is proposed for the vent panel covers, helping to unify the facades.

3.31. The white banding produced by the frit pattern wraps around the buildings on all sides, unifying the massing and giving the building a distinctive character when viewed from afar. When the frit reaches the northern facade of Block D a change in colour is introduced to the lighter frit, this is to maximise the reflections and light entering the centre of the overall masterplan and into the public square.

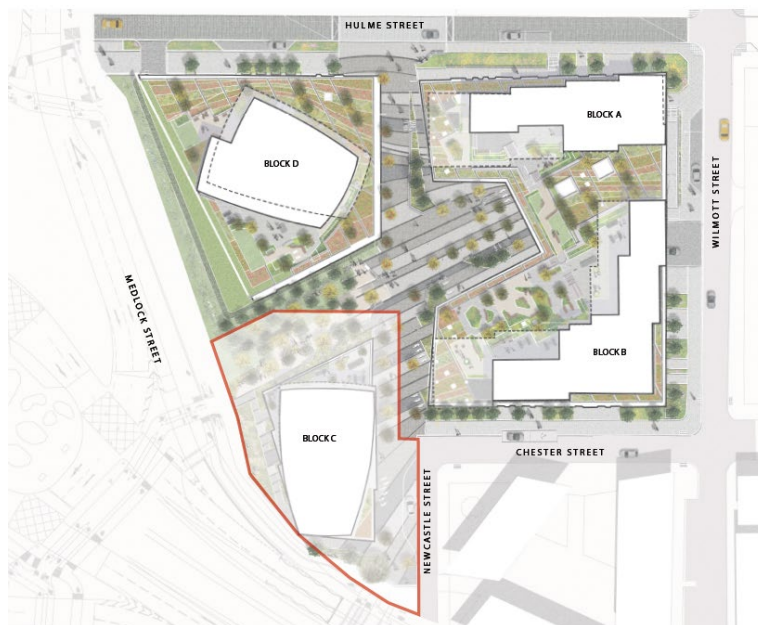
3.32. The use of glass differentiates these new modern buildings from the nearby Macintosh Mill complex. The glass will be highly reflective, picking up the changes in the skyline over the course of a day and year.

3.33. The glass will provide clear views for occupants, and the white frit pattern would give the building a further contemporary edge.

Landscaping Strategy

3.34. The landscaping strategy, designed by OPEN, is a continuation of the aesthetic and quality of the wider Plot 11. It is characterised by generous footways, a new park and green infrastructure.

Figure 4.2 – Proposed Landscape General Arrangement (OPEN, 2023)



- 3.35. The wider landscape concept for the original Plot 11 masterplan was to create a 'green wedge' rising from Medlock Street and Princess Parkway, with a series of residential buildings clustered around this public green. The Block C proposals develop this concept and provide a finer grain of detail and functionality to the green wedge.
- 3.36. The development of Newcastle Street as a primary north to south pedestrian and cycle corridor is a key spatial concept for the wider masterplan and these proposals continue this concept and materiality. Organic planting, wildflower meadows, meandering footpaths and woodland glade spaces (informed by the green infrastructure on adjacent Medlock Way and Princess Parkway) transition to a formal public park within the core of the Plot 11 development.
- 3.37. The proposed orientation of Block C allows for an overall net increase in the size of the public park, as compared to the 2021 Planning Permission (220 sq. m increase), as well as the creation of a more functional and usable layout, and an increase in the total number of trees (from 33 to 38).
- 3.38. An area of green open space is retained and enhanced at the southern end of Newcastle Street. This, along with the extended public realm, form an open and attractive arrival space for pedestrians and cyclists crossing beneath the Mancunian Way from Hulme. New tree planting is proposed here alongside the retention of an existing mature tree.
- 3.39. At first floor level, the proposed terrace podium provides amenity for residents and contributes visually to the surrounding streetscape. Residents of the building will have access to this shared space, which will cater for a variety of uses including communal events, external working, eating and socialising.
- 3.40. Please refer to OPEN Landscape Design and Access Statement for full details of the Landscape and Public Realm proposals.

Waste and Servicing Strategy

- 3.41. SLR has undertaken the necessary calculations to forecast waste creation from the Proposed Development. This has fed into the requirements for bin capacity, including waste recycling proportions.

Waste Strategy

- 3.42. A dedicated loading bay is being provided along Newcastle Street to the east of the site boundary which is sufficient to accommodate a large refuse vehicle. The external waste transfer route is therefore of a minimal distance from the bin store located to the south of the ground floor on the southern elevation.
- 3.43. Internally, it is expected that residents will transfer waste in sacks between their respective unit and the cluster kitchens via the lift / stairs if appropriate, before depositing waste sacks in the appropriate refuse container located in the ground floor refuse store the building management team will bring out to the collection point on the collection days.
- 3.44. A dedicated refuse store is located on the ground floor to the south which can accommodate 17 1,100 litre eurobins with additional space for ad-hoc waste and adequate room provided to manoeuvre all refuse containers sufficiently.

Servicing Strategy

- 3.45. As highlighted above, a dedicated loading bay is being provided along Newcastle Street to the east of the building. Given that Block C will contain purpose-built student accommodation, typical deliveries will be post and courier, online food shopping, along with occasional household and furniture items. These will be appropriately consolidated to the loading bay and adjacent entrance with suitable visitor cycle parking for online couriers by bike.
- 3.46. All deliveries at the development will be undertaken between the hours of 07:00 and 20:00.
- 3.47. Typically, most deliveries are small consignments and evidence from other sites show that 40% of all deliveries take less than 5 minutes. Larger deliveries tend to take longer and for this Site we expect that a large delivery consignment would take no more than 20 minutes to serve the Site. As the volume of deliveries at peak times is likely to be relatively low there is no specific need to schedule the timing of deliveries to a detailed extent.
- 3.48. Block C will benefit from a post box system where general post and small parcels can be left for occupiers to collect, with drivers pulling up on street in areas permitted for loading and walking the goods in through the main entrance. For larger items, if the occupier is in then the driver will be permitted to take larger items to their apartment.
- 3.49. If the occupier is away, then the goods will be left at the concierge by arrangement. It is expected that the delivery drivers would have their own handling equipment for larger items.
- 3.50. Measures will be taken in regard to pedestrian safety and amenity. Servicing will therefore be made with a minimum amount of noise and no use of the horn at any time. As such vehicles will manoeuvre on-site with as little noise as possible and drivers will ensure they:
- Engage gears quietly;
 - Keep engine revs to a minimum;
 - Apply brakes gently; and
 - Close driver's door quietly.
- 3.51. Please refer to the Waste and Servicing Strategy and completed MCC Waste Proforma prepared by SLR for additional information on servicing and access.

Parking

- 3.52. There are no car parking spaces proposed within the development other than two dedicated accessible spaces situated along Newcastle Street.

- 3.53. A total of 86 secure cycle parking spaces (offered as part of a “*bicycles for hire*” scheme) will be provided within the building for use by residents. An additional 30 cycle parking spaces will be provided for residents to store their own personal bikes. 12 visitor cycle parking spaces (in the form of 6 Sheffield Stands) are to be located within the public realm.

Move In and Move Out Strategy

- 3.54. Upon being advised of their success in being granted a tenancy, the residents will be required to contact the management team to agree an appointment move in date and time. During this discussion, all residents will be notified that there is limited temporary onsite private parking/unloading areas available. Should the new resident be able to demonstrate that they have no other means than by the use of a car for the moving in process, then they will be allocated a short period to allow them to off load. Each resident will be allocated a specific time slot in which they must arrive to take occupancy of their apartment.
- 3.55. During the off-loading process at check in, the resident will move their baggage/items into a secure dedicated storage area at the ground level of the accommodation. The residents will not be allowed to offload their belongings immediately into their allocated bedroom or apartment. This requirement will limit the amount of time taken to off load any vehicles, and upon completion of offloading, the vehicle must be immediately moved away from site. Information will be provided to residents on public car parks within the locality that can be used for longer periods of parking post drop off.
- 3.56. The student move-out period is managed in a similar fashion to the move-in process. Students are expected to confirm with the Accommodation Team their proposed move-out times and dates. However, busy move-out periods are unlikely as the students tend to move out over an extended period. Additionally, unlike some other traditional halls of residence, residents at Block C will not need to remove all their belongings at Christmas and Easter, therefore reducing the traffic associated with the site as students are more likely to head home by train or coach, as opposed to a car. Departures of students happen over a period of several months, generally around May to July and August to September, depending on the tenancy length. Departures are spread widely across a period of many weeks and therefore, there is never a time when a mass departure occurs.

Accessibility

- 3.57. The design of the development has been developed with an inclusive approach to allow easy, safe and secure access to all areas of the landscape and building. As part of the process the design team have given due regard to Equality Act considerations, Building Regulations and MCC’s Design for Access 2. The following key measures have been taken:
- Entrances are flush and step free. Internally, the main entrances lead directly to the circulation core, which provides access to all floor levels. Each level is served by lift and stair core containing either three passenger lifts and two stairs.
 - Pedestrian routes within the Site will be even and slip resistant, these routes will connect with the entrance points to the building with flush level access.
 - The proposals will deliver 555 student bed spaces split between Cluster Bedrooms (43.4%) and Studios (56.6%). 1% of units will be suitable for those with accessibility needs, will be fitted out from the outset (6no. units (3no. studio and 3no. cluster rooms). 5% of the total bedspaces will be M4 (2) adaptable to be tailored to specific needs as and when requested.
 - There are 2 dedicated accessible parking spaces provided. In addition to this, there are 2 on-street parking bays where disabled drivers can park without payment or limit on the northern side of River Street between Medlock Street and James Grigor Square.
- 3.58. Further details of the accessibility provisions of the building can be found within the Design and Access Statement prepared by Simpson Haugh.

Phasing and Delivery

- 3.59. The construction programme is indicative at this stage and assumes commencement of the scheme in March 2025 (subject to planning permission being granted) with a three year build out period. At this stage it is

intended that the Proposed Development will be delivered in one phase, following the practical completion of Phases A and B, pursuant to the 2021 Planning Permission.

4. Development Plan and Material Considerations

- 4.1. This section of the Statement outlines the planning policy framework which forms the basis for the consideration of the development proposals. This will be examined at a national, regional, and local level.
- 4.2. Section 38(6) of the Planning and Compulsory Purchase Act 2004 states:
- 4.3. *“If regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise”.*
- 4.4. Accordingly, where relevant to determination of the planning application, Sections 4 and 5 of this Statement considers the Proposed Development against the relevant local and national policies and guidance set out in the documents summarised below.

Development Plan

Adopted Manchester Local Development Plan

- 4.5. The Local Development Framework is a collection of statutory Development Plan Documents (DPDs) that together set out the vision and spatial strategy for the future development of Manchester. Within this context, the adopted Local Plan for Manchester comprises:
- Saved Policies of the Manchester Unitary Development Plan (2005) (“the UDP”);
 - Manchester Core Strategy (2012);
 - Manchester Proposals Map (2012);
 - Greater Manchester Joint Waste Development Plan Document (2012); and,
 - Greater Manchester Joint Minerals Plan (2013).

Manchester Core Strategy (2012)

- 4.6. The Core Strategy was adopted on 12 July 2012. It sets the overall strategic direction for planning in Manchester over the plan period from 2012 to 2027. The policies of the Core Strategy establish where major development and other forms of investment should be located in order to be sustainable, meet local needs, and take full advantage of opportunities.
- 4.7. We have outlined below the core strategy policies which we believe are to be relevant to the Proposed Development:
- Policy SP1 Spatial Principles
 - Policy EC3 The Regional Centre
 - Policy CC1 Primary Economic Development Growth in Manchester: City Centre and Fringe
 - Policy CC6 City Centre High Density Development
 - Policy CC9 Change and Renewal
 - Policy CC9 Design and Heritage
 - Policy CC9 A Place for Everyone
 - Policy H12 Student Accommodation

- Policy EN1 Design Principles and Strategic Character Areas
- Policy EN2 Tall Buildings
- Policy EN3 Heritage
- Policy EN4 Reducing CO2 Emissions by Enabling Low and Zero Carbon Development
- Policy EN6 Target Framework for CO2 reductions from low or zero carbon energy supplies
- Policy EN8 Adaptation to Climate Change
- Policy EN9 Green Infrastructure
- Policy EN14 Flood Risk
- Policy EN15 Biodiversity and Geological Conservation
- Policy EN16 Air Quality
- Policy EN18 Contaminated Land and Ground Stability
- Policy T1 Sustainable Transport

Saved Policies of the Unitary Development Plan (1995)

- 4.8. The Unitary Development Plan ('UDP') was adopted in July 1995. Coinciding with the adoption of the Core Strategy in 2012, significant proportions of the UDP have been replaced; however, some policies were saved on 11 July 2012 and remain extant.
- 4.9. We have outlined below the extant UDP policies which we believe are to be relevant to the Proposed Development:
- E3.3 To enhance the City's environment
 - 19 Listed Buildings
 - RC20 Area 20 Medlock Street / Railway / Oxford Street / Mancunian Way

Material Considerations

National Planning Policy Framework

- 4.10. The NPPF (revised version published September 2023), sets out the government's planning policies for England and how these are expected to be applied.
- 4.11. At the heart of the NPPF lies the 'presumption' in favour of sustainable development; the golden thread running through plan-making and decision taking (paragraph 12). The NPPF notes there are three dimensions to sustainable development; economic, social and environmental.
- 4.12. Firstly, the economic role should contribute to sustainable development by building a strong, responsive and competitive economy and ensuring the sufficient amount of and right type of development to support growth. Secondly, the social role is required to support communities by creating well-designed, beautiful and safe places, with accessible local services to reflect the needs of the community. Lastly, the environmental role should protect and enhance the natural, built and historic environment. Relevant Chapters of the NPPF include:
- Chapter 2 – Achieving Sustainable Development
 - Chapter 5 – Delivering a sufficient supply of homes
 - Chapter 6 – Building a strong, competitive economy
 - Chapter 8 – Promoting healthy and safe communities
 - Chapter 9 – Promoting sustainable transport
 - Chapter 11 - Making effective use of land

- Chapter 12 – Achieving well-designed places
- Chapter 14 – Meeting the challenge of climate change, flooding and coastal change
- Conserving and enhancing the natural environment
- Conserving and enhancing the historic environment

National Planning Practice Guidance

- 4.13. The National Planning Practice Guidance (NPPG) was published in March 2014 and is regularly updated. The NPPG sets out advice, information and best practice on a wide range of planning issues with the overall objective of becoming a single source for planning guidance which will be maintained as a live resource.
- 4.14. The NPPG stresses the importance of good design and states that planning should drive up standards across all forms of development. As a core planning principle, plan makers and decision takers should always seek to 37 ensure high quality design through creating places, buildings or spaces that work well for everyone, look good, last well and will adapt to the need of future generations.
- 4.15. The NPPG references pre-application discussions, Design and Access Statements and Design Reviews as some of the methods that can be used to achieve good design.
- 4.16. The NPPG also sets out processes and expectations on pre-application discussions. The NPPG sets out that pre-application engagement offers significant potential to improve both the efficiency and effectiveness of the planning system and improve the quality of planning applications and their likelihood of success.

National Design Guide

- 4.17. The National Design Guide was published by the Ministry of Housing, Communities and Local Government in 2019. This document forms part of the governments planning practice guidance and was created to outline key characteristics that make well-designed places. These key characteristics of *“beautiful, enduring and successful places”* are as follows:
- Context – enhances the surroundings.
 - Identity – attractive and distinctive.
 - Built form – a coherent pattern of development.
 - Movement – accessible and easy to move around.
 - Nature – enhanced and optimised.
 - Public spaces – safe, social and inclusive.
 - Uses – mixed and integrated.
 - Homes and buildings – functional, healthy and sustainable.
 - Resources – efficient and resilient.
 - Lifespan – made to last.

Extant Planning Permissions

- 4.18. In 2016, planning permission was granted for the construction of a 624-apartment residential building with commercial units and associated amenities. Following this, in 2021, planning permission was granted for the construction of co-living bedspaces with associated amenities and commercial units, comprising of four buildings of varying heights.
- 4.19. These permissions established the principle of redeveloping this Site, delivering a high-quality residential use, and a tall building and are therefore considered a material consideration in determining this planning application.

- 4.20. This current application seeks to change the type of residential use on this particular plot and update the design of proposals to ensure that the building is fit-for-purpose, viable, compliant with Building Regulations, and of a high-quality.
- 4.21. In terms of the proposed PBSA use, it should be noted that the 2021 planning permission allowed for a limited number of students to reside at Block C (and indeed across Blocks A, B and D). The Section 106 Agreement stipulated that students studying medicine or postgraduate courses would be eligible to reside within the development. This application seeks to open up eligibility to all students.
- 4.22. In seeking to update and improve the design of the overall Plot 11 development, Downing is demonstrating their ongoing commitment to delivering high-quality and sustainable residential developments, which meet need and demands, and complying with relevant legal and regulatory frameworks.

Local Supplementary Planning Documents and Guidance

Guide to Development in Manchester Supplementary Planning Document (2007) and Technical Guidance

- 4.23. The Guide to Development in Manchester - Supplementary Planning Document and Planning Guidance (SPD) was originally adopted on 11 April 2007. The document reflects and provides guidance on the importance of creating attractive, well designed, and well-maintained neighbourhoods. It includes a set of reasoned principles which will guide developers, designers and residents to the sort of development which is anticipated in Manchester:
- Character and Context
 - Continuity and Enclosure
 - Legibility
 - Ease of Movement
 - Quality of the Public Realm
 - Diversity
 - Adaptability
- 4.24. In addition, technical guidance for developers was published in December 2015. It is composed of two documents, GD03 Environmental Protection, GD04 Waste Storage and Collection Guidance for New Developments and GD05 Planning and Noise. The Planning and Noise technical guidance was later updated in June 2022 by Manchester City Council.

Design for Access 2

- 4.25. The Design for Access 2 Manual was published in January 2003, it provides a practical guidance to inclusive design. It requires developments to be fully inclusive and accessible and the Council's vision is for Manchester to be recognised as the most accessible City in Europe. MCC recognises that inclusive design needs to take account of cross-impairment and community-based issues.
- 4.26. The Council expects developers to consider the guidance detailed in its 'Design for Access 2' Manual, and to produce an access statement, which identifies the philosophy and approach to inclusive design.
- 4.27. Information of how the Proposed Development has been designed to respond to the requirements of Design for Access 2 is contained within the DAS submitted in support of this planning application and within Section 5.

Manchester's Green and Blue Infrastructure Strategy (2022)

- 4.28. MCC recognises that green and blue infrastructure is an essential part of creating a successful, liveable city. The vision for green and blue infrastructure in Manchester is that by 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The City's communities will be living healthy, fulfilled lives, enjoying access to parks and green spaces and safe green routes for walking, cycling and exercise throughout the city.

- 4.29. Manchester's Green and Blue Infrastructure (G&BI) Strategy, together with its Stakeholder Implementation Plan, was approved in July 2015. The strategy is founded on the basis that attractive, multi-functional green and blue infrastructure is a key component of shaping and delivering the quality-of-life people expect and enhancing the City's global image as a place in which to live, work and invest.
- 4.30. The Strategy was later updated in 2022, with a new Implementation Plan being developed, highlighting approaches, challenges and projects that will help bring the strategy to life over the coming years.
- 4.31. A summary of how the Proposed Development responds to the updated strategy is provided in **Appendix 1** of this Statement.

Manchester Climate Change Framework 2020-25 (2022)

- 4.32. The Climate Change and Low Emissions Implementation Plan (2016-2020) is Greater Manchester's Whole Place Low Carbon Plan. It sets out the steps that will be taken to become energy-efficient and investing in the natural environment to respond to climate change and to improve quality of life.
- 4.33. On 13th March 2019, MCC fully endorsed the Zero Carbon Framework 2020-2038, outlining how Manchester can meet its aim to be a zero-carbon city by 2038. Areas for action in the Manchester Zero Carbon Framework (2020-2038) Framework include improving the energy efficiency of local homes; generating more renewable energy to power buildings; creating well-connected cycling and walking routes, public transport networks and electric vehicle charging infrastructure; plus the development of a 'circular economy', in which sustainable and renewable materials are reused and recycled as much as possible.
- 4.34. In addition, the Council developed a Climate Change Action Plan 2020-2025 to ensure that all aspects of the Climate Emergency Declaration were converted into clear actions with tonnes of CO2 savings included where applicable.
- 4.35. In August 2021 the Manchester Climate Change Partnership adopted and endorsed a roadmap to net zero carbon for new buildings within Manchester. The Partnership is a task force made up of private, public and third sector representatives and has been developed collaboratively with MCC. The roadmap sets out that all new buildings in the city should be net zero carbon from 2023. Whilst the roadmap is not planning policy, it has been indicated by MCC that the roadmap may be considered as part of the new Local Plan. Furthermore, the roadmap is considered a material consideration in decision making.

City Centre Transport Strategy (2021)

- 4.36. A City Transport Strategy to 2040 was endorsed by MCC's Executive on 17 March 2021 and Salford City Council's Regeneration Committee on 22 March, before being fully ratified by the Greater Manchester Combined Authority on 26 March 2021.
- 4.37. The strategy presents an overarching vision for a well-connected, zero-carbon city centre at the heart of the North, offering residents, employees and visitors a great place to work, live in and visit.
- 4.38. As part of the Transport Strategy, the 'City Centre Triangle' has been proposed as a strategic intervention that builds on temporary road closures introduced in response to the COVID-19 pandemic and the Northern Quarter Bee Network scheme to create an integrated cycle network comprising three major routes Deansgate, Whitworth Street and Committed Northern Quarter Cycle Route.

Strategic Regeneration Frameworks and Other Material Considerations

Places For Everyone 2021 (Draft)

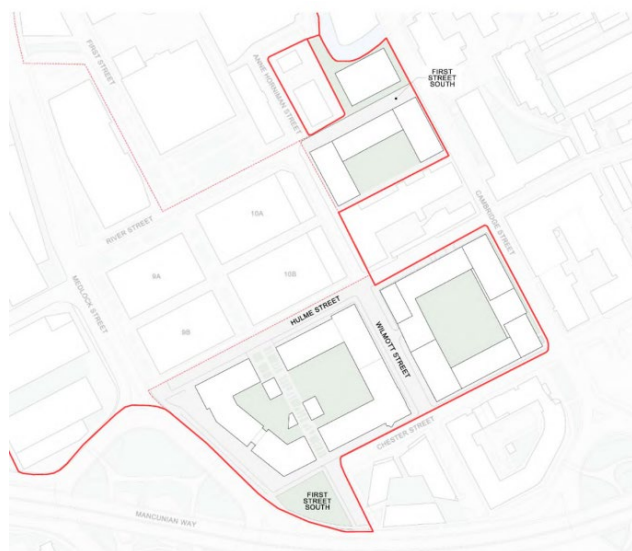
- 4.39. A period of public consultation has closed with regards to the Draft 'Places for Everyone' Plan which ran between 9 August 2021 and 3 October 2021. The Plan was submitted to the Secretary of State for examination on 14 February 2022 with all the supporting documents / background evidence and any representations received during this final stage of consultation. The GMCA submitted Places for Everyone for examination on 14 February 2022. Independent Inspectors were appointed, and examination hearings were held between 1 November 2022 and 5 July 2023. Consultation on the main modifications of the plan are currently underway running for 8 weeks between 11 October 2023 to 6 December 2023. It is expected the Plan would be adopted in 2024.
- 4.40. The Draft Plan does not contain any specific policies in regards to PBSA.

- 4.41. As stated by Paragraph 48 of the NPPF, whilst the draft plan has not been adopted, as it is currently subject to ongoing examination, we consider relevant matters against which objections have not been raised do carry limited weight in the determination of planning applications.

First Street Development Framework (2018 and 2020)

- 4.42. As set out in Section 2, the Site is situated within both the FSDF area and Oxford Road Corridor Strategic Spatial Framework area.
- 4.43. The FSDF and Strategic Spatial Framework individually and collectively set out environmental, social, design and economic objectives which are relevant to the attainment of the regeneration of the First Street and Oxford Road Corridor areas where they are supported by existing planning policy. s not a planning policy document, and it is not a site allocations document. As such these document has the status of a “*Local Development Document*” but not a “*Development Plan Document*” and should not be considered or viewed as formal planning policy and does not set out a series of tests to be passed. Rather, the role of the FSDF and Strategic Spatial Framework, as material considerations, are to guide the content of planning applications so that they have in mind the Council’s strategic objectives for First Street and the wider Oxford Road Corridor.
- 4.44. The FSDF was originally endorsed by MCC’s Executive Committee in 2005, and subsequently updated in 2007, 2010, 2012, 2015, 2018 and most recently in 2020.
- 4.45. All iterations of the FSDF have established a vision to establish a commercially led mixed-use neighbourhood at First Street. Since 2012, this vision has identified four character zones: First Street North; First Street Central; First Street South; and the Creative Ribbon.
- 4.46. The Site falls within the ‘First Street South’ (FSS) character zone in the FSDF, the residential-led heart of the area targeted at providing high quality residential uses, with complimentary amenity offerings.

Figure 5.1: Approximate Location of the Site (Highlighted in Green) within the First Street FSDF Boundary (Red)



- 4.47. The development focus for the FSS zone was altered significantly through the 2015 FSDF Update. The 2012 Framework envisaged an integrated anchor destination at the southern end of the site, an intervention carried forward from the 2010 Framework.
- 4.48. However, in order to create a critical mass of activity at First Street, it was considered necessary for development at First Street South to be significant in scale, mixed in nature, and sufficiently appealing to entice visitors into this area of the site. To achieve this, a number of uses were to be incorporated including food and local amenity retail, hotel/restaurant facilities, student accommodation, and car parking – creating an “integrated anchor destination”.

- 4.49. The 2018 SDF was prepared and endorsed prior to the Downing Co-Living proposals progressing on Plot 11 off the masterplan. The changing economic context in the UK and locally within Manchester led to a refresh of the First Street South opportunity (within the 2018 Framework), which is considered to be a prime opportunity for significant new residential accommodation, as part of a mix of uses in this part of the Framework area.
- 4.50. An addendum to the SDF was endorsed in July 2020. Whilst the addendum is focused on the plots west of Medlock Street, it also makes reference to the Downing Development to bring forward residential-led proposals. The addendum also provides an added emphasis on green and blue infrastructure, climate change, and sustainability. To this effect, all developments within the FSDF area should positively contribute toward the City's ambition to become net zero carbon by 2038.
- 4.51. The Development Principles and Design Principles set out within the FSDF have been considered in designing the Proposed Development.

Corridor Manchester Strategic Spatial Framework (2018)

- 4.52. The Oxford Road Corridor Strategic Spatial Framework identifies spatial principles to support themes and objectives set out in the strategic vision. The Framework acknowledges that space to grow could become a significant challenge within the Oxford Road Corridor over the next 10 years which may limit growth potential in the area. The Strategic Spatial Framework seeks to ascertain an appropriate development mix that reflects the role of residential development and the need to provide additional infrastructure associated with different housing types and target demographics.
- 4.53. To continue this growth and investment, the strategy for the Oxford Road Corridor is focused on seven strategic themes which are as follows:
- I. Supporting the Growth of World Class Institutions
 - II. Accelerating Innovation, Commercialisation and Company Growth
 - III. Championing Transformational Investment
 - IV. Creating a Special Place for People
 - V. Culture at the Heart of Corridor Manchester
 - VI. Developing Smart City Infrastructure & Services
 - VII. Raising The Bar: Increasing the Oxford Road Corridor's Contribution to Economic and Social Inclusion
 - VIII. Raising The Bar: Increasing the Oxford Road Corridor's Contribution to Economic and Social Inclusion

MCC Executive Committee Reports on PBSA

- 4.54. As detailed in Section 5 (Para 5.50-5.54), the Council's Executive Committee considered a report entitled '*Consideration of Core Strategy Policy H12: Purpose Built Student Accommodation Within the Changing Market Context*'.
- 4.55. The report references that whilst Policy H12 remains relevant, market changes, which have seen higher numbers of numbers of second- and third-year students in particular living in the mainstream private rented sector in the city centre, dictate the need to review the interpretation and application of the Policy. The purpose of the review being to primarily respond to affordability challenges, the need for PBSA, and the need to locate accommodation in close proximity to the higher education institutions. It should be noted that the report follows recent appeal decisions, which have questioned whether the Council can meet demand near Higher Education Institutions (HEI's)¹².
- 4.56. The Report sets out policy proposals made with respect to the application of Policy H12 in ensuring that the right mix of student housing is delivered, in the right parts of the city, to meet the demands of the evolving student population and the wider growth and regeneration objectives of MCC and its partners.
- 4.57. On 9 December 2020, the Executive considered a subsequent report titled Purpose Built Student Accommodation in Manchester, which concluded that the principles set out in the November Executive Report remain appropriate as providing context for the application of Core Strategy Policy H12. The Report concludes that, "*While not formal policy, the recommendation is for this approach to be of material consideration in the*

¹ Appeal Ref. APP/B4215/W/21/3287525 (Land at Deansgate South, Manchester, M3 4LB)

² Appeal Ref. APP/B4215/W/21/3286831 (188 Wilmslow Road, Manchester, M14 6LJ)

application of Policy H12 when considering planning applications for purpose-built student accommodation schemes.”

- 4.58. The Economic Scrutiny Committee met on 23 May 2023 to discuss the need for Purpose-Built Student Accommodation (PBSA) in Manchester. The report identifies a need for additional PBSA, but it must be in appropriate locations according to Policy H12.
- 4.59. The relevant planning policy and guidance considerations summarised above are considered with respect to the Proposed Development in the next section of this Statement.

5. Consideration of Proposed Development

- 5.1. This Section assesses the Proposed Development against the relevant policies in the Development Plan, relevant national and local policy and guidance, and other material considerations. A further bespoke assessment relating to compliance with relevant tall building policies and guidance is found within Section 6.

Principle of Development

Relevant policies, material considerations and guidance:

- **Planning Policy:**
 - Core Strategy Policy SP1 – Spatial Principles
 - Core Strategy Policy EC3 – The Regional Centre
 - Core Strategy Policy CC1 – Primary Economic Development Focus: City Centre and Fringe
 - Core Strategy Policy CC7 – Mixed Use Development
 - Core Strategy Policy CC8 – Change and Renewal
 - Core Strategy Policy CC10 – Places for Everyone
 - Core Strategy Policy H12 – Purpose Built Student Accommodation
 - Saved UDP Policy RC20 – Area 20 Medlock St / Railway / Oxford St / Mancunian Way
 - **Material Considerations and Guidance:**
 - Places for Everyone Policy JP-Strat 1 - Core Growth Area
 - Places for Everyone Policy JP-Strat 2 – City Centre
 - FSDF – First Street South
 - NPPF Chapter 6 (Paragraphs 81 to 83)
 - NPPF Chapter 11
 - MCC Executive Committee Report – PBSA (December 2020)
-

- 5.2. At the national and local level, planning policy and guidance encourages developers to make the most efficient use of underutilised, brownfield land, which this application seeks to do.

- 5.3. The Site has been vacant for a long period of time, having previously been used as surface-level car parking. Whilst the Site currently comprises a construction compound, used in conjunction with the construction works taking place across the remainder of Plot 11, this is a short-term use, with Phase A (Block D) due to be completed in March 2025, and Phase B (Buildings A/B) expected to be completed in August 2024. Given the underutilised nature of the Site and owing to its location within a highly strategic and sustainable area within the heart of Manchester City Centre, there is a clear opportunity to make more efficient use of the Site.

- 5.4. A key spatial planning principle within the development plan is the emphasis on the creation of neighbourhoods of choice. This can be through a rich diversity of offer including economic and commercial development and the provision of high-quality accommodation for all housing needs in the city. The Proposed Development will deliver sustainable economic growth, through the provision of high-quality student accommodation within an area well served by public transport and has been designed to promote walking and cycling usage. The Proposed Development will see one of the last vacant and under-utilised brownfield plots within the FSDF transformed to a well-considered and high-quality development that will make a positive contribution to growth of the City Centre and the Regional economy.

- 5.5. The Site currently provides little by way of urban greening, landscaping or biodiversity, and there is an opportunity to enhance permeability through Plot 11, and improve connectivity between Hulme and the City Centre, as well as across the First Street area.
- 5.6. The Site is located within the FSDF area and has been identified as a pivotal development site that will help to meet the regeneration ambitions sought by MCC within this part of the City Centre. The Site falls within the FSS character area, which is signposted for high-quality residential uses.
- 5.7. The proposed PBSA use is therefore highly suitable for this location and will directly support the regeneration ambitions set out by the FSDF.
- 5.8. The Proposed Development is anticipated to generate 273 full-time equivalent (FTE) per annum jobs during the construction phase, contributing c.£32m GVA to the economy. Once operational, the Proposed Development is anticipated to support 41 FTE jobs on and off-site and contribute c.£3.6m GVA to the local economy. The Applicant is committed to entering into local labour agreements with MCC to ensure the jobs created are for the people of Manchester.
- 5.9. Core Strategy Policy H12 sets out the City Council's policy on new PBSA development in the city. It states that, *"Priority will be given to schemes which are part of the universities' redevelopment plans or which are being progressed in partnership with the universities, and which clearly meet Manchester City Council's regeneration priorities"*. As highlighted within **Appendix 2**, MMU is supportive of the proposed development and are willing to enter into a Nominations Agreement, subject to the delivery of 20% affordable bedspaces.
- 5.10. Policy H12 also states that, *"the provision of new purpose-built student accommodation will be supported where the development satisfies the criteria below."* These criteria are reproduced and considered in detail below:

Proximity to Universities

- 5.11. This criteria states that sites should be in close proximity to the University campuses or to a high frequency public transport route which passes this area.
- 5.12. This need for well-located PBSA has been further established by the Economic Scrutiny Committee, which met on the 23 May 2023 to discuss issues that have arisen since the December 2020 Report; and agree a pipeline of schemes to address the projected shortfall of accommodation up to 2030.
- 5.13. The report demonstrates that there is a need for additional Purpose-Built Student Accommodation (PBSA) in Manchester, but it must be provided in appropriate locations in accordance with Policy H12. Recent appeal decisions have questioned whether the Council can meet the future demand within close proximity to the HEI's. Whilst the Council have identified a pipeline of potential PBSA sites, this list is not exhaustive and there is no guarantee that all of these sites will be brought forward. The Site is located in close proximity to a number of higher education institutions and provides a strong opportunity to deliver much needed student accommodation within the right location.
- 5.14. It should also be noted that in considering the Fusion Planning Appeal³, the Inspector concluded that:
*"CS policy H12 requires PBSA schemes to be in close proximity to the university campuses or to a high frequency public transport route which passes this area. The MU and MMU campuses are, mostly, to the south of the Mancunian Way and to the west of Oxford Road, the main road out of the city centre to the south. In the supporting text to policy H12 it is stated that "In this context "close proximity" means within 500m which is defined in Planning Policy Statement 4 as being within easy walking distance in terms of access to office development". **Supporting text is not policy and Planning Policy Statement 4 was withdrawn** many years ago. Furthermore, walking distance to office development is an entirely different matter to walking distances to university campuses. **The 500m distance referred to in the supporting text can be disregarded**" [our emphasis].*
- 5.15. The Appeal Decision goes on to set out that in their view 'close proximity' means within easy access and that it would not be unreasonable for an able-bodied student to walk 25-minutes from their accommodation to university campuses.
- 5.16. The Site is in close proximity to the university campuses (see **Figure 3.1 in Section 3**), being:

³ Appeal Ref. APP/B4215/W/21/3287525 (Land at Deansgate South, Manchester, M3 4LB)

- Circa 2 minutes' walk from the new MMU Science and Engineering Faculty Building under construction at the foot for Cambridge Street, and under 9 minutes' walk from the wider campus.
- Circa 9 minutes' walk from the University of Manchester ('UoM') campus.
- Bus routes run along Cambridge Street and Oxford Road.

5.17. The Site is also highly accessible by bike; it is adjacent to a 'beeway' as part of Manchester's bee network and includes a cycle drop off zone as part of the Manchester Cycle Hire scheme.

5.18. Accordingly, and for these reasons, the Proposed Development therefore unequivocally satisfies this H12 policy criterion.

Low and Zero Carbon Decentralised Energy Infrastructure

5.19. This criteria states that 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 of the Core Strategy.

5.20. The Proposed Development is located within the Regional Centre and the Oxford Road Corridor. An Energy Strategy for Block C has been submitted alongside this application and discussed below, alongside commentary on policies EN4, EN5 and EN6 of the Core Strategy, to demonstrate compliance with this criterion. As described in further detail in this section, the Proposed Development is in accordance with local and national policy and guidance requirements regarding low and zero carbon energy.

Appropriate Densities

5.21. This criteria states that 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.

5.22. The Proposed Development aims to make efficient use of this brownfield site. It has been carefully designed and considered in order to ensure it is compatible with the existing developments and initiatives in the area, including that of the innovation district and higher-education agglomeration within the Oxford Road Corridor. As highlighted in the FSDF, development within FSS should consist of a mixture of lower, medium and taller buildings having consideration for good levels of daylight and sunlight and maintaining glimpsed views between the buildings whilst also providing visual interest in this immediate skyline. At ground plus 28 storeys the revised proposals for Block C will provide a slenderer yet more striking visual marker to First Street to those viewing from the Mancunian Way and to the south. The proposed density is therefore considered to be appropriate for this Site.

5.23. The design of the architecture takes into consideration both the context of the broader city as well as the immediate local surroundings. This design ethos is consistent with the rest of Plot 11. If Block C's tower typology is replaced with a different design, it would disrupt the relationship between all the blocks. Therefore, the Western edge of the site has two tower typologies that act as a gateway into the city centre, facing the Medlock Street roundabout. Blocks A&B are designed with stepped forms so that they can relate better towards Oxford Road. The revised Block C proposal is a better composition as it addresses the site's gateway condition from both a vehicle entry point and a new crossing, marking the axis along Newcastle Street. The building height will complement the ambitions for the 'Southern Gateway' by helping to maintain the 'high edge' to the south of the City Centre, effectively capturing a gateway route into the City Centre.

5.24. The orientation of Block C that has been proposed allows for several benefits, including a net increase in the overall size of the public park, which is greater than the increase allowed under the 2021 Planning Permission (an additional 220 square meters). Additionally, the proposed orientation enables the creation of a more functional and usable layout, and there will be an increase in the total number of trees from 33 to 38.

5.25. The Site's location within the Oxford Road Corridor places it in within easy walking distance of a variety of services and local amenities including retail units, healthcare services, and leisure activities. There are multiple shops located within a 5-minute walking radius including a 'Budget Store' convenience store to the southeast and a Sainsburys to the north. Medical facilities are also conveniently located with Manor Pharmacy and

Cornbrook Medical practise located within a 10-minute walking distance; however, it is expected students will primarily make use of the medical facilities offered to them by the nearby universities.

- 5.26. The Proposed Development will not give rise to an increase in on-street parking. Downing is highly experienced with the development and operation of student residential developments which are predominantly car free schemes. The Applicant's experience across their portfolio is that there is very little demand for car parking, especially where sites are centrally located with amenities and the university campuses. The accompanying Transport Statement, prepared by Sanderson Associates includes an analysis of car-free PBSA schemes owned and managed by Downing across the country, to ascertain and validate these statements.
- 5.27. All students taking up accommodation will be informed of the car parking limitations and restrictions in place in the vicinity of the site. This information will be provided as part of the travel information pack sent to each student before the start of the academic year together with details of the sustainable travel opportunities for arrivals and departures.
- 5.28. Students will be further encouraged to use sustainable transport modes under a communication strategy agreed as part of the Travel Plan and Student Management Strategy, and by the implementation of a "*free to hire*" cycle scheme, and provision of secure cycle storage.
- 5.29. As highlighted within Paragraph 6.5, the Site is located in close proximity to MMU and UoM campus', including their academic premises and support facilities. This proximity promotes walking as the main means of transportation.
- 5.30. Accordingly, for the above reasons, the Proposed Development therefore clearly satisfies this policy H12 criterion.

Placemaking and Regeneration

- 5.31. This criteria states that proposals that can demonstrate a positive regeneration impact in their own right will be given preference over other schemes. This can be demonstrated for example through impact assessments on district centres and the wider area. It states that proposals should contribute to providing a mix of uses and support district and local centres, in line with relevant Strategic Regeneration Frameworks, local plans and other masterplans as student accommodation should closely integrate with existing neighbourhoods to contribute in a positive way to their vibrancy without increasing pressure on existing neighbourhood services to the detriment of existing residents.
- 5.32. The FSDF explains how proposed development activity in each of the FSN, FSC, FSS and the Creative Ribbon, when combined with a site wide public realm and accessibility/movement strategy, will deliver a comprehensive redevelopment and a fully integrated new City Centre neighbourhood. The FSDF notes the importance of the significant new connection between the city centre and Hulme, facilitated through the emerging proposals for Plots 9,10 & 11. The Oxford Road Corridor Strategic Spatial Framework also details the benefits that development should bring, including enhanced pedestrian routes, retail and leisure opportunities and public realm.
- 5.33. A key component of the consented scheme for Plot 11 is the design and delivery of the public realm and private landscaped terraces. As a piece of urban realm that knits into the new strategy for the connections to and from Hulme, it was essential that the landscape strategy provided something more than just the routes through the Site. This is why the proposals for Block C incorporate significant amendments (and improvements) to the size and orientation of the proposed park. By reorientating Block C, a more functional larger space, has been created which can be enjoyed by local residents and the people of Manchester. The public spaces at ground floor are all overlooked by stepped terraces at L01 which provide private amenity space for residents to use.
- 5.34. It should be noted that revised proposals for Block C are integral in ensuring that the north to south route currently being constructed pursuant to the extant planning permission extends all the way to Hulme. Revised proposals also provide an opportunity to maximise greening and planting along this area of Newcastle Street.
- 5.35. The FSDF also highlights the need to provide a diverse housing provision. For the residents within the building the Proposed Development provides local amenity to students in forms of spaces for co-working, breakout spaces and gyms - helping to meet the demands of the student population largely within the building itself. It will not dilute the overall commercial-led nature of the area and will contribute to a vibrant destination in this part of the city. In addition, the students accommodated here are anticipated to deliver an annual net additional

expenditure of £3.2m for the local area. This should also be seen in the wider context of the proposals supporting the universities who make a significant economic contribution both to the Manchester economy, as well as the national economy.

- 5.36. In summary, the Proposed Development seeks to ensure that the regeneration ambitions for FSS are realised. The Proposed Development will provide a larger, more functional public park; deliver a key north to south pedestrian route (connecting Hulme to the city centre) and provide a visual marker to the entry point of the FSDF area. These are all fundamental regenerations ambitions for the area delivered by the Proposed Development.
- 5.37. As such, for the reasons set out above, the Proposed Development is considered to meet the strategic regeneration objectives for the area and therefore satisfies this H12 policy criterion.

Safety and Security

- 5.38. This criteria states that proposals should be designed to be safe and secure for their users and avoid causing an increase in crime in the surrounding area. Consideration needs to be given to how Proposed Developments could assist in improving the safety of the surrounding area in terms of increased informal surveillance or other measures to contribute to crime prevention.
- 5.39. Safety and security of users is central to the design of the Proposed Development. The Site is currently underutilised as a construction compound. Extensive lighting will be implemented throughout this development as well as CCTV cameras leading to improvement of safety and security in the wider neighbourhood. Pre-application discussions were undertaken with Greater Manchester Police, and which have fed into the production of the Crime Impact Statement which accompanies this Application. The intention is that the PBSA building would achieve Secure by Design accreditation prior to first occupation of the development.
- 5.40. Accordingly, it is considered that the Proposed Development therefore satisfies this H12 policy criterion.

Neighbourhood amenity

- 5.41. This criteria states that 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 of this policy criterion, it is stated, is to ensure that there is no unacceptable effect on residential amenity in the surrounding area through increased noise, disturbance or impact on the street scene either from the Proposed Development itself or when combined with existing accommodation.
- 5.42. The proposed design and layout has undergone an extensive design development process, as set out in the Design and Access Statement.
- 5.43. A full Environmental Statement has been produced that considers any relevant potential likely significant environmental effects to the existing neighbouring uses. This includes a robust noise assessment having been undertaken. This noise assessment concludes that during the operation of the Proposed Development, plant noise is anticipated to have a negligible effect on the nearest residential receptors after taking account of appropriate design mitigation (i.e., selecting appropriate locations, specifications, screening and/or attenuation of building services plant). Furthermore, the Application is also supported by a detailed management strategy prepared by Downing, in line with their successful management of their wider PBSA portfolio. This includes a number of measures including 24-hr on site staff presence who will manage any potential disturbances arising within the building. Further detail is provided within this Section under the sub-heading 'Operational Management Strategy'.
- 5.44. Accordingly, it is considered that the Proposed Development therefore satisfies this H12 policy criterion.

Historic Environment

- 5.45. This criteria states that where appropriate proposals should contribute to the re-use of Listed Buildings and other buildings with a particular heritage value.
- 5.46. The site is vacant and does not contain any heritage assets. Impacts on the setting and significance of heritage assets in the surroundings of the Proposed Development have been assessed and considered within the Heritage Statement and within this Section of the Planning Statement.

5.47. Accordingly, it is considered that the Proposed Development therefore satisfies this H12 policy criterion.

Waste Management

5.48. This criteria states that consideration should be given to provision and management of waste disposal facilities, which will ensure that waste is disposed of in accordance with the waste hierarchy set out in Policy EN 19 of the Core Strategy, within the development at an early stage.

5.49. A Waste & Servicing Strategy Report has been produced by SLR in support of this Application. It has set out the likely waste generation and associated refuse storage provision in line with Manchester's GD 04 Waste Storage and Collection Guidance for New Developments⁴. A recycling strategy is also incorporated within the Waste & Servicing Strategy Report which demonstrates that sufficient servicing provision will be provided

5.50. The Waste & Servicing Strategy Report concludes that the refuse storage, waste management and collection proposed is appropriate for this scale of development and that waste collection can be undertaken in an efficient manner.

5.51. Accordingly, it is considered that the Proposed Development therefore satisfies this H12 policy criterion.

Demand for Student Accommodation

5.52. This criteria states that 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.

5.53. The 2019 Executive Committee Report highlights the competition for accommodation between students and working households in some areas of the city centre. The availability of premium flats in central locations to shared units in more entry-level areas caters to students at all price points. Anecdotal evidence suggests that many landlords prefer student occupants due to commercial incentives, which drive up rents and affect affordability. Although rents are not growing rapidly as they did in the past, rental inflation has surged in some of the popular student neighbourhoods due to the lack of supply in both mainstream stock and PBSA.

5.54. The rising demand for accommodation by both working households and students is leading to intense competition. While students pay among the highest and the lowest rents in the city centre, the situation is worst for those paying the highest rents in premium student areas. The 2019 Executive Committee Report proposes that the issues associated with students living in cheaper locations could only be addressed if competitively priced new build PBSA products become available. Without new alternatives, there is a risk that the flow of domestic students moving out of south Manchester will slow, and students will have limited options but to compete with working households for accommodation in mainstream markets.

5.55. MMU is fully supportive of the Proposed Development, as set out in their letter of support included at **Appendix 2** of this Statement. The University sets out that there is a shortfall of bedspaces, and that First Street is ideally located to meet this need. Furthermore, the University also recognises the market demand for the PBSA product, which will help fit into the University's residential strategy. In addition, subject to obtaining planning permission, and delivering 20% affordable bedspaces, MMU has confirmed that they would seek to enter into a nominations agreement with Downing covering the next five years.

5.56. Accordingly, it is considered that this policy criterion is satisfied.

Deliverability

5.57. This criteria states that applicants / developers must demonstrate to the Council that their proposals for PBSA are deliverable.

5.58. The Applicant has a strong track record of delivery, including in Manchester with 20 schemes and over 8,000 bedspaces completed and operating successfully across the country. They are fully committed to bringing forward the site with a target opening year of the 2026/27 academic year. The Applicant has their own development and construction arm which will construct Block C, subject to planning approval. Downing

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https://www.manchester.gov.uk/download/downloads/id/29119/gd04_waste_storage_and_collection_guidance_for_new_developments_v7_sept_2023.pdf

Construction have reviewed the proposals during the design stage and have provided a Construction Management Plan to support the planning application (Chapter 3 of the ES).

5.59. Downing has an unparalleled track record for delivering large and complex schemes across Manchester city centre.

5.60. The Proposed Development therefore satisfies this criterion.

Summary

5.61. For the reasons set out above, the Proposed Development clearly and demonstrably meets all the policy requirements of Policy H12.

5.62. Regard has also been given to the contents of the MCC Executive Report '*Consideration of Policy H12: Purpose Built Student Accommodation Within the Changing Market Context*' (November 2019) and subsequent December 2020 Report that establishes these papers as relevant material considerations in the determination of planning applications. These relevant contents have been summarised below and applied to the Proposed Development:

Proposed Revision to Policy H12	Response
Supports the longer-term regeneration and growth objectives of MCC and its partners.	As set out above, the Proposed Development supports MCC's regeneration and growth objectives.
Facilitates the delivery of relevant regeneration frameworks and ensures the right balance of residential uses alongside commercial and educational growth.	The Site will contribute to the ongoing evolution of First Street South and Oxford Road Corridor. The PBSA use will complement the commercial development within First Street and contribute to diverse residential uses within the Corridor. It should be noted that the Proposed Development will not impact upon the amount of commercial floorspace being delivered at Plot 11, as it seeks to replace one form of residential development (co-living) with another (PBSA).
Creates a new and diverse PBSA pipeline in the right places, close to university facilities, in the broad Oxford Road Corridor area. In addition, appropriate density of student accommodation will be essential to deliver the level of new high-quality accommodation needed within the context of scarce land availability both in the Oxford Road Corridor area and the wider city centre	The Site is located in the Oxford Road Corridor and is within close proximity to higher education facilities, as well as broader amenity offers of both the Corridor and the City Centre. The Proposed Development aims to make efficient use of the brownfield land, at the right density envisioned in the SDF, which has been carefully designed to make a notable contribution in addressing the shortfall of PBSA.
Creates a PBSA pipeline that includes an affordable element accessible to less affluent undergraduate occupiers and provides facilities that contribute to high levels of student well-being and pastoral care.	The Proposed Development includes 20% affordable bedspaces that will be operated for MMU under a nomination agreement proposed to be entered into with MMU.
Improves the overall quality of PBSA and increases the well managed entry level PBSA market in order to both improve the student experience and reduce demand in the mainstream lettings market.	The Proposed Development will provide high-quality PBSA that borrows the best bits of build to rent (i.e. size, amenities, quality etc.) and places these within the well-managed wrap-around student care that Downing offers. The Proposed Development will therefore contribute to the identified shortage of high-quality PBSA and reduce demand on mainstream lettings. 20% of the bedspaces will be set at an affordable price-point as part of MMU's wider portfolio.
Improve the management of neighbourhoods. PBSA should consider the welfare and wellbeing of students as a major factor, in both design and management.	Downing are a highly experienced PBSA operator with a number of highly successful schemes across the UK. Downing's PBSA brand includes 20 schemes covering over 8,000 bedspaces across the country, both of which marries the top-class amenities such as co-study suites, gyms and

Proposed Revision to Policy H12	Response
	private dining rooms with outstanding resident focussed services supporting wellbeing, community, and future careers.
Contributes to net zero carbon objectives.	The Proposed Development has been designed to exceed MCC's Core Strategy targets and is targeting BREEAM 'Very Good'.

Scale, Massing and Density

Relevant policies, material considerations and guidance:

- **Planning Policy:**
 - Core Strategy Policy CC6 – City Centre High Density Development
 - Core Strategy Policy CC9 – Design and Heritage
 - Core Strategy Policy EN2 – Tall Buildings (see Section 6)
 - Saved UDP Policy DM1 – Development Management
- **Material Considerations and Guidance:**
 - MCC Guide to Development
 - FSDF – First Street Central
 - NPPF Chapter 12 – Achieving well-designed places.
 - National Planning Practice Guidance: Design, Process and Tools

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- 5.63. The scale, massing and density of the Proposed Development directly addresses relevant policy and guidance, and the vision and objectives of the endorsed FSDF.
- 5.64. The Proposed Development seeks to maximise the efficiency of the site and will make use of an underutilised and strategically well-located brownfield site.
- 5.65. Policy CC6 states that City Centre development will generally be high-density. It is a location where land should be used to maximise its efficiency. The appropriate scale, massing and height of development in the city centre will significantly exceed what is appropriate elsewhere in the city. In terms of the environment, it is vital that the city centre is a focus for activity as this presents the greatest opportunities to reduce car use due to the availability of public transport alternatives. City centre land is also a limited resource, and it is essential that development is managed to make the most efficient use of it possible.
- 5.66. The 2018 SDF states that First Street South will consist of a mixture of lower, medium and taller buildings. It goes on to state that the massing of buildings within FSS should be varied to provide visual interest to streets and to the skyline of the development as a whole. This vision aligns with construction commencing on Downing's co-living development on the other plots within Plot 11, which delivers a mixture of density and height of development, rising to 45 residential storeys at its tallest point at the junction of Hulme Street and Medlock Street and stepping down to 10 residential storeys towards the Hulme Street and Wilmott St junction. The revised proposals seek to increase the height from the approved 10 storey tower at Block C to Ground plus 28 storeys (+ ground) which will step down from the taller tower to the north (sat at 45 storeys) down to the 10 storey Blocks to the north west providing a more striking and varied skyline whilst making a more effective use of land.
- 5.67. The scale and massing of the buildings were interrogated in depth during pre-application discussions with MCC. As part of this process a detailed series of massing iterations were presented to ensure that the proposed scale and massing responded to the surrounding context. As part of this, the Proposed Development underwent detailed assessment to ensure the massing was appropriate for its context, resulting in a significantly smaller massing than that envisioned in the SDF.

- 5.68. The building height will complement the ambitions for the 'Southern Gateway' by helping to maintain the 'high edge' to the south of the City Centre, effectively capturing a gateway route into the City Centre. It will complement the emerging tall buildings in the area including Plot 11 at First Street which is under construction, and the consented development of 11 storey and 14 storey office buildings at 'One City Road'.
- 5.69. In addition, the proposed density will also help to maximise the highly sustainable nature of the Site due to its excellent pedestrian, cycle and public transport connectivity. The Proposed Development will make efficient use of brownfield land and deliver much needed student accommodation within a highly accessible location to Manchester's main universities.
- 5.70. The Proposed Development has undergone extensive assessment and analysis, including daylight and sunlight, wind microclimate, heritage, and townscape and visual impact assessment. These have all informed the design development of the Proposed Development and are discussed in the Tall Building Statement which is provided in Section 6 of this Statement.
- 5.71. On the basis of the above, the Proposed Development is in accordance with relevant policies and the proposals for a tall building on the site are considered suitable.

Design and Appearance

Relevant policies, material considerations and guidance:

- **Policies**
 - Core Strategy Policy SP1 – Spatial Principles
 - Core Strategy Policy CC9 – Design and Heritage
 - Core Strategy Policy EN1 - Design Principles and Strategic Character Areas
 - Core Strategy Policy EN2 – Tall Buildings (See Section 6)
 - Saved UDP Policy DM1 – Development Management
- **Material Considerations and Guidance**
 - Manchester Guide to Development SPD
 - FSDF – First Street Central
 - NPPF Chapter 11 – Making effective use of land.
 - NPPF Chapter 12 – Achieving well-designed places.

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- 5.72. The design and appearance of the Proposed Development is discussed in Section 3 of this Statement, as well as within the Design and Access Statement.
- 5.73. Through design development, the design and appearance have been tested and refined so that the buildings maximise the development potential and provides a high-quality addition to Manchester's built environment. As a result, the architecture of the Proposed Development is of the highest quality in both an aesthetic context and in a functional capacity. It will contribute to the emerging high-quality architecture at First Street and the 'family' of buildings in FSS, as well as the emerging context of Plot 9 and 10 of FSC. Overall, the Proposed Development will be one of the last plots within First Street South and help to knit together First Street as a destination characterised by high-quality architecture and a distinct sense of place.
- 5.74. Simpson Haugh's emerging design for the building draws from the surrounding architectural context. The proposed facade mirrors that of the emerging consented scheme. The proposed facade for Block C utilises two different facade types to provide visual contrast or continuity dependent on the orientation in a similar way to Block D which has a dark facade onto Medlock Street.
- 5.75. As part of the process of formulating the proposals, the building's impact on key views has been carefully considered through a Townscape and Visual Impact Assessment, included in Chapter 12 of the Environmental Statement, undertaken by OPEN and a standalone Heritage Assessment prepared by Deloitte. As discussed below, there are no significant impacts in relation to Heritage and Townscape.

Inclusive Design

Relevant policies, material considerations and guidance:

- **Policies**
 - Core Strategy Policy CC10 – Places for Everyone
 - **Material Considerations and Guidance**
 - Design for Access 2
 - Manchester Guide to Development SPD
 - NPPF Section 12 - Achieving well-designed places.
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- 5.76. An Access Statement is provided within the Design and Access Statement which accompanies this application. In summary, the building is designed to be inclusive in terms of access with step-free, level access and wide entrances and Equality Act compliant lifts on all floors. The design of the ground floor has been developed to provide a simple and clear layout which is easy to use. The proposed accommodation is designed to the highest quality and will be easy to navigate and accessible by users with mobility, hearing and visual impairments.
- 5.77. The public realm has been designed to provide a continuation of the existing First Street masterplan public realm, extending First Street itself and providing new connections between FSN to FSS whilst also improving the environment along Newcastle Street.
- 5.78. The design of the development has been developed with an inclusive approach to allow easy, safe and secure access to all areas of the landscape and building. As part of the process the design team have given due regard to Equality Act, Building Regulations and MCC's Design for Access 2 considerations. In this regard, the following key measures have been taken:
- Entrances are flush and step free. Internally, the main entrances lead directly to the circulation core, which provides access to all floor levels. Each level is served by lift and stair core containing either three passenger lifts or two stairs.
 - Pedestrian routes within the site will be even and slip resistant, these routes will connect with the entrance points to the building with flush level access.
 - The proposals will deliver 555 student bed spaces split between Cluster Bedrooms (43.4%) and Studios (56.6%). 1% of units will be suitable for those with accessibility needs, will be fitted out from the outset (6no. units (3no. studio and 3no. cluster rooms). 5% of the total bedspaces will be M4 (2) adaptable to be tailored to specific needs as and when requested.
 - There are 2 dedicated accessible parking spaces provided as well as 28 in the First Street Q-Park multi-storey car park. In addition to this, there are 2 on-street parking bays where disabled drivers can park without payment or limit on the northern side of River Street between Medlock Street and James Grigor Square.
- 5.79. Further details of the accessibility provisions of the Proposed Development can be found within the Design and Access Statement prepared by Simpson Haugh.

Climate Change, Sustainability and Energy Efficiency

Relevant policies, material considerations and guidance:

- **Planning Policy:**
 - Core Strategy Policy EN4 – Reducing carbon emissions by enabling low and zero carbon development.
 - Core Strategy Policy EN5 – Strategic areas for low and zero carbon decentralised energy infrastructure.
 - Core Strategy Policy EN6 – Target framework for CO² reductions from low or zero carbon energy supplies
 - Core Strategy Policy EN8 – Adaptation to climate change
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Relevant policies, material considerations and guidance:

- Core Strategy Policy EN9 – Green Infrastructure

- **Material Considerations and Guidance:**

- MCC Guide to Development
 - NPPF
 - Paragraph 152
 - Paragraph 157
 - Manchester Zero Carbon Framework
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- 5.80. The sustainability credentials of Block C have been central to the design from the outset. Initial design development was undertaken with full input from the appointed consultant, Abacus, to ensure a design focussed approach to the Energy Strategy of the building.
- 5.81. The strategy has sought to reduce the carbon emissions for the building using a lean, mean, green approach in order to support MCC's declaration of a Climate Emergency and associated Zero Carbon Strategies and maximise opportunities to reduce the energy consumption of the building from initial design stages through to occupation. The proposals presented also support the governments and local authority's policy on phasing out fossil fuels and as the grid decarbonises further and will offer more carbon reduction towards net zero carbon.
- 5.82. A number of passive design measures are to be implemented including optimising the thermal performance of the building envelope beyond the minimum U value and air infiltration standards set out in Part L of the Building Regulations. Key proposed energy efficient building services systems include LED lighting installations, heat recovery and low energy mechanical ventilation systems.
- 5.83. Energy efficiency measures have been incorporated into the design to meet the demand of the Proposed Development, these being:
- **High performance thermal insulation** will ensure low U-values for all heat loss elements and will minimise heat loss through the building's thermal envelope;
 - **Thermally efficient, 'A' rated, double glazed windows** will be specified with argon gas fill and low emissivity coatings to limit heat loss through the pane. Thermal breaks will be incorporated within the frames of the vision panels to further limit heat loss. The glazing g value will be specified to optimise beneficial solar gains but limit the propensity for the building to overheat;
 - **Low air tightness** (design air permeability targeting 5.00m3/hm2) will minimise uncontrolled ventilation. This will reduce heat losses and provide high levels of occupant comfort;
- 5.84. The mechanical and electrical specification will provide the following benefits:
- **Low energy and LED lighting** - will be specified in order to maximise operational efficiencies and lifespan of the fittings. LEDs operate with an estimated energy efficiency of up to 90% when compared to traditional lighting and conventional light bulbs. This means that about c.90% of the electrical energy is converted to light, rather than wasted heat as in conventional bulbs.
 - **VRF heat pumps** - Air Source Heat Pumps (space heating) are a low carbon solution that are ideal for non-residential spaces. They are a highly efficient method of producing heat as ASHPs collect low-grade heat from the air to supply useful heat for space heating requirements by applying additional energy input (in the form of electricity).
 - **Mechanical Verification Heat Recovery (MVHR)** - systems will be specified to maintain a healthy living environment and further reduce the heat losses and the energy demand of each zone. The proposed MVHR system can recover heat from the extracted stale air from the rooms by using a counter flow heat exchanger which 'pre-heats' cool incoming, fresh air. The outgoing and incoming air pass next to each other, but do not mix.
 - **Intermittent Extract Ventilation** will be specified in the units, which will draw moisture laden, stale air out of the rooms and maintain a healthy living environment.

- 5.85. Preliminary energy performance calculations have been undertaken utilising government approved software to verify the Building Regulations Part L Vol 1 compliance of the proposed strategy and indicate the impact of the incorporation of the energy saving measures. The Part L 2021 regulations generally require a 27% reduction over Part L2a 2013 CO2 emissions targets for non-domestic buildings and Part L 2013 implemented an improvement of 9% over Building Regs Part L 2010 targets. The proposed development has the potential to secure a minimum carbon dioxide reduction rate of 40.07% relative to the current Part L (2021) compliance criteria, thereby significantly improving upon the 2010 Part L requirements and Core Strategy EN6.
- 5.86. The Applicant has targeted a BREEAM rating as a 'Very Good', compliant with MCC's local standards for this type of development. In its current form and with the proposed systems and installations, the building's energy consumption suggests that this rating is achievable.
- 5.87. An Energy Statement and Environmental Standards Statement have been submitted as part of the application which sets out the planned energy reduction measures for the Proposed Development and how the development exceeds the requirements of Policy EN4 and EN6.
- 5.88. An assessment of the Proposed Development in respect of Climate Change was undertaken by Cundall, forming Chapter 7 of the ES. This ES Chapter demonstrates how the Proposed Development in design, as far as reasonably practicable, minimises green house gas GHG emissions throughout the life cycle of the development climate change, maximises the potential for adaptation to climate change in the future, and minimises the risk of loss of operational performance due to the impacts of climate change on interdependent infrastructure.

Heritage and Archaeology

Relevant policies, material considerations and guidance:

- **Policies:**
 - Planning (Listed Building and Conservation Areas) Act 1990 – Section 66
 - Core Strategy Policy EN3 – Heritage
 - Core Strategy Policy DM1 – Development Management
 - Policy CC9 – Design and Heritage
 - Saved UDP Policy DC20 – Archaeology
- **Material Considerations and Guidance:**
 - NPPF:
 - Chapter 16
 - Section 66 Planning (Listed Buildings and Conservation Areas) Act 1990

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

Below Ground Heritage

- 5.90. As part of the implementation for the 2016 Planning Permission the pre-commencement conditions attached to the permission were discharged, including Condition 25. Condition 25 is worded as follows, "The applicant or their agents or their successors in title will secure the implementation of a programme of archaeological works. The works are to be undertaken in accordance with a Written Scheme of Investigation (WSI) submitted to and approved in writing by the local planning authority".
- 5.91. A WSI and an Assessment of Archaeological Excavation was undertaken by Pre-Construct Archaeology and submitted to discharge the condition, as found in Appendix 3. On 16 August 2018, Manchester City Council confirmed that the condition had been fully discharged.
- 5.92. GMAAS have confirmed via written correspondence to the case officer on 7 November 2019 that archaeological interest in the site has therefore been removed by these previous archaeological investigations and that no further archaeological works are required at the Site.

Built Heritage

- 5.93. A Heritage Statement has been prepared by Deloitte as part of this application. This document assesses the significance of the designated heritage assets which have the potential to be affected by the Proposed Development.
- 5.94. A range of key heritage views were considered in association with the TVIA consultants, OPEN. The views were carefully considered to ensure they consider not just the setting of the heritage asset and Proposed Development, but also the broader historic context. Following a search of the Historic Environment Record, several non-designated assets were identified, however, all are below-ground and have therefore been discounted from this report which examines built heritage only. A total of 4 viewpoints have been used to assess the impacts on the setting and significance of the heritage assets. These viewpoints can be viewed within Section 4 of the Heritage Statement.
- 5.95. As well as assessing the potential heritage impacts of the Proposed Development it is also important to understand the setting of each heritage asset and identify whether there is any potential for the setting and significance of the heritage asset to be impacted. This is important in relation to 'The Setting of Heritage Assets: Historic Environment Good Practice Advice in Planning Note 3 (Second Edition)' by Historic England which states *"setting is not itself a heritage asset, nor a heritage designation, although land comprising a setting may itself be designated. Its importance lies in what it contributes to the significance of the heritage asset or to the ability to appreciate that significance"*.
- 5.96. Where there was absolutely no impact to its setting and significance, and the Proposed Development cannot be viewed or understood at the same time, (tangibly or intangibly), heritage assets were discounted from further assessment.
- 5.97. From this analysis, 4 heritage assets were scoped into the assessment while 2 assets were scoped out. A detailed list of these assets can be found in the Heritage Statement.
- 5.98. The Site itself, in its current form, was demonstrated within the Heritage Statement to be making a neutral contribution to the setting of all four assessed heritage assets in scope of the assessment.
- 5.99. The Proposed Development has been designed to carefully respond its heritage setting. As set out in this Statement and the Design and Access Statement, very careful consideration has been given to the scale and massing of the proposals as well as the appearance and materiality.
- 5.100. Overall, the Heritage Statement sets out that the Proposed Development will result in no impacts to the heritage assets. The Proposed Development will not cause any harm identified heritage assets and as such Paragraph 202 of the NPPF is not triggered.
- 5.101. Overall, therefore the Heritage Statement found that the Proposed Development accords with the relevant statutory duties and national and local policy. A more detailed breakdown of the impacts of the Proposed Development on built heritage can be found in the Heritage Statement.

Public Space, Permeability and Public Facilities

Relevant policies, material considerations and guidance:

- **Policies:**
 - Core Strategy Policy EN11 – Quantity of open space, sport and recreation
 - Core Strategy Policy EN12 – Area priorities for open space, sport and recreation
 - **Material Considerations and Guidance:**
 - Manchester Guide to Development SPD
 - NPPF Section 12 - Achieving well-designed places.
 - NPPF Section 8 – Promoting healthy and safe communities.
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- 5.102. The wider Landscape concept for the original Plot 11 masterplan was to create a 'green wedge' rising from Medlock Street and Princess Parkway, with a series of residential buildings clustered around this public green. The Block C proposals develop this concept and provide a finer grain of detail and functionality to the green wedge.
- 5.103. Running through the heart of the development, a public park will be created which feeds into the adjacent public realm. This space will create areas for socialising, sustainable drainage and biodiversity.
- 5.104. The development of Newcastle Street as a primary north to south pedestrian and cycle corridor is a key spatial concept for the wider masterplan and these proposals continue this concept and materiality.
- 5.105. As a key space within the heart of the development a detailed concept was developed for The Park area of the Proposed Development to create a distinctive character to the space that also feeds into the site wide strategy.
- 5.106. Organic planting, wildflower meadows, meandering footpaths and woodland glade spaces informed by the green infrastructure on adjacent Medlock way and Princess Parkway transition to a formal urban square leading into the core of the Plot 11 First Street development.
- 5.107. An area of green open space is retained and enhanced at the southern end of Newcastle Street. This, along with the extended public realm, form an open and attractive arrival space for pedestrians and cyclists crossing beneath the Mancunian Way from Hulme. New tree planting is proposed here alongside the retention of an existing mature tree.
- 5.108. At first floor level the terraced podium landscape provides amenity for residents and contribute visually to the surrounding streetscape. Residents of the building will have access to a shared space catering for a variety of uses including communal events, external working, eating and socialising.
- 5.109. The reorientation of Block C allows for an overall net increase in the size of the public park (220 sq. m), and also the creation of a more functional and usable layout as well as an increase of total number of trees from 33 to 38.
- 5.110. Overall, the landscaping statement concludes that the Proposed Development is in accordance with relevant national and local policy. A more detailed breakdown of the impacts of the Proposed Development on landscaping can be found in the Landscape Design and Access Statement and accompanying drawings.

Ecology and Arboriculture

Relevant policies, material considerations and guidance:

- **Policies:**
 - Core Strategy Policy EN9 – Green Infrastructure
 - Core Strategy Policy EN15 – Biodiversity and Geological Conservation
 - Environment Act 2021
- **Material Considerations and Guidance:**
 - Manchester Green and Blue Infrastructure Strategy
 - NPPF Section 15 (paragraphs 170 to 183)
 - Places for Everyone Policy GM-G 2 Green Infrastructure Network
 - Places for Everyone Policy GM-G 8 Standards for a Greener Manchester
 - Places for Everyone Policy GM-G 9 A New Enhancement of Biodiversity and Geodiversity

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- 5.111. An Ecological Assessment has been undertaken by Penny Anderson Associates and is submitted as part of this Application. The aim of this report is to provide an up-to-date assessment of the ecological features on the Site, identify any ecological constraints relevant to the Proposed Development and make recommendations on further survey work and/or mitigation where necessary.
- 5.112. The Site contains no statutory nature conservation sites, none are within 2km of the site and those situated further afield are considered unlikely to be impacted by the Proposed Development. The habitats and plant

species recorded within the Site are widespread and common throughout Greater Manchester and the UK. None of the plant species recorded within the Site are either Nationally Scarce or Nationally Rare.

- 5.113. Given the relative isolation of the Site from larger areas of semi-natural habitat, and the lack of suitable refuge for protected species, it was concluded that the only species relevant to this assessment were breeding birds.
- 5.114. The single existing tree could offer nesting habitat for some local bird species, such as magpie that have nested on the site. However, the tree is proposed for retention and will, therefore, be protected during construction.
- 5.115. The proposed public realm to be delivered as part of the Proposed Development will lead to a biodiversity net gain provision of +70%, contributing to MCC's objectives to enhance and increase biodiversity across the city. This substantially exceeds requirements of the Environment Act 2021, which comes into force in January 2024. The planting design has been a key consideration from the outset of the proposals, not only in the choice and size of species to reflect the planted trees within the adjacent schemes but to also ensure their successful establishment and long-term health and vigour. Selected species of trees have been chosen which are tolerant to the existing urban environment whilst also responding architecturally to the Proposed Development and still capturing the character of the space in which they are planted.
- 5.116. As such, the Site will not result in any loss or harm in respect of ecology and in line with policy requirements will provide an improvement to the overall biodiversity credentials of the Site.
- 5.117. **Appendix 1** outlines how the Proposed Development responds to the Manchester Green and Blue Infrastructure Strategy 2015 visions and objectives.

Effects on Local Environment and Amenity

Relevant policies, material considerations and guidance:

- **Policies:**
 - Core Strategy Policy DM1 – Development Management
 - Core Strategy Policy EN16 - Air Quality
 - Core Strategy Policy EN2 – Tall Buildings
 - Saved UDP Policy DC26 – Development and Noise
- **Material Considerations and Guidance:**
 - NPPF Section 11 – Making effective use of land (Paragraph 125)
 - NPPF Section 12 - Achieving well-designed places (paragraph 130)
 - NPPF Section 15 – Conserving and Enhancing the natural environment (Paragraph 174(e))
 - NPPF Section 16 – Conserving and enhancing the natural environment (Paragraph 185)
 - GD03 Environmental Protection
 - GD05 Planning and Noise

Air Quality

- 5.118. An Air Quality Assessment has been prepared by RPS in support of this application. This report has assessed how the proposals might impact on surrounding air quality conditions during both construction and operation phases.
- 5.119. For the construction phase, the most important consideration is dust. Without appropriate mitigation, dust could cause temporary soiling of surfaces, particularly windows, cars, and laundry. The mitigation measures as set out within Chapter 6 of the ES and associated Appendix 6.2, ensure that the risk of adverse dust effects is reduced to a level categorised as *“not significant”*.
- 5.120. The Proposed Development is car free (save for 2no. blue badge bays on Chester Street) and heat and power will be supplied by electric air source heat pumps. On the basis that there are considered to be minimal emissions to air during the operational phase, the potential operational phase air quality impacts of the Proposed Development have not been considered further.

- 5.121. Regarding suitability of air quality at the Proposed Development for introducing new occupants, pollutant concentrations at the façades of proposed residential receptors, except B1, C1, E1, C2, E3, and C3, are predicted to be within the relevant health-based air quality objectives.
- 5.122. Annual-mean NO₂ concentrations are predicted to exceed the relevant health-base air quality objectives at:
- all residential homes on the first floor;
 - all Clusters Bedrooms and the Studio closest to the Cluster Bedrooms on the west side and the three Cluster Bedrooms closest to the Cluster Kitchen on the east side on the second floor; and
 - the two Cluster Bedrooms closest to the Cluster Kitchen on the west side of the third floor,
- 5.123. Mitigation measures in the form of airtight windows and mechanical ventilation have therefore been recommended for those homes to protect sensitive (residential) receptors from exposure to poor air quality. With effective implementation of these recommended mitigation measures (Appendix 6.2 of the ES), it is considered that future occupants of the Proposed Development will be exposed to acceptable air quality and the site is therefore deemed suitable for its proposed future use in this respect.
- 5.124. On that basis, the Proposed Development would not, in air quality terms, conflict with relevant national or local policies, or with measures set out in MCC's Air Quality Action Plan; and there would be no constraints to the Proposed Development in the context of air quality.

TV and Broadband Reception

- 5.125. Pager Power has produced a Baseline Television Reception report and Broadband Connectivity Assessment in support of the application to assess the potential impact of the Proposed Development on local television signal.
- 5.126. This survey concluded that potential interference would be due to shadowing effects i.e., the weakening of the transmitted signal due to the physical presence of the building. Negative effects would be due to shadowing effects i.e., the weakening of the transmitted signal due to the physical presence of the building.
- 5.127. In the development shadow zone, the terrestrial signal strength is 'good' to 'very good' for the main multiplexes and 'low' to "good" for the local (lower power) multiplexes.
- 5.128. The shadow area lies over residential areas for its entire length with just few commercial buildings. In general, the residential dwellings observed had multiple storeys. A reduction in signal strength is possible based on the proximity to the development and the height of receiving aerials; however, the effects are unlikely to be noticeable for the main multiplexes based on the current signal quality. Effects may be noticeable for local multiplexes due the already low signal strength.
- 5.129. At locations beyond 1km and within the shadow zone, the signal strength was, on average, 'very good' for the main multiplexes. Effects at this range are likely to be relatively small based on previous experience.
- 5.130. Fine audio quality was observed for all digital radio services at all locations surveyed at close range to the development. Fine audio quality was observed for FM services. Degradation of the radio signal at close range (within a few hundred metres) to the development is possible. The effects are unlikely to be noticeable in practice due to the variability of services in an urban environment.
- 5.131. Overall, the Proposed Development may cause interference to digital satellite television reception in localised areas around the Site, but mitigation solutions exist that can quickly restore the reception of affected television services if required. These been identified within the TV Reception Report submitted with the application.
- 5.132. The findings of the broadband connectivity assessment indicate that existing broadband infrastructure and good connectivity is already available, with existing fibre installed along streets adjacent to the Site. Superfast download speeds are likely to be experienced.

Daylight, Sunlight and Overshadowing and Solar Glare

- 5.133. A Daylight, Sunlight and Overshadowing assessment has been undertaken by GIA to assess the potential impacts to daylight and sunlight amenity. A Solar Glare assessment has also been undertaken to determine the potential effects of the Proposed Development's façade creating a reflection of sunlight to the vision of nearby road users.

Legislation and Guidance

- 5.134. The criteria for assessment relating to daylight, sunlight, overshadowing and solar glare is covered by national and local policy in addition to BRE guidance as set out below.

National Planning Policy Framework (2023)

- 5.135. Paragraph 125(c) states that local planning authorities should refuse applications which they consider fail to make efficient use of land. The discussion in relation to daylight and sunlight highlights the Government's recognition that increased flexibility is required in response to the requirement for higher density development:

"Local planning authorities should refuse applications which they consider fail to make efficient use of land, taking into account the policies in this Framework. In this context, when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards)".

Planning Practice Guidance (2021)

- 5.136. Paragraph: 006 Reference ID: 66-006-20190722 states that:

"Where a planning application is submitted, local planning authorities will need to consider whether the Proposed Development would have an unreasonable impact on the daylight and sunlight levels enjoyed by neighbouring occupiers, as well as assessing whether daylight and sunlight within the development itself will provide satisfactory living conditions for future occupants."

- 5.137. Paragraph 007 Reference ID: 66-007-20190722 also states:

"All developments should maintain acceptable living standards. What this means in practice, in relation to assessing appropriate levels of sunlight and daylight, will depend to some extent on the context for the development as well as its detailed design. For example in areas of high-density historic buildings, or city centre locations where tall modern buildings predominate, lower daylight and sunlight levels at some windows may be unavoidable if new developments are to be in keeping with the general form of their surroundings."

Manchester Core Strategy (2012 – 2027)

- 5.138. Policy DM1 – Development Management – States that all developments should have regard to the effects on amenity including privacy, light, noise, vibration, air quality and odours.
- 5.139. Policy EN2 – Tall Buildings – States that, by their very size, tall buildings can have a significant impact on the local environment and its micro-climate. It is therefore expected that this impact be modelled and that submissions for tall buildings also include appropriate measures to create an attractive, pedestrian friendly local environment.

Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (Adopted April 2007)

- 5.140. The SPD sets out a series of design principles which should be considered and implemented where necessary, those measures relevant to this assessment are:
- Minimise reliance on energy-using equipment for heating, cooling, lighting and natural ventilation;
 - Site layout and building design principles should maximise the capture and use of daylight and passive solar energy, whilst avoiding excessive solar gain in the summer; and
 - Consider the impacts of overshadowing.

First Street Development Framework (March 2020)

- 5.141. Paragraph 3.22 states:

"Any development should be orientated to balance the need to maximise daylight penetration on the development itself whilst also minimise its effect on neighbouring development. Opportunities to enhance daylight between buildings should also be investigated in terms of building angles."

Building Research Establishment (BRE) 'Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice', Third Edition, 2022

- 5.142. The Building Research Establishment (BRE) Guidelines 'Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice 2022, 3rd edition' provides advice on site layout planning to achieve good sunlighting and daylighting within buildings, and in the open spaces between them. It is intended for use by building designers, developers, consultants and Local Planning Authorities (LPAs). The advice it gives is not mandatory and should not be used as an instrument of planning policy, it states:

"This guide is a comprehensive revision of the 2011 edition of Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice. It is purely advisory and the numerical target values within it may be varied to meet the needs of the development and its location."

- 5.143. It also states:

"The advice is given here is not mandatory and the guide should not be seen as an instrument of planning policy; its aim is to help rather than constrain the designer. In special circumstances the developer or planning authority may wish to use different target values... in an area with modern high-rise buildings, a higher degree of obstruction maybe unavoidable if new developments are to match the height and proportions of existing building" (para.1.6).

- 5.144. In addition, the BRE Guidelines state (para. 1.3) that:

"it is intended to be read in conjunction with the interior daylighting recommendations in BS EN 17037 Daylighting in Buildings, and in the CIBSE publication LG 10 Daylighting – a guide for designers".

- 5.145. The BRE Guidelines includes the following statement with regard to the potential for reflected solar glare from a new development:

"Glare or solar dazzle can occur when sunlight is reflected from a glazed façade. This can affect road users outside and the occupants of adjoining buildings. The problem can occur either when there are large areas of reflective glass or cladding on the façade, or when there are areas of glass or cladding which slope back so that high altitude sunlight can be reflected along the ground. Thus solar dazzle is only a long term problem only for some heavily glazed (or mirror clad) buildings..."

Commission Internationale de L'Eclairage (CIE) 146:2002 & CIE 147:2002 Collection on glare (2002)

- 5.146. The CIE 146:2002 Collection on glare states:

"Disability glare is glare that impairs vision (CIE, 1987). It is caused by scattering of light inside the eye [...]. The veiling luminance of scattered light will have a significant effect on visibility when intense light sources are present in the peripheral visual field and the contrast of objects to be seen is low."

"Disability glare is most often of importance at night when contrast sensitivity is low and there may well be one or more bright light sources near to the line of sight, such as car headlights, streetlights or floodlights. But even

in daylight conditions disability glare may be of practical significance: think of traffic lights when the sun is close to them, or the difficulty viewing paintings hanging next to windows."

Methodology

- 5.147. The assessments are conducted using a 3D computer model of the area created using photogrammetry and architectural models as a reference.
- 5.148. Daylight, sunlight and overshadowing sensitive receptors are established using professional judgement to decide which buildings and open spaces are likely to be affected by the change in massing on a nearby site.
- 5.149. The baseline levels of daylight and sunlight, including sunlight on ground, are analysed and then compared to the levels of daylight and sunlight, including sunlight on ground, with the proposed development in place. The significance of these results is then assessed against national and local policies, relevant guidance and using professional judgement.
- 5.150. For Solar Glare, viewpoints are chosen surrounding the development in order to give a realistic representation of potential instances of solar reflections. Viewpoints are located at a focal point such as traffic signal, pedestrian crossing or incoming traffic for major road locations within 500 metres of the Site.
- 5.151. The assessment results show the time period and months in which potential solar reflections can occur. The assessment shows a worst-case scenario, as a clear sky is necessary for solar reflections to occur, which in the UK is often not the case.
- 5.152. Whilst the assessment details the effects at various viewpoints of a junction, the receptor is a driver of a car at the road junctions, as such, the junctions or road locations are assessed as a whole, considering all potential viewpoint of a driver.
- 5.153. Solar glare is not a comparative assessment and instead assesses any occurrences from the Proposed Development in absolute terms.
- 5.154. Even if solar glare does occur from the existing site buildings, this does not necessarily justify its occurrence from the Proposed Development. However, it should be noted that the Proposed Development will be located on a Site where its existing state is predominantly cleared to enable the implementation of the First Street South permission (125573/FO/2019), and contains temporary site offices to support the construction of First Street South Plots A, B and D.
- 5.155. The temporary 4-storey site offices have predominantly solid elevations with small windows mostly facing towards the north, as such, there is limited opportunity for instances of solar glare from the Site to be experienced. Solar glare from surrounding buildings is not assessed.

Effects

Daylight and Sunlight

- 5.156. The following nine sensitive receptors have been assessed to establish the effect of the Proposed Development upon their levels of daylight and sunlight amenity:
- 30-42 Rockdove Ave;
 - 44-72 Rockdove Ave;
 - Loxford Court;
 - Block 1 Parkway Gate;
 - Block 3 Parkway Gate;
 - Block 2 Parkway Gate;
 - Block B Plot 11, First Street;
 - Block A Plot 11, First Street; and
 - Block D Plot 11, First Street.
- 5.157. Overall, the impact on daylight impacts to the surrounding properties is considered negligible to minor adverse and the impact on sunlight is considered negligible to minor adverse. Overall, this is considered to result in

non-significant effects. Given the context of the Site and nature of effects, no further mitigation is considered necessary.

5.158. The following five sensitive receptors have been assessed to establish the effect of the Proposed Development upon their levels of sunlight on the ground:

- Public Park, Plot 11, First Street;
- Block B Plot 11, First Street, Private;
- Block A Plot 11, First Street, Private;
- Block A Plot 11, First Street, Private; and
- Block D Plot 11, First Street, Private.

Overshadowing

5.159. Only Block A's areas of amenity space will be adversely affected by the construction of the Proposed Development in terms of whether the area will be adequately sunlit throughout the year. When the shadow that falls upon them during the summer months, when they are most likely to be frequented is assessed, there

will, however, be an abundance of sunshine. The overall effect upon the sunlight amenity upon the above spaces is, therefore, considered to no greater than minor adverse (not significant).

Solar Glare

- 5.160. In terms of solar glare, overall, 17 locations sensitive for road users have been identified and assessed, no train or tram tracks are considered sensitive for this Site. The following nine road locations are considered to be 'Minor Adverse' and are not significant in terms of solar glare:
- Mancunian Way Westbound (MW1, MW2 & MW3);
 - Mancunian Way Slip Road/Medlock Street Junction (Slip3);
 - Medlock Street (MS1);
 - Cambridge Street junction with Mancunian Way on-ramp (CBS);
 - Newcastle Street junction with Loxford Street (NS);
 - Princess Street junction with Stretford Road (PR1); and
 - Princess Street merging traffic (PR2).
- 5.161. Six road locations are considered to experience 'Minor to Moderate Adverse' effects overall which are considered significant in terms of solar glare, these locations are:
- Mancunian Way Eastbound (MW4-MW6);
 - Mancunian Way Slip Road/Medlock Street Junction (Slip1);
 - Medlock Street junction with Mancunian Way on ramp (MS2);
 - Chester Street junction with Cambridge Street (CS1); and
- 5.162. The final two road locations are considered to experience 'Moderate Adverse' effects overall which are considered significant in terms of solar glare, these locations are:
- Mancunian Way Slip Road/Medlock Street Junction (Slip2); and
 - Chester Street junction with Wilmott Street (CS2).
- 5.163. Owing to the proximity of the Site to several sensitive road locations, as well as the highly glazed nature of the Proposed Development mitigation strategies have been incorporated within the detailed façade design. The following strategies have been embedded within the façade design:
- the use of anodised aluminium purge ventilation panels to break up reflections; and
 - faceted facades so that large areas of flat glazing of the same angle are avoided and that each panel is at an alternative angle from the panels next to it thus reflecting sunlight at a different time to the adjacent panel.
- 5.164. Given the location of the site and scale of the development, potential for reflections from the Proposed Development are unavoidable. It should be noted that the assessment considers a scenario whereby the sun shines on every day of the year to consider all potential circumstances in which reflections will occur (i.e., 'worst case'). According to the sunlight availability protractor, based on UK weather data, the sunshine probability will be significantly reduced and therefore the likelihood of the instances of reflections are considerably reduced. The probability of the sun shining during the times of the year when potential reflections are expected to occur ranges from 10% in the early mornings/mid-afternoons from the mid-seasons through winter months, up to 40%-50% in the mid-seasons in the afternoon. The assessment does not include the sun itself within any viewpoints which would also cause very intense glare to drivers at all of the affected viewpoints. For all affected viewpoints, the sun would be directly visible at other times of the day if the Proposed Development were not present as seen in the solar glare assessment. In comparison, the reflections from the Proposed Development would appear less intense and would not cause significantly worse effects when compared with a direct view of the sun.
- 5.165. To reduce the significant effects identified, a low reflectance glazing is required to reduce the intensity of any reflections that occur. It is recommended that a glazing specification with a maximum Visible Light Reflectance (VLR) of 13% is used for the proposed facades. Prior to installation of the glazing, it is recommended that a detailed Solar Glare intensity assessed is undertaken for the proposed glazing specification to confirm the glazing selections satisfactorily addresses the significant effects identified.

- 5.166. On the basis of the above, the Proposed Development is suitable and create any significant impacts and is in compliance with relevant legislation and guidance. Further details of the Daylight, Sunlight and Overshadowing are discussed in the ES.

Privacy and Overlooking

- 5.167. The Proposed Development has been carefully designed to minimise the potential for overlooking into surrounding properties. The closest residential building is Block B of Plot 11 (under construction), which is located adjacent the Proposed Development, directly facing the proposed Block C. Directly facing elevations are circa 12m apart, however this is a gable end and therefore there are no issues in terms of overlooking as the Block C windows do not face this direction.
- 5.168. Other buildings in close proximity include Block D (over 20m) and Parkway Gate (over 24m) which are in excess of the 20m suggested as a 'norm' for back-to-back properties set out within Manchester's Residential Quality Guidance (RQG).

Noise and Vibration

- 5.169. A noise and vibration assessment has been undertaken, based on environmental surveys, predictions and calculations for the Proposed Development. This is outlined in detail within Chapter 9 of the ES, prepared by Cundall. Based on the provided drawings, it is anticipated that during the operational phase of the Proposed Development the only noise sources which could impact the nearest noise sensitive receptors would be from new external mechanical services plant.
- 5.170. Noise level measurements were measured around the development site and at locations representative of the nearest noise sensitive receptors during both the daytime and night-time periods. These noise levels have been used as basis for determining the potential impact of noise emitted from site.
- 5.171. The construction phase of the Proposed Development has been assessed in accordance with BS 5228-1 and BS 5228-2. The assessment indicates that in relation to noise, a moderate to major impact significance, external to Blocks A & B and Block D, could only occur when piling or concreting was being undertaken. However, these activities are transitory and/or short-term in nature.
- 5.172. Therefore, it is not anticipated that any significant environmental noise effects will arise during the course of the construction of the scheme, provided a Best Practicable Means approach is taken. In line with the requirements of Policy DM1 the construction management measures will consider any effects on amenity, crime, refuse management and vehicular access and servicing. The contractor will be required to adhere to the Considerate Contractors initiative.
- 5.173. Based on the proposed CFA/rotary piling method, it is anticipated that vibration levels would be at a level where there is the potential for minor to moderate impact in terms of human perception, during the initial construction stage. However, in terms of potential damage to buildings the impacts are considered negligible, and any impacts are temporary.
- 5.174. Based on the noise levels measured around the site, noise level limits have been proposed that should be achieved from any external mechanical services plant. The noise limits are not to be exceeded at specific locations around the Proposed Development and are relative to the pre-existing noise environment. This ensures that there are no significant operational noise effects. The Proposed Development is therefore in compliance with relevant policies for noise and vibration (Extant UDP Policies DC26.1 and DC26.5 and CSP DM1).

Wind Microclimate

- 5.175. A Wind Microclimate ES Chapter (Chapter 13) and supporting technical appendices has been prepared by Architectural Aerodynamics as part of this application. This report assesses the likely Wind Microclimate impacts of the Proposed Development and surrounding area.
- 5.176. A computational study was conducted to assess the potential impact of the Proposed development on the Wind Microclimate. This assessment has been able to provide a reliable quantification of wind speed probability at a variety of accessible spaces in and around the Proposed Development. It has used the LDDC Lawson Criteria, the industry standard for assessing wind microclimate impacts.
- 5.177. The current assessment has considered a number of scenarios:
- Existing baseline i.e., site with developments under construction;
 - Existing Site (baseline) with Proposed Development;
 - Existing Site (baseline) with Proposed Development and mitigation;
 - Existing Site (baseline) with Proposed Development, mitigation and cumulative development (i.e., those with planning permission).
- 5.178. In all scenarios, upon the introduction of the Proposed Development in all forms assessed, the Lawson criteria for safety are met within the Site and surrounding area, while conditions are suitable for existing and planned uses when assessed against the Lawson comfort criteria.
- 5.179. As a result, the effect and residual effect of the Proposed Development in all forms assessed is negligible and is not significant. Mitigation is not required. Cumulative effects have also been found to be negligible. As such the Proposed Development is considered suitable and is in compliance with relevant planning policy (NPPF Paragraph 130 and Policy EN2 of the Manchester Core Strategy)
- 5.180. Further details of the Wind Microclimate are discussed in Chapter 13 of the ES.

Ventilation

- 5.181. A Ventilation Statement has been prepared by Abacus in support of this application. The report provides details of the proposed ventilation strategy, which has been designed in accordance with the requirements of the Building Regulations Approved Document F and associated CIBSE guidance documents and Policy DM1 of the Core Strategy.

Student Accommodation

- 5.182. The mechanical ventilation system strategy for the student accommodation areas is as follows:
- **Levels 00-01** - MVHR supply and extract ventilation systems to amenity areas and habitable rooms such as staff office, cinema, lounge, gym and meeting room. All student accommodation clusters and studios, MEV extract ventilation with makeup air via ducted fresh air. Ventilation air shall be supplied from an intake point at the rear of the building away from the major pollution sources.
 - **Levels 02** - 2no. cluster kitchens, all cluster bedrooms and the studio closest to the cluster bedrooms on the west side, MEV extract ventilation with makeup air via ducted fresh air. Ventilation air shall be supplied from an intake point at the rear of the building away from the major pollution sources. All other studios, MEV extract ventilation with makeup air via trickle vents.
 - **Level 03** – 2no. cluster kitchens and the two cluster bedrooms closest to the cluster kitchen on the west side, MEV extract ventilation with makeup air via ducted fresh air. Ventilation air shall be supplied from an intake point at the rear of the building away from the major pollution sources. All other bedrooms and studios, MEV extract ventilation with makeup air via trickle vents.
 - **Level 04-27** - All student accommodation clusters and studios MEV extract ventilation with makeup air via trickle vents.

Landlord Areas

- 5.183. Occupied landlord areas such as amenity spaces, management suite, offices etc. shall be provided with mechanical fresh air ventilation at a rate of 10 litres per second per person (l/s/p). Ventilation shall be provided via local heat recovery units mounted within the ceiling voids of the space being served. Air inlets and exhaust shall be ducted to louvres in the space being served to limit pressure drops and resultant energy use associated with long duct runs.

Summary

- 5.184. Based upon these measures, the proposals are considered to be in accordance with ventilation requirements set out with the development plan, material considerations and guidance. Further information is found in the Ventilation Statement produced by Abacus.

Waste Management and Servicing

Relevant policies, material considerations and guidance:

- **Policies:**
 - Core Strategy Policy DM1 – Development Management
 - Core Strategy Policy EN19 – Waste
 - **Material Considerations and Guidance:**
 - GD04 Waste Storage and Collection Guidance for New Developments
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- 5.185. SLR has undertaken the necessary calculations to forecast waste creation from the Proposed Development. This has fed into the requirements for bin capacity, including waste recycling proportions.

Waste Strategy

- 5.186. A dedicated loading bay is being provided along Newcastle Street to the east of the site boundary which is sufficient to accommodate a large refuse vehicle. The external waste transfer route is therefore of a minimal distance from the bin store located to the south of the ground floor on the southern elevation.
- 5.187. Internally, it is expected that residents will transfer waste in sacks between their respective unit and the cluster kitchens via the lift / stairs if appropriate, before depositing waste sacks in the appropriate refuse container located in the ground floor refuse store the building management team will bring out to the collection point on the collection days.
- 5.188. A dedicated refuse store is located on the ground floor to the south which can accommodate 17 1,100 litre eurobins with additional space for ad-hoc waste and adequate room provided to manoeuvre all refuse containers sufficiently.

Servicing Strategy

- 5.189. As highlighted above, a dedicated loading bay is being provided along Newcastle Street to the east of the building. Given that Block C will contain purpose-built student accommodation, typical deliveries will be post and courier, online food shopping, along with occasional household and furniture items.
- 5.190. All deliveries at the development will be undertaken between the hours of 07:00 and 20:00.
- 5.191. Typically, most deliveries are small consignments and evidence from other sites show that 40% of all deliveries take less than 5 minutes. Larger deliveries tend to take longer and for this site we expect that a large delivery consignment would take no more than 20 minutes to serve the site. As the volume of deliveries at peak times is likely to be relatively low there is no specific need to schedule the timing of deliveries to a detailed extent.
- 5.192. Block C will benefit from a post box system where general post and small parcels can be left for occupiers to collect, with drivers pulling up on street in areas permitted for loading and walking the goods in through the main entrance. For larger items, if the occupier is in then the driver will be permitted to take larger items to their apartment.

- 5.193. If the occupier is away, then the goods will be left at the concierge by arrangement. It is expected that the delivery drivers would have their own handling equipment for larger items.
- 5.194. Measures will be taken in regard to pedestrian safety and amenity. Servicing will therefore be made with a minimum amount of noise and no use of the horn at any time. As such vehicles will manoeuvre on-site with as little noise as possible and drivers will ensure they:
- Engage gears quietly;
 - Keep engine revs to a minimum;
 - Apply brakes gently; and
 - Close driver's door quietly.
- 5.195. Please refer to the Waste and Servicing Strategy and completed MCC Waste Proforma prepared by SLR for additional information on servicing and access.
- 5.196. On this basis, it is considered that the proposals comply with the relevant waste policies, material considerations and guidance.

Flood Risk and Drainage

Relevant policies, material considerations and guidance:

- **Policies:**
 - Core Strategy Policy EN14 – Flood Risk
 - Core Strategy Policy EN17 – Water Quality
 - Core Strategy Policy DM1 – Development Management
 - Manchester and Salford Strategic Flood Risk Area
- **Material considerations and guidance:**
 - NPPF Section 14 - Meeting the challenge of climate change, flooding and coastal change (paragraphs 159 and 161 to 166)
 - NPPG "Flood Risk and Coastal Change"⁵

- 5.197. A Drainage Strategy was prepared by AJP in support of this application which considers the risks of various sources of flooding to the Site and the consequent risks of flooding to downstream receptors from the Proposed Development, as well as outlining a foul and surface water drainage strategy.
- 5.198. The Site is in an area identified as having a low probability of flooding on the Environment Agency Flood Map and is located in Flood Zone 1. The lowest floor level across the site is approximately 25.20m AOD and is therefore well above tidal flood levels and not at risk from flooding from the sea. Furthermore, the Site is classified as having a very low risk of surface water flooding and as such the risk of flooding from overland flows due to surface water flooding is considered to be low.
- 5.199. The Groundwater Flooding Map contained within the Manchester City, Salford City and Trafford Councils Level 2 Hybrid Strategic Flood Risk Assessment (SFRA) Report indicates that the site is in an area which is at risk of groundwater flooding.
- 5.200. An intrusive site investigation was completed in June 2016 by Cundall and is contained within the Cundall Geotechnical and Geoenvironmental Assessment Report, 1011906.RPT.GL.004. The report has indicated that groundwater strikes as shallow as 2.60mbgl were encountered during the site investigation. However, subsequent groundwater monitoring has indicated that the shallowest groundwater level is 3.92mbgl, with the majority of groundwater levels being reported as between 4.00mbgl – 5.00mbgl.

⁵ <https://www.gov.uk/guidance/flood-risk-and-coastal-change>

- 5.201. As such, due to the depths of the groundwater encountered by the site investigation it is envisaged that the site has a negligible risk of groundwater flooding.
- 5.202. As the large depths of made ground and underlying impermeable clay strata has ruled out the use of infiltration, the intention for the development would be to discharge to watercourse. The nearest watercourse is the River Medlock, which is located approximately 230m north of the site. However, due to the distance through developed third-party land, discharging to watercourse has been considered impractical.
- 5.203. As such, the only practical solution for discharge of the surface water is discharge to public sewer. There is existing private drainage which was developed as part of the previous development. Included in that is a combined water manhole which outfalls into the public combined water sewer. Given the lack of surface or foul public sewers in the area, this would be the most appropriate outfall for the Proposed Development.
- 5.204. The surface water drainage will collect the runoff from the site area via rainwater downpipes and areas of permeable paving and convey the surface water run off to the north east. Green roofs have also been considered as suitable to be included within the Proposed Development.
- 5.205. The Drainage Strategy submitted alongside this Application is considered to be commensurate with the Proposed Development and in summary, the development can be considered appropriate for Flood Zone 1 in accordance with the relevant NPPF policies and NPPG guidance.

Traffic, Transport and Accessibility

Relevant policies, material considerations and guidance:

- **Policies:**
 - Core Strategy Policy T1 – Sustainable Transport
 - Core Strategy Policy T2 – Accessible Areas of Opportunity and Needs
 - Core Strategy Policy CC5 – Transport
- **Material considerations and guidance:**
 - NPPF Chapter 9 – Promoting Sustainable Transport

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- 5.206. The Application is supported by a Transport Statement prepared by Sanderson Associates, which concludes that development will not adversely affect the operation of either the local or strategic highway network and meets the criteria set out in national and local policy for a sustainable development.
- 5.207. The Transport Statement sets out that the Site benefits from being extremely accessible by sustainable transport modes including walking and cycling and public transport modes including bus, Metrolink, and rail:
- It is considered that the Site has a good existing pedestrian infrastructure which facilitates excellent opportunities for trips to be made by pedestrians and disabled users to the local amenities both within the City Centre and towards Hulme.
 - There is a good provision of cycle infrastructure within the vicinity of the Site, including National Cycle Route 6.
 - The closest bus stop is within 200m of the Site and with additional services within Whitworth Street and from Oxford Road. These provided regular services to the wider conurbation.
 - The Deansgate-Castlefield Metrolink is approximately 560m walk from the Site which provides a regular service for almost all of the Metrolink service lines.
 - The Site also benefits from being within 500m from Deansgate Railway Station and within walking distance to both Oxford Road and Piccadilly Railway Stations. These provide a choice of routes that range from local stopping services to national routes.
- 5.208. The Transport Statement considers the number of trips anticipated to be generated by the Proposed Development. It concludes that given the proposals are car-free it is likely that a majority of the trips will be

made using sustainable transport modes and that the overall number of vehicle movements associated with the proposed car use will be negligible.

- 5.209. A Framework Travel Plan has also been included within the application submission to identify measures to capitalise on the Site's highly accessible location and reduce the use of a private car. It is expected that a relevant planning condition will be attached to the decision notice should permission be granted.
- 5.210. As part of this, the Proposed Development will include 83 secure cycle spaces to encourage sustainable active travel. An additional 12 spaces are provided for visitors within the public realm. In addition, Downing will offer bikes free of charge for students, kept within the cycle store, to use on a regular basis as well as the students being able to store their own bikes within the secure cycle stores.
- 5.211. For those who do need to use the private car, there is extensive nearby parking in the Q-Park First Street with 700 spaces and the NCP Hulme Street car park with 114 Spaces. This reflects the parking strategy envisaged by the First Street SDF.
- 5.212. In terms of accessible parking there are two on-street accessible bays linked to the Proposed Development. There is also further parking spaces for disabled people provided in the First Street Q-Park multi-storey car park. In addition to this, there are 3 on-street parking bays where drivers with disabilities can park without payment or limit on the northern side of River Street between Medlock Street and James Grigor Square.
- 5.213. In relation to construction traffic, an Outline Demolition and Construction Environmental Management Plan will be developed and agreed with MCC prior to construction commencing to be secured by suitably worded planning condition on any consent. This will identify measures to mitigate impacts associated with construction traffic on the local and strategic transport networks.
- 5.214. Overall, for the above reasons, it is considered that the Proposed Development is in accordance with the relevant transport and highways planning policies and guidance.

Safety and Security

Relevant policies, material considerations and guidance:

- **Policies:**
 - Core Strategy Policy DM1 – Development Management
- **Material considerations and guidance:**
 - NPPF Section 8 – Promoting healthy and safe communities (paragraph 92)

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- 5.215. A Crime Impact Statement has been prepared by Greater Manchester Police (GMP). Overall, having assessed the development using principles of 'Crime Prevention through Environmental Design' the report highlights a number of positive aspects of the proposals which include:
- staff will be present throughout the day;
 - the density of development will generate significant level of street activity as residents and visitors come and go;
 - the orientation of the building and uses within will promote activity and surveillance in the most appropriate areas;
 - the location of the residents' entrance is appropriately located on the Newcastle Street elevation;
 - the location of the reception desk is suitable to allow staff to monitor activity at the entrance;
 - suitable spaces have been identified for safe storage of parcels and mail;
 - a range of residents' amenity spaces and facilities are proposed; and,
 - a secure cycle hub will be provided.

- 5.216. The Crime Impact Statement also sets out a number of recommendations that will be considered as part of the fit out and management stages of the Proposed Development which will be incorporated as the design develops, namely:
- a crime awareness/prevention information pack for residents;
 - appropriate access controls at relevant doors and the cycle lift to control access into and through the building;
 - use of security certified doors and glazing throughout;
 - ensuring the cycle hub and access to it is very secure
 - a good quality CCTV system and complementary lighting.
- 5.217. Further details on the crime prevention measures of the Proposed Development can be found within the Design and Access Statement prepared by Simpson Haugh.

Ground Conditions

Relevant policies, material considerations and guidance:

- **Policies:**
 - Core Strategy Policy EN18 – Contaminated Land and Ground Stability
 - Core Strategy Policy DM1 – Development Management
- **Material considerations and guidance:**
 - NPPF Section 15 - Conserving and enhancing the natural environment (paragraphs 183 to 188)

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- 5.218. The 2016 Planning Permission was considered an EIA development and included an assessment of the likely significant effects of redevelopment of the Site in relation to ground conditions. The chapter was prepared by Cundall and accompanied by the Landmark Envirocheck Report (Ref: 24099085_1_1) including historical OS maps (Landmark Information Group Service, 2008).
- 5.219. The Chapter and associated appendix are included with this Report at **Appendix 3**.
- 5.220. Further to this, a detailed remediation and verification strategy was prepared by Cundall in respect of Condition 17 attached to the 2016 planning permission and is included with this Report at **Appendix 3**. Condition 17 of the 2016 planning permission is worded as follows, *“Before the development hereby approved commences, a report to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site shall be submitted to and approved in writing by the City Council as local planning authority”*. On 22 September 2016 the condition was partially discharged by MCC with full discharge being subject to the completion of a verification report once ground works have been completed.
- 5.221. Condition 8 attached to the 2021 Planning Permission confirmed that the development shall be carried out in accordance with the previously agreed Remediation Strategy and a Completion/Verification Report.
- 5.222. The Applicant is in ownership of these reports and will complete ground works in line with the detailed remediation strategy (1011906.RPT.GL.006 Rev A dated 09/08/2016 by Cundall, and the Factual Report of Geotechnical Investigation dated 12/07/16 by Geotechnical Engineering Ltd).
- 5.223. On the basis of the above, and the details approved pursuant to the relevant conditions attached to the 2016 and 2021 planning permissions it can be concluded that ground conditions of the Site are suitable for the Proposed Development and will not pose any risk to the users.

Construction Management

Relevant policies, material considerations and guidance:

- **Core Strategy Policy DM1 – Development Management**
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Relevant policies, material considerations and guidance:

- 5.224. Chapter 5 of the ES sets out the proposed construction methodology and expected programme for the development of Block C. The construction compound and welfare facilities are included within the red line boundary of the Site. These facilities are set out in detail in the ES Chapter and will be further refined and agreed with MCC prior to works commencing on Site.
- 5.225. The construction programme for Block C will span a period of approximately 127 weeks.
- 5.226. The construction programme has been based on normal construction working hours in line with Manchester City Council guidance to protect residential amenity. Construction activities will be managed in accordance with the relevant guidance and legislation (Manchester City Council Air Quality and Planning Guidance (2022) and Planning and Noise Guidance (2022)).
- 5.227. Any impacts on amenity during construction will be temporary in nature. Mitigation will be implemented in line with the recommendations set out by the noise and air quality assessments that have been prepared according to the relevant legislation and guidance (Working at Height Regulations 2015; The Lifting Operations and Lifting Equipment Regulations (LOLER) 1998; The Construction (Design and Management) Regulations 2015; Control of Asbestos Regulations 2012; Control of Vibration at Work Regulations 2005; Control of Noise at Work Regulations 2005; Manual Handling Operations Regulations 1992).
- 5.228. In line with the requirements of Policy DM1, the construction management measures will consider any effects on amenity, crime, refuse management and vehicular access and servicing. The contractor will be required to adhere to the Considerate Contractors initiative.
- 5.229. A Site Waste Management Plan for the respective plots will be submitted as part of the condition discharge stage and secured by a suitably worded condition on a permission.

Local Labour Agreement

Relevant policies, material considerations and guidance:

- **Core Strategy Policy EC1 – Employment Growth and Economic Growth in Manchester**

- 5.230. The Applicant is committed to a Local Labour Agreement as part of the proposed construction process for the Proposed Development. Further details are provided in the Local Labour Agreement submitted as part of the Application.

Operational Management

Relevant policies, material considerations and guidance:

- **Core Strategy Policy DM1 – Development Management**

Student Accommodation

- 5.231. Downing are members of Accreditation Network – UK (ANUK), which is a network of private and public-sector landlords that adhere to a recognised code of practice. The completed project will be operated in accordance with The National Code of Standards for Larger Developments. This code establishes a set of specific standards

with particular reference to larger developments tenanted by students. The Code enjoys the support of, amongst others, the National Union of Students (NUS), and numerous higher education institutions.

- 5.232. By employing a highly skilled, multi-disciplined team of in-house property professionals, Downing ensures the highest standards of maintenance and customer service. Each scheme has a dedicated on-site team covering Management, Customer Services Administration and Maintenance in addition to cleaning and security services.
- 5.233. A 24-hour on-site presence will provide immediate response to all incidents in line with its Standard Operating Procedures, enabling staff to quickly attend to any reported incidents on the development, including any disputes, noise issues or behavioural problems. More detailed Operating Procedures relating to Noise Management and Incident Reporting are provided within the Operational Management Plan [submitted with this Application].
- 5.234. The residence will have 24-hour access for pedestrians through the main entrance, and through a management office which will be manned 24-hours a day, giving the team complete visibility of everyone entering and leaving the Site.
- 5.235. Entry will be through a computer-based access control system and every student will be issued with an electronic fob which will give them access to the communal space as well as their specific cluster apartment. This system allows for fobs to be deactivated, in the event of loss, and also provides a full audit of the use of every door lock and every fob. Non-residents who visit will be required to sign-in and will wait in the reception area for the resident to come and collect them.
- 5.236. A robust CCTV system will be included as part of the development, and this will provide a link to the management office. These images will be visible to security staff and able to be monitored on a continuous basis. The CCTV surveillance will cover all areas of the common parts, entrance areas and amenity space and will be in operation 24 hours each day in accordance with statutory regulations.
- 5.237. A fully detailed arrival procedure has been put together by Downing to ensure that the beginning of the tenancy and the residents' arrival is carried out with the minimum of disruption to the surrounding highway network as well as creating the very best impression for the arriving students.

Summary

- 5.238. This section of the report provides a summary of how the Proposed Development has been comprehensively assessed in relation to the relevant Development Plan policies and other material considerations. This has taken place during an extensive process of pre-application consultation and technical due diligence including the preparation of an Environmental Statement and other technical reports. The conclusion of that extensive process is, applying section 38(6) of the Planning and Compulsory Purchase Act 2004 and section 70(2) of the Town and County Planning Act 1990 (as amended), that the proposals are in accordance with the Development Plan when taken as a whole and positively address the material planning considerations such that they merit the support of the Local Planning Authority and should applying paragraph 11(c) of the NPPF be approved without delay.
- 5.239. Whilst there are some minor impacts in relation to daylight, sunlight and overshadowing and solar glare, these are considered suitable for their city centre context and are still considered appropriate and in line with local and national policy and guidance. In any case, in consideration of the material benefits associated with the proposed development, the proposed development should be considered acceptable on planning balance. The following benefits would be delivered through the Proposed Development:
- The redevelopment of an underused site will maximize its potential and encourage investment while providing an attractive environment.
 - The proposal includes 555 student bedspaces, 20% of which will be affordable for MMU students, meeting the unmet demand for PBSA bedspaces in the city centre.
 - The scheme will create 273 FTE jobs per annum during construction and 41 FTE jobs once operational, supporting economic growth in Manchester.

- The redesign will include the planting of trees and improvements to the public realm, enhancing biodiversity and local air quality.
- The development will make the area more welcoming for pedestrians, discourage anti-social behaviour, and contribute to the regeneration objectives of the FSDF.
- The development will create a vibrant and diverse community and complete the First Street Masterplan.

6. Tall Building Evaluation

- 6.1. This section has been prepared to present the Proposed Development in its local urban context and assess the extent to which they are considered to be appropriate in relation to relevant Guidance and Policy criteria.
- 6.2. Core Strategy Policy EN2 Tall Buildings sets out that tall buildings are defined as those which “*are substantially taller than their neighbourhoods and/or which significantly change the skyline*”. The emerging context is one which does include significant height, including the 45-storey element of Plot 11 to the immediate north of the Site. It is however recognised that the Site is located slightly north of Hulme which is predominantly low-rise family housing and that the introduction of Block C will introduce a taller structure when looking towards the Site from this area.

Policy and Guidance Summary

- 6.3. The evaluation of the Proposed Development as set out below is based on Core Strategy Policy EN2 (2012) on Tall Buildings and the criteria contained in the ‘Guidance on Tall Buildings Document’ published by Historic England in March 2022 and in particular against the criteria set out within Section 4 of that document.
- 6.4. Historic England’s Advice Note 4 sets out the following factors to determine the potential impacts that tall buildings could have on the historic environment:
- Quality of places: the distinctive qualities and values of a place including historic character and context;
 - Heritage: understanding the significance of the historic environment and the potential impact on this significance;
 - Visual: the impact on the streetscape, town or cityscape and wider urban and rural landscapes, and views. This includes the setting of heritage assets;
 - Functional: the design, embodied carbon and carbon cost, construction and operation;
 - Environmental: the influence on local micro-climates such as creation of wind tunnels, canyon effect, over-shadowing, glare, and air quality and effect on heritage assets in terms of the impact these micro-climatic changes could have upon their fabric, and how they are experienced; and
 - Cumulative: the combined impacts on heritage assets from existing, consented and proposed tall buildings.
- 6.5. Historic England’s Advice Note 4 goes on to suggest that these can be considered by assessing how a proposed tall building responds to the following:
- The response to local context;
 - Impact on the Local Environment
 - Architectural Quality;
 - Functional design;
 - Sustainable Design and Construction; and
 - A Well Designed and Inclusive Environment.
- 6.6. These six items have been used to structure this Section. To avoid repetition, reference is made to commentary contained within the preceding policy assessment in Section 5 as appropriate.

Response to Local Context

- 6.7. With regard to responding to the Local Context, the Historic England Guidance states the following:
- “Understanding local context (including its evolution) is critical to achieving good design. This includes considering how the tall building relates to neighbouring buildings. It is important that the massing and scale of the building is appropriate in relation to its surroundings and responds to context to avoid or minimise harm to the significance of heritage assets. It is helpful to consider the relationship between the top, middle, and bottom sections of a tall building with their surroundings and the potential impact on streetscape, town/cityscape and skyline. Where tall buildings are proposed in regeneration areas, there may be opportunities to improve local character through design.”*
- 6.8. This part of the policy also relates to Policy EN2 contained in the Core Strategy, namely that proposals for tall buildings should *“ensure that tall buildings complement the City's key existing building assets and make a positive contribution to the evolution of a unique, attractive and distinctive Manchester, including to its skyline and approach views.”*
- 6.9. Significant consideration has been given to the location and form of the Proposed Development to ensure that the building sits comfortably within the surrounding context. Full details of the design options explored for the Proposed Development are provided in the Design and Access Statement.
- 6.10. As part of this iterative design process, it was important to identify the key townscape and heritage viewpoints. In line with the Advice Note 4, a Zone of Visual Influence was used as an initial tool to understand the impact of the Proposed Development and was then supplemented by site visits by the design team, TVIA consultant, and the heritage consultant. From this, a series of viewpoints were carefully selected and photographed in accordance with the Landscape Institute's 'Guidelines for Landscape and Visual Impact Assessment' guidance (GLVIA3). These verified viewpoints were agreed in conjunction with the design team, the TVIA consultant, the heritage consultant, Historic England, and MCC.

Townscape

- 6.11. The TVIA (ES Chapter 12) was undertaken by OPEN and examines the impact that the Proposed Development is considered to have on the townscape of Manchester City Centre and on the townscape character of the zones immediately surrounding the Proposed Development.
- 6.12. The study area for the assessment is approximately 500m from the centre of the Site, in order to encompass the full extents of the Site, the wider First Street area as defined within the SDF, and also takes into consideration the immediately adjacent townscape character areas which the Proposed Development may significantly influence.
- 6.13. A total of 14 viewpoints have been agreed and were used to assess the visual and townscape impacts, as included within Figures 12.7 – 12.21.
- 6.14. The TVIA is supported by Accurate Visual Representation (AVRs) consisting of rendered and wireline images of the Proposed Development superimposed onto baseline photographs which are accurately surveyed from selected viewpoints.
- 6.15. During the construction phase, it considered that the townscape and visual effects include:
- Site setup and site compound (visual effects).
 - Site/boundary fencing (visual effects).
 - Site clearance, removal and disposal of any existing material (landscape and visual effects).
 - Ground Works including site remediation, levelling & preparation (townscape effects, and visual effects).
 - Site access taken (movement and linkages – townscape effects).
 - Contractor parking, plant and equipment (visual effects).

- 6.16. Impacts resulting from the operational phase have been identified with reference to interactions between the Proposed Development and townscape and visual receptors, a detailed list of these receptors and the potential impact can be found in Chapter 12 of the ES
- 6.17. The TVIA report assesses the impact of the proposed development on the completed Blocks A, B, C, and D in the First Street area. The report finds that the completed buildings tend to screen views of the proposed development from the north, while also providing a backdrop to the development from the south. The proposed development rarely extends the massing of development on the city center skyline outside the cluster of existing First Street buildings. The report predicts significant visual effects for people experiencing views from several viewpoints in close proximity to the proposed development. However, the report also notes that the townscape and visual effects are mitigated by the design quality of the proposed development, its appropriate design and location, and its positive contribution to place-making.
- 6.18. The cumulative effect of the proposed development is predicted to be significant only from two viewpoints where it is seen at close range together with other cumulative schemes. The report finds that the cumulative effect is only considered significant in the closest views where the proposed development and committed schemes are on either side of the viewer at close range and large scale. Finally, the report concludes that the effect of the construction and completed proposed development is assessed as significant on views experienced from several viewpoints in close proximity within the immediately surrounding townscape. However, there will be no significant effects on townscape character or designations due to limited intervisibility of the proposed development from the conservation areas that are defined to the north.

Heritage – Viewpoints and Setting

- 6.19. A Heritage Statement has been prepared by Deloitte in support of this Application. This statement assesses the likely impacts of the Proposed Development on Built Heritage. This is important in relation to Advice Note 4 which states that applications should include a Heritage Assessment and seek to have a positive impact with heritage assets and their settings.
- 6.20. There are no listed buildings within the Site. However, an initial assessment identified the Proposed Development was most likely to have the potential to effect designated heritage assets within a 300m radius. This is outlined within Section 2 of this Statement and within the Heritage Statement submitted with the application.
- 6.21. A separate assessment of views has been undertaken as part of the Townscape and Visual Impact Assessment being submitted with the application. A number of these views have been taken forward to be used in assessing the impact of the Proposed Development on the setting and significance of the identified heritage assets. These can be viewed within Section 4 of the Heritage Statement.
- 6.22. As well as assessing the potential heritage impacts of the Proposed Development it was also important to understand the setting of each heritage asset and identify whether there is any potential for this to be impacted. This is important in relation to 'The Setting of Heritage Assets: Historic Environment Good Practice Advice in Planning Note 3 (Second Edition)' by Historic England which states *"setting is not itself a heritage asset, nor a heritage designation, although land comprising a setting may itself be designated. Its importance lies in what it contributes to the significance of the heritage asset or to the ability to appreciate that significance"*.
- 6.23. Where there was considered to be no realistic potential for adverse impacts on the setting and significance of the relevant heritage assets, and the Proposed Development cannot be viewed or understood at the same time, (tangibly or intangibly), such heritage assets were discounted from further assessment in the Heritage Assessment.
- 6.24. From this analysis 4 heritage assets were scoped into the assessment while 2 assets were scoped out. A detailed list of these assets can be found in the heritage statement.
- 6.25. The Site itself in its current form was demonstrated within the Heritage Statement to be making an neutral contribution to the setting of all 6 identified heritage assets.
- 6.26. The Proposed Development has been designed to respond its heritage setting. As set out in Section 3 of this Statement careful consideration has been given to the scale and massing of the proposals as well as the appearance and materiality.

- 6.27. Overall, the Heritage Statement sets out that the Proposed Development will result in no impacts to the heritage assets. The Proposed Development will not cause any harm to the identified heritage assets and as such Paragraph 202 of the NPPF is not triggered.
- 6.28. Overall, therefore the Heritage Statement found that the Proposed Development accords with the relevant statutory duties and national and local policy. A more detailed breakdown of the impacts of the Proposed Development on built heritage can be found in the Heritage Statement.

Impact on the Local Environment

- 6.29. With regard to impact on the local environment, Advice Note 4 sets out:
- “People’s experience of local character and the historic environment can be affected by factors such as wind and other microclimatic changes, overshadowing, and light pollution from the development of a tall building. In some cases, this has the potential to impact the physical fabric of heritage assets. It is important to test impacts on the local environment at design stage and present these through the application process to reduce the incidence of interventions being required to mitigate impacts post construction (which may in turn harm character and quality of a site, street or area).”*
- 6.30. Similarly, Policy EN2 states that
- “By their very size tall buildings can have a significant impact on the local environment and its micro-climate. It is therefore expected that this impact be modelled and that submissions for tall buildings also include appropriate measures to create an attractive, pedestrian friendly local environment.”*
- 6.31. The proposals have no potential to impact the physical fabric of heritage assets. Consideration of the Proposed Development in relation to its effect on the local environment and amenity is provided in detailed in the following Application documentation which may be briefly summarised as:
- **ES Chapter 6: Air Quality:** The Proposed Development is deemed to be suitable for residential use once mitigation has been implementing ensuring any impacts are avoided. Best practice design measures will be utilised and the effects during construction and operational phases of development will be minimised, including through a construction management plan and through promoting sustainable transport modes during operation as contained within the Travel Plan.
 - **ES Chapter 8: Daylight, Sunlight and Over Shadowing:** As detailed above in Section 5 of this Statement, the daylight sunlight assessment submitted with the application robustly assesses the impacts of the Proposed Development on nearby residential properties and amenity areas. Overall, it is considered that whilst there will be some material changes in daylight and/or sunlight amenity to some of these properties, the significance of those effects are considered to no greater than minor adverse (not significant) in view of the retained levels of amenity being commensurate with the immediate surrounding properties.
 - **ES Chapter 10: Wind Microclimate:** Overall, it is considered that the environment within and surrounding the Site following the delivery of the Proposed Development will be comfortable for their intended use. There are no reported safety issues brought about due to the proposed design.
- 6.32. In summary, the potential impacts of the Proposed Development on its surroundings and on amenity is considered in the above technical assessments and within this Statement. In conclusion, the results of the technical assessments are not considered to result in unacceptable impacts on the local environment, particularly when considered in the context of the substantial economic and regeneration benefits of the Proposed Development.

Architectural Quality

- 6.33. With regard to architectural quality of the Proposed Development, Historic England’s Advice Note states:

“Consideration can be given to whether a distinctive landmark design or a restrained architectural response is more appropriate in terms of the likely impact on the historic environment. High-quality architecture involves designing a tall building ‘in the round’ so it is coherent from all directions taking account of a building’s scale, form, massing, proportions, silhouette, façade materials and detailed surface design. It is important to note that not all tall buildings can be landmarks, and not all landmarks need to be tall buildings”.

- 6.34. Similarly, Policy EN2 of the Core Strategy states that proposals for tall buildings will be supported where it can be demonstrated that they are “*of excellent design quality*”.
- 6.35. The elements of the design as they relate to the visual impact on the historic environment have been discussed in detail earlier in this Section.
- 6.36. As set out in Section 3 of this Statement, the Proposed Development has been designed by reputable Manchester architects and landscape architects. The core design team has undertaken extensive contextual analysis of the Site and surroundings and recognise the high-profile nature of the Site. In this respect, a significant amount of time has been spent developing the proposal through several design stages to propose a viable and deliverable scheme.
- 6.37. Full details of the proposed architectural design are contained in the Design and Access Statement and have been summarised in Section 4 of this Statement that sets out the exceptional quality of the proposals. This process has been supported by the technical studies undertaken throughout the design development stages.
- 6.38. Key considerations, in line with the Historic England Tall Building Guidance, is summarised below as follows:
- **Scale:** The proposed scale of the building sits comfortably within its existing context, given it is surrounded by taller existing and under construction developments such as the other buildings forming Plot 11, other key developments within First Street such as Unite Students Bridgewater Heights and Artisan Heights to the east and the towers within Great Jackson Street to the west. At 28 residential storeys, the student accommodation block steps down from Block D (at 45 storeys), creating a more varied skyline and a key gateway into the City Centre from the south.
 - **Form and Proportions:** The development comprises of two distinct elements, the tower and podium. At street level the introduction of a podium element for Block C in the revised scheme seeks to address the townscape at ground floor in a more proactive way. With the podium stepped to break up its mass and the tallest step denoting the main entrance. Moving further upwards, the tower element aims to match the typology of Block D in order to harmonise with the emerging development in First Street South. As a composition the revised Block C proposal presents as stronger, addressing the gateway condition of the site much better from both a vehicle entry point and also marking the axis along Newcastle Street and the new crossing.
 - **Massing and Silhouette:** The original plan for Block C included for three adjoining blocks shifting from left to right down towards Hulme. The new proposals are for a smaller footprint building in a slenderer, single block oriented towards Hulme allowing for greater views in and out of First Street from Hulme and an increased amount of public realm. At ground level, the new podium element helps address the public realm more effectively by providing a greater experience at street level. The ground floor is where more intricate design details are located to provide a human-scale for the proposals. With a clearly defined entrance onto the newly proposed park, the building engages with the surrounding streets and public space. Active frontages and new public space will help activate this emerging area, which is already starting to take shape through construction on the adjacent blocks within First Street South.

- **Materiality:** The material strategy has been developed to reinforce the sculptural form of the overall development composition. A consistent design approach and material treatment is proposed across the elevations of all volumes within the development. A limited palette of high-quality materials are used to articulate the volume surfaces and to emphasise orientation, scale and context. The façade strategy provides an approach to respond to the different contexts associated with a city centre building of height. These contexts include; the immediate local context of adjacent buildings, a wider context of surrounding neighbourhoods, and the city context of Manchester.

6.39. In summary, the building is considered to be of a high architectural quality, complementing the existing surroundings and the emerging developments at First Street.

Functional

6.40. With regard to Historic England's Tall Building Guidance and functional design, it states:

6.41. *"Façade treatment and finishes, external lighting, placement of plant, servicing and use of advertising screens are all important considerations in locations where locally distinct features are vulnerable to change in local context and character. The functional design of new buildings needs to consider and respond carefully to the historic environment. Historic environments often demonstrate strong street-based urban design qualities. Tall buildings often need to balance a range of needs, including greater servicing demands for ground floors. However, the design of tall buildings should reflect or reference local street-based qualities, such as active frontages and human scaled design at street level."*

6.42. Similarly, Policy EN2 states that *"submissions for tall buildings should also include appropriate measures to create an attractive, pedestrian friendly local environment" and "contribute positively to placemaking" and "play a positive role to placemaking in the wider area."*

6.43. The wider landscape concept for the original Plot 11 masterplan was to create a 'green wedge' rising from Medlock Street and Princess Parkway, with a series of residential buildings clustered around this public green. The Block C proposals develop this concept and provide a finer grain of detail and functionality to the green wedge.

6.44. Running through the heart of the development a public park will be created which feeds into the adjacent public realm, this space will create areas for socialising, sustainable drainage and biodiversity net gain.

6.45. The development of Newcastle Street as a primary north to south pedestrian and cycle corridor is a key spatial concept for the wider masterplan and these proposals continue this concept and materiality.

Sustainable Design and Construction

6.46. Advice Note 4 sets out that tall buildings should *"provide opportunities to enhance the appearance of an area and reduce harm to the historic environment through the re-development or retrofit of a tall building can be explored. Considerations may include different massing options; improvements to the base of the building and public realm; using durable high-quality materials; and whole life carbon costs."* Policy EN2 also states that the proposals should *"contribute positively to sustainability" and "be served by public transport nodes".*

6.47. Consideration of the Proposed Development in relation to Sustainable Design & Construction is provided in the following Application documentation:

- Section 6 of this Statement: Sustainability and Climate Change
- Energy Statements prepared by Element Sustainability
- Environmental Standards Statements prepared by Element Sustainability

6.48. In summary, the sustainability of the Proposed Development and measures to reduce its energy consumption have been considered from the initial phases of the development, and will be considered at each stage of the build process. Measures to reduce the energy consumption of the building during the construction phase, when making materials choices, and when operational have also been incorporated.

A Well Designed and Inclusive Environment

- 6.49. Historic England's Advice Note states that *"the way tall buildings are experienced at ground level is an important consideration as tall buildings can have a significant impact on the historic streetscape and public realm. In some cases, redevelopments may create opportunities to enhance elements of the significance of heritage assets by opening lost views or revealing historic street patterns"*.
- 6.50. The Proposed Development will create a well-designed and inclusive environment, respecting the needs of the buildings users as well the wider community. In summary the relevant measures include:
- The Proposed Development has been developed with an inclusive approach to allow easy, safe and secure access to all areas of the buildings and surrounding landscape.
 - The proposals will deliver 555 student bed spaces split between Cluster Bedrooms (43.4%) and Studios (56.6%). 1% of units will be suitable for those with accessibility needs, will be fitted out from the outset (6no. units (3no. studio and 3no. cluster rooms). 5% of the total bedspaces will be M4 (2) adaptable to be tailored to specific needs as and when requested.
 - There are 2 dedicated accessible parking spaces provided as well as 28 in the First Street Q-Park multi-storey car park. In addition to this, there are 2 on-street parking bays where disabled drivers can park without payment or limit on the northern side of River Street between Medlock Street and James Grigor Square.
- 6.51. In addition, the new landscaping proposals will create a welcoming, pleasant environment, which will encourage greater public use to the area and provide areas to relax for those who wish to. The enhanced public realm proposals will improve the existing pedestrian and cycling connections to the wider City Centre, enhancing permeability. The Proposed Development has been fully assessed in regard to wind microclimate which has demonstrated that the public realm is suitable as a place to relax and spend time in without adverse effects.
- 6.52. In summary, the Proposed Development has been designed to integrate with the surrounding context and buildings as they are brought forward within the First Street SDF areas, including how the proposals will help to reinstate the historical urban grain through redeveloping a large gap Site in the heart of the neighbourhood. Accordingly, it is considered that the proposals will assist with legibility in this part of the city.

7. Summary and Conclusions

- 7.1. This Planning and Tall Building Statement has been prepared by Deloitte LLP in support of a Full Planning Application for the redevelopment of Block C, First Street.
- 7.2. The wider FSDF area has been earmarked as a priority regeneration area since 2005. First Street North and Central have welcomed success since their development, including HOME, several restaurants uses and office development at No.8 First Street. Furthermore, Downing are also considerably well progressed with the construction of the other blocks forming part of First Street South so the proposals will help to complete the final piece of development within this area as well as bring First Street as a whole to realising its full vision.
- 7.3. The Site is in a strategic location due to the proximity of a wide range of transport links as well as being within the City Centre and within the Oxford Road Corridor. The Site is within easy reach of Manchester's universities, leisure facilities, public transport and other social infrastructure facilities and would cater directly to the growing student population numbers.
- 7.4. A comprehensive design evolution process has been undertaken, the design has been continuously tested to ensure that the optimal solution for the Site is achieved and that a viable and deliverable scheme is proposed. This has included consultation with a wide range of stakeholders including Manchester City Council, Greater Manchester Police, and the wider community.
- 7.5. The Site has an extant permission, as part of the wider Plot 11 (First Street South) development, where a cluster of co-living buildings (and supporting public realm / park) are consented. The revised scheme seeks to maintain the fundamental design principles to maintain cohesiveness in the design approach but provides a more appropriate and demanded use (PBSA) with a new Block C building with more elegant massing. Nonetheless, the Proposed Development has been designed to respond to the surrounding area and the historic context. A comprehensive design analysis has been undertaken to ensure that the scale of the development reflects its prominent location in the heart of the First Street Masterplan, and in respect of its surrounding historical context. The Proposed Development, as demonstrated in section 6 above, fully complies with the relevant policies and guidance in relation to tall buildings.
- 7.6. The Proposed Development is a high quality scheme which is not only a benefit to the tenants but also for the wider First Street area and its connectivity to Hulme, Castlefield, Deansgate and Great Jackson Street, as well as the wider city centre including the blue and green infrastructure with pedestrian linkages to the Manchester waterways and public open spaces such as Hulme and All Saints Parks.
- 7.7. In summary, the Proposed Development will bring the following substantial public benefits:
- **A viable use of an underused site:** the currently unused site is unattractive and fails to fully utilise the positive attributes of the Site. The redevelopment of the Site will maximise the benefits that can be delivered from the Site, whilst providing an attractive environment that will encourage further investment into the masterplan, acting as a catalyst for its continued regeneration activity. This public benefit should carry **significant weight** in favour of the Proposed Development.
 - **Student Demand:** The proposals will deliver a total of 555 student bedspaces within the Oxford Road Corridor, close to the City's university campuses; the Council's preferred location for PBSA to address the unmet demand in the city centre and thereby reducing pressure on mainstream housing. Through a nomination agreement with MMU, 20% of the beds (110 beds) included in the scheme will be priced at an affordable point for MMU students helping to meet the identified shortfall of spaces. The public benefits associated with helping to meet unmet demand for PBSA bedspaces should carry **significant weight** in favour of the Proposed Development. The provision of 20% affordable PBSA bedspaces should also be attributed **significant weight**.

- **Support employment opportunities and contribute to economic growth:** The scheme will support the growing economy in Manchester. The forecasted economic growth of Manchester indicates the employment opportunities will be concentrated in the city centre. In addition, during the construction phase, employment opportunities will be created. Overall, the Proposed Development will create a total estimated 273 FTE jobs per annum during the construction phase and a total of 41 FTE's jobs once operational. During the construction phase alone, a total of c.£32m GVA will be added to the economy and a total of £3.6m during the operational phase. As set out under Paragraph 81 of the NPPF, "*significant weight*" should be placed on the need to support economic growth and productivity. As such, the economic benefits associated with the Proposed Development should carry "*significant weight*" in favour of the Proposed Development.
- **Protecting the natural environment:** The Proposed Development has been designed with sustainability at the forefront. The improved public realm which include measures of soft landscaping including the planting of trees across the Site, helping to improve the levels of biodiversity (71% BNG) and local air quality. These benefit should carry **considerable weight** in favour of the Proposed Development.
- **Vitality:** The redevelopment of the Site will animate the area and make it a more welcoming environment for pedestrians. Public realm improvements and redevelopment of the Site will create 24hr natural surveillance and discourage anti-social behaviour in the area through the inclusion of active frontages and increased activity. This benefit should carry **significant weight** in favour of the Proposed Development.
- **Regeneration objectives of the FSDF:** First Street SDF outlines the existing need for the scale and density in this location, with a mixed-use product. The Proposed Development will help to deliver a high-quality residential area with a mixture of residential types helping to contribute to a vibrant and diverse community in this location. Furthermore, the Proposed Development will also allow for the full completion of First Street South and bring the overall First Street Masterplan even closer to completion. This benefit should carry **significant weight** in favour of the Proposed Development.

- 7.8. The Core Strategy and all material considerations identified have been considered in the preparation of the Application and evolving the design of the development, alongside site-specific considerations. Policies and guidance contained within these documents are assessed in more detail within other technical reports submitted with the Application.
- 7.9. A detailed assessment of the proposals has been undertaken against planning policy at all levels as set out within the body of this Statement. Taking all of this into account, and applying the first limb of section 38(6) of the Planning and Compulsory Purchase Act 2004 and section 70(2) of the Town and County Planning Act 1990 (as amended), it can be concluded that the Proposed Development is considered to be in accordance with the Development Plan taken as a whole.
- 7.10. This Application is further supported, applying the first limb of section 38(6) of the Planning and Compulsory Purchase Act 2004, by the assessment of other material considerations including the NPPF and it has been demonstrated that the Proposed Development will deliver the overarching economic, social and environmental objectives of sustainable development as a whole as summarised in paragraph 8 of the NPPF. As such, the Proposed Development therefore merits the support of the Local Planning Authority and the grant of Planning Permission without delay applying paragraph 11(c) of the NPPF.
- 7.11. Whilst there are some minor impacts in relation to daylight, sunlight and overshadowing and solar glare, these are considered suitable for their city centre context and are still considered appropriate and in line with local and national policy and guidance. In any case, in consideration of the material benefits associated with the proposed development, the proposed development should be considered acceptable on planning balance.

Appendix 1 – Green and Blue Infrastructure Statement

The purpose of this Green and Blue Infrastructure Statement is to explain how objectives set out within ‘*Manchester’s Great Outdoors – A Green and Blue Infrastructure Strategy for Manchester 2015-2025*’ (G&BIS) have been met. Best endeavours have been taken to secure environmental improvements across the Site.

Objectives established to enable the vision to be achieved:	Response:
1. Improve the quality and function of existing green and blue Infrastructure, to maximise the benefits it delivers.	<ul style="list-style-type: none"> ✓ The Proposed Development delivers generous blue and green infrastructure across the public realm, including tree planting a new park delivered as part of a comprehensive landscaping strategy with the other buildings within First Street South.
2. Fuse appropriate green and blue infrastructure as a key component of new developments to help create successful neighbourhoods and support the City’s growth.	<ul style="list-style-type: none"> ✓ The opportunity to deliver this quantum and quality of public realm being proposed has been identified within the First Street SDF. The framework envisions the creation of new high quality open space within First Street South. ✓ The creation of this amount of public realm on the Site will provide a green open space for new residents within First Street South and First Street as a whole. ✓ The Site will look to use areas of soft landscape planting and permeable paving that collectively will slow surface water run off through the Site. Transforming a vacant area of hardscaping into a rich and diverse landscape that will have measures in place to deal with slowing down its own surface water.
3. Improve connectivity and accessibility to green and blue infrastructure within the City and beyond.	<ul style="list-style-type: none"> ✓ New public realm areas including a new public walkway will improve linkages through the City Centre. ✓ Given the highly sustainable location of the Site, occupants and visitors will have access to a variety of transport modes. Cycle storage is provided to encourage uptake of active transport. ✓ The landscaping will facilitate future linkages and overall connectivity through the First Street area, while enhancing perceptions of safety through the creation of a quality streetscape.
4. Improve and promote a wider understanding and awareness of the benefits that green and blue infrastructure provides to residents, the economy and the local environment.	<ul style="list-style-type: none"> ✓ The redevelopment of the currently underutilised Site will support the creation of a residential-led mixed-use district. The addition of the new public realm will be accessible to future and existing residents around First Street, nearby residential neighbourhoods and the wider City. ✓ The inclusion of public realm will increase passive surveillance, making a positive contribution to reducing localised crime and increasing safety.

	<p>✓ Furthermore, by improving and enhancing the safety and provision of the public realm, members of the community will be more attracted to these spaces and to undertaking sustainable modes of travel, such as walking and cycling, to access other areas of the City. This has the potential to reduce reliance on private car journeys and generate health benefits associated with walking and cycling.</p>
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Appendix 2 – MMU Letter of Support

Appendix 3 – Ground Conditions

Appendix 4 – Higher Education Context

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