

An architectural rendering of a modern urban development. On the left is a multi-story building with a grid-like facade of windows and balconies. To its right is a taller, more slender building with a similar grid pattern. In the foreground, there are trees and a paved area with some figures of people. The entire image has a blue color overlay.

June 2023
Supporting Planning Statement

Upper Brook Street Masterplan **(McLaren / Kadans)**

Supporting Planning Statement

Upper Brook Street Masterplan – McLaren / Kadans

McLaren Property and Kadans Science Partner

June 2023

Contents

1.	Introduction	3
2.	Site and Surroundings.....	8
3.	Strategic Regeneration Context	14
4.	Illustrative Upper Brook Street Masterplan	32
5.	The Proposed Development	41
6.	Summary of Community and Stakeholder Involvement	62
7.	Planning Policy Context	70
8.	Planning Assessment	87
9.	Green Infrastructure Statement	112
10.	Environmental Considerations	114
11.	Summary of Community Offer	124
12.	Planning Balance.....	129
13.	Summary and Conclusions.....	133

Appendices

Appendix I	Site Location Plan
Appendix II	Submission Schedule
Appendix III	Planning History

Report title: Supporting Planning Statement

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For and on behalf of Avison Young (UK) Limited

1. Introduction

1.1 This Planning Statement has been prepared by Avison Young ('AY') on behalf of McLaren Property Limited and Kadans Science Partner ('the Applicants'), in support of an application for full planning permission submitted to Manchester City Council ('MCC') at land between Upper Brook Street, Kincardine Road, and Cottenham Street ('the site') (also known as 'Upper Brook Street Masterplan – McLaren / Kadans', as shown on the Location Plan at **Appendix I**.

1.2 The application proposes the following description of development:

"Full planning permission for the demolition of existing buildings and erection of a single 6 to 9 storey block for Sci-Tech use (Use Class E (g)(ii) and 267sqm of a café/bar (Use Class E (b), and a single 9 to 23 storey block to be used for Purpose Built Student Accommodation (Use Sui Generis), comprising 737 bedrooms in total and 293sqm of community use (Use Class F2 (b)) and 80sqm of commercial floorspace (Use Class E), alongside new public realm, access, parking, and associated works"

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

1.4 This Planning Statement assesses the development proposal against relevant planning considerations, including national and local planning policy and other material considerations. It provides the planning justification for why the proposal represents policy compliant sustainable development and should be approved.

The Vision

1.5 The vision for the proposed development is to transform the currently derelict site to create a world-class and sustainable development with best-in-class facilities supporting well-being, inclusivity and diversity.

1.6 The development is a vital part of the wider Upper Brook Street Masterplan and is envisaged as a strategic link between the neighbouring residential areas of Ardwick to the east and the Oxford Road Corridor to the west. The development will breathe new life into a previously forgotten corridor of

land, making a positive contribution to the local community of Ardwick, while also contributing to and enhancing the local economy and attracting and retaining the best talent to the city.

The Applicants

McLaren Property

- 1.7 Since its inception in 2010, McLaren Property has forged a reputation as a dynamic, innovative and ambitious developer. Its reputation is one which has been built on consistent performance and a robust track record.
- 1.8 McLaren Property is proud of its expertise in real estate, and its skilled, dedicated team bring years of experience. Its projects range across many sectors, including student, residential, logistics and commercial developments, but what unites them all is a passion for contemporary design, superb build quality and exceptional finishes.
- 1.9 As a developer and major construction contractor with experience of creating and operating their own assets, McLaren Property can offer real insight across the development lifecycle to promote large scale regeneration that is fit for a sustainable and economically strong future.
- 1.10 McLaren Property has a growing portfolio of investment and development properties in key University towns and cities across the UK. Their student accommodation strategy focuses on these prime centres, supported by world renowned universities. Examples of McLaren Property's recent successes in the student sector include Moulsecoomb Way, Brighton and The Cam Foundry, Cambridge. Within Manchester McLaren Property has recently gained planning consent for 319 student rooms at St Gabriel's, Oxford Place.

Kadans Science Partner

- 1.11 Kadans Science Partner is the European leader investing in the development of ecosystems with a dedicated focus on the knowledge intensive sector. They operate 26 campuses across Europe with 450+ companies accommodated in over 7 million sqft of lettable floor area.
- 1.12 Kadans has invested across various specific areas, including food in Wageningen and life sciences in Leiden, and cell & gene therapy in Stevenage. Kadans provides its tenants with an array of additional services tailored to their specific needs.

- 1.13 At Kadans, everything is meticulously crafted to encourage and support innovation – the spaces they design, the services they provide and the communities they foster to create a ‘spine’ across all aspects of the research cycle.

Relationship to the Illustrative Upper Brook Street Masterplan

- 1.14 This application forms part of a wider illustrative masterplan currently being promoted for a wider collection of sites along Upper Brook Street. These wider proposals are being brought forward collaboratively McLaren, Kadans, Property Alliance Group (‘PAG’), and Moda Living (‘Moda’) who have jointly developed a comprehensive response to MCC’s Oxford Road Corridor Strategic Regeneration Framework Guidance, which identifies a transformational opportunity to accommodate larger, flexible floorplate life-science buildings to continue the strong and sustained economic growth of the Oxford Road Corridor and wider City Region, alongside other supporting uses such as Purpose Built Student Accommodation (PBSA) where this is needed to support and enable the delivery of regeneration objectives, economic growth, and new community benefits.
- 1.15 The illustrative masterplan seeks to transform the currently vacant sites along Upper Brook Street; re-establishing their importance in the area by re-introducing permeability, public realm, and active community-facing uses at ground floor.
- 1.16 The emerging illustrative masterplan is described in more detail in Section 4 of this Statement but includes almost 3 acres of new public realm and green spaces, 2 new public squares, as well as a series of high-quality new buildings of varying heights to provide accommodation for life sciences operators and purpose built student accommodation.
- 1.17 The illustrative masterplan is proposed to be delivered via two separate planning applications by the respective developers, the ‘Upper Brook Street Masterplan – McLaren / Kadans’; and the ‘Upper Brook Street Masterplan – PAG / Moda’. This planning application and Planning Statement relates only to the McLaren / Kadans proposals. A separate planning application for the northern part of the masterplan to be delivered by PAG / Moda is anticipated to be submitted in Q2 2023.
- 1.18 A combined approach has been taken to the consultation of both applications to ensure the Council, stakeholders and local community have a cohesive understanding of the overarching proposals.

Submission Documents

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

Environmental Impact Assessment

- 1.20 Regulation 6 of the 2017 EIA Regulations makes provision for a developer to request a 'Screening Opinion' from the Local Planning Authority (LPA) to ascertain whether an EIA is required if a development is classed as a Schedule 2 development. This decision is based on the likelihood of significant environmental effects arising in relation to the development proposals.
- 1.21 The proposed development covers an area of approximately 1.084 ha. As such, it is above the threshold for EIA in respect of Schedule 2, Category 10 (Subsection (B) 'Urban Development Projects') of the EIA Regulations. It has been agreed with MCC that an EIA is prepared to accompany this planning application. Accordingly, an Environmental Statement is submitted which includes technical chapters relating to:
- **Chapter 6** - Townscape, Visual and Built Heritage
 - **Chapter 7** - Socioeconomics
 - **Chapter 8** - Wind Microclimate
 - **Chapter 9** - Daylight, Sunlight and Overshadowing
 - **Chapter 10** - Climate Change
 - **Chapter 11** - Transportation

Structure of this Planning Statement

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

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

1.23 The following section of this Planning Statement provides an overview of the site and surroundings.

2. Site and Surroundings

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

The Site

- 2.2 The site extends to approximately 1.084 ha and is located in Ardwick ward within the administrative boundary of Manchester City Council ('MCC'). A copy of the Site Location Plan is contained within Appendix I.
- 2.3 The site is bound to the north by a former Williams car dealership which is being promoted separately for development by PAG / Moda as part of the wider illustrative Upper Brook Street Masterplan, to the west by Upper Brook Street, to the south by Cottenham Street, and to the east by Kincardine Road. On the opposite side of Kincardine Road is Brunswick Neighbourhood, which primarily comprises two-storey terraced houses. Kincardine Court Student Accommodation is located in Brunswick adjacent to the application site, which is 6 storeys in height. Gartside Gardens is located approximately 50m north of the site (at the closest point). The site is located opposite to several University of Manchester buildings, including the Alan Turing Building and the Schuster Building, and is approximately 1km south east of Oxford Road Station and Manchester City Centre.
- 2.4 The northern part of the site is currently partially in use as a temporary paid car park. The paid car park is located on a section of the Site which was formerly in use as a Citroën car dealership and is accessed from both Upper Brook Street (UBS) to the west and Kincardine Road to the east. The remainder of the Site comprises the former Elizabeth Yarwood Court residential complex, which is accessed from Kincardine Road to the east of the Site.

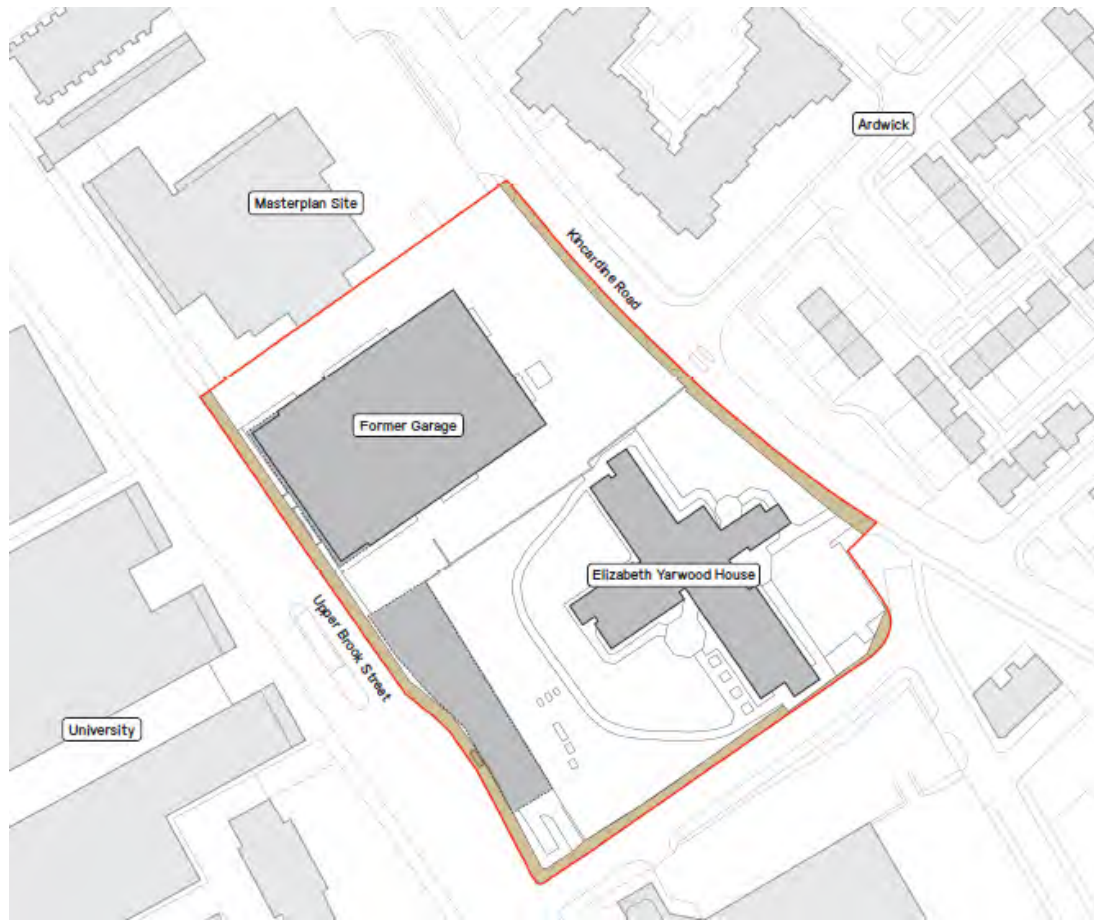


Figure 2.1- Existing Site

Surrounding Area

- 2.5 The surrounding area is mixed in use and includes the Brunswick residential neighbourhood, commercial and retail use, education facilities, residential use / student accommodation, leisure uses and transport infrastructure.
- 2.6 The site is well connected in terms of access to services. Being located just 1km south east of Oxford Road Station, Manchester City Centre the site is within walking distance of a wide variety of services and amenities. The site is located 250m west of Oxford Road, which contains a multitude of high street shops and various bars, restaurants and facilities.
- 2.7 In terms of public transport accessibility, while the nearest train station, Oxford Road is 1km north west of the site, the site is immediately adjacent to Brunswick Street bus stop south bound service, and 150m north of the northbound service. These bus stops are regularly served by the 50 bus service which connects East Didsbury to Salford Quays with several stops in Manchester City Centre.

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

Environmental Constraints

- 2.8 According to the Environment Agency's Flood Risk Map for Planning the site comprises a mix of Flood Zone 1, where a low risk of flooding is anticipated (indicating an annual probability of less than 0.1% of flooding from rivers or the sea) and Flood Zone 2, where a medium probability of flooding is anticipated (indicating an annual probability between 1% and 0.1% of flooding from rivers and between 0.5% and 0.1% chance of flooding from the sea).
- 2.9 According to Historic England none of the buildings on the site are statutorily listed and the site is not located within a conservation area. The nearest listed buildings are the Grade II* listed Former Unitarian Chapel, and Grade II Listed Mawson Hotel which are 80m north and 30m south east from the site boundaries respectively.
- 2.10 None of the trees on the site are subject to tree preservation orders ('TPO').

Planning History

- 2.11 The full planning history for the site as established via Manchester City Council's online planning application map search is available at **Appendix III**.
- 2.12 All previous applications relating to the northern section of the site have been in association with its former use as a car dealership. This part of the site has not been subject to any planning applications in the last 5 years.
- 2.13 The southern section of the site has been subject to previous applications in association with its former use as sheltered housing, however more notably, the southern section has also comprised part of an application for the widescale redevelopment and refurbishment of the Brunswick Neighbourhood. Referred to as the Brunswick Housing Private Finance Initiative ('PFI').
- 2.14 The original application for the redevelopment of Brunswick Neighbourhood (ref: 101664/FO/2013/N2) was approved in October 2016. The description of development is as follows:

"Selective demolition and clearance (including a number of residential, retail and other non-residential buildings) to allow the phased redevelopment and refurbishment of the Brunswick Neighbourhood, including the erection of 444 new residential dwellings (C3); the refurbishment

of 839 existing homes [including low rise reversals and the refurbishment of Artillery Court, Silkin Court, Lockton Court, Lamport Court, and existing maisonettes and low rise houses]; a new boulevard and new access roads, new car parking and service areas; a new mixed use building comprising of 4 retail units (A1 or launderette or A5), and a neighbourhood housing office (B1a) with 18 apartments (C3) above; a mixed use residential extra care home with 60 residential units, and a day care centre on part of the ground floor (C2/D1); the upgrading of Gartside Gardens [with new multi use games area, a new playground, realigned pathways, new entrances and new landscaping]; a new orchard; 25 new allotments; new boundary treatments; new open spaces; with associated infrastructure, landscaping and tree planting”

- 2.15 The original application gained consent for the demolition of the existing building on site, Elizabeth Yarwood Court, (under approved Demolition Plan M002 Rev D) and the redevelopment of the site for residential housing (under approved Masterplan M005 Rev J). Extracts of the approved demolition and masterplan are included at Figures 2.2 and 2.3 below.

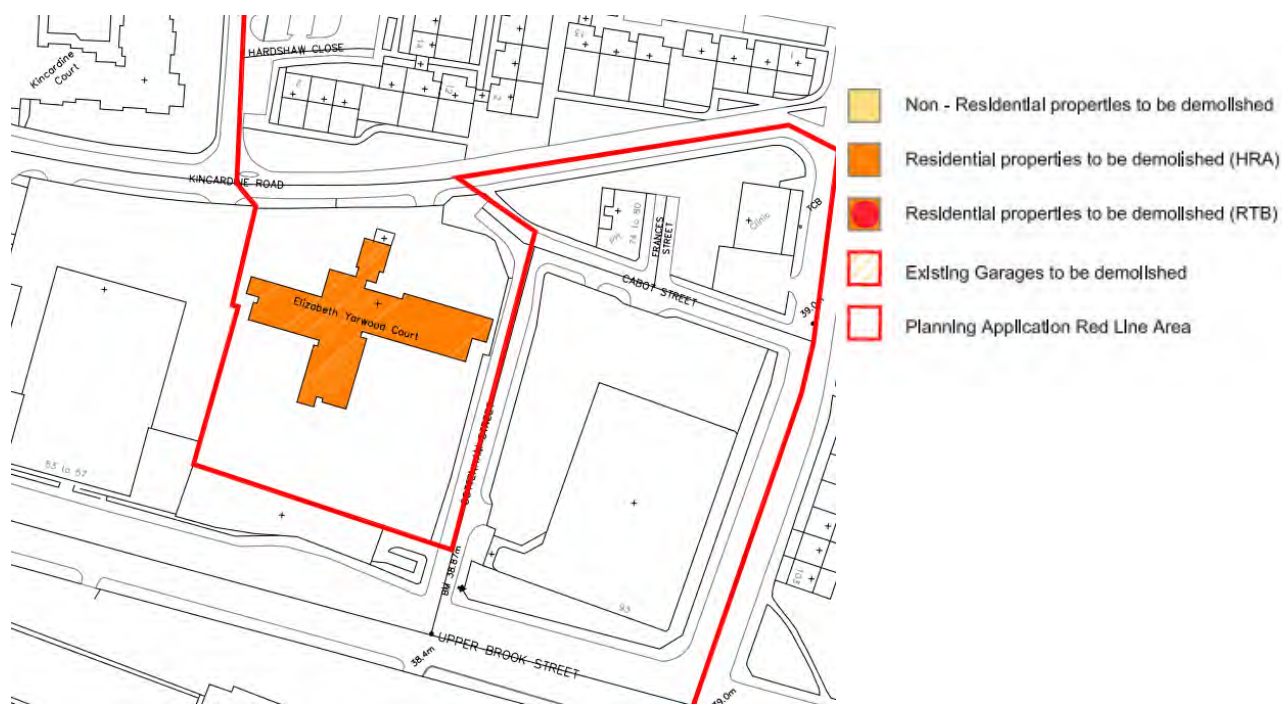


Figure 2.2- Demolition Plan M002 Rev D (Application 101664/FO/2013/N2)



Figure 2.3- Masterplan M002 Rev J (Application 101664/FO/2013/N2)

- 2.16 Following the approval of application 101664/FO/2013/N2 in October 2016, the site has been subject to a number of associated discharge of conditions, non-material amendments and Section 73 applications. Full details of these applications are included at **Appendix III**. The most recent application at the site which regarded layout (application ref: 118379/JO/2017) was approved in April 2018 and had the following description of development:

"Application to vary Condition Nos 2,14 and 29 attached to permission 101664/FO/2013/N2 to regularise and allow amendments to the previously approved Brunswick Masterplan including the removal of 20 private for sale dwellings from the layout, minor changes to access arrangements, highways, driveways and parking, minor changes to boundary treatments, and the re-siting of some new build properties."

- 2.17 This application, ref: 101664/FO/2013/N2, did not appear to impact the approved layout of the section of the site which is subject to this current application. As such the masterplan approved under application 118379/JO/2017 which comprises the most recent approved masterplan at the site is shown at Figure 2.4 below (ref: M4976 LP 000 Rev D).



Figure 2.4: Masterplan M4976 LP 000 Rev D (Application: 101664/FO/2013/N2)

- 2.18 It should be noted that since the granting of the consents summarised above as part of the PFI, MCC endorsed a report to its Executive Committee in July 2021 removing Elizabeth Yarwood Court from the PFI project to reposition its redevelopment in line with the wider Upper Brook Street proposals. Further detail on this is provided in Chapter 6 and 7 of this Planning Statement.

Summary

- 2.19 The site is situated in a highly sustainable and accessible location, within very close proximity to a range of existing public transport infrastructure, shops, services and leisure facilities. The site's planning history demonstrates that part of the site has been identified as a suitable location for redevelopment and regeneration.
- 2.20 The following section of this Planning Statement sets out the strategic regeneration context.

3. Strategic Regeneration Context

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

Regeneration Context

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

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

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

Brunswick Masterplan

- 3.7 Brunswick is identified as an inner-city area of south Manchester. As described within the Planning History section of this Planning Statement the southern section of the application site had been subject to a previous planning application for the widescale redevelopment and refurbishment of the Brunswick Neighbourhood. Referred to as the Brunswick Housing Private Finance Initiative ('PFI'). In July 2021 Manchester City Council removed the application site from the PFI boundary to reposition its redevelopment in line with the wider Upper Brook Street proposals. The wider Brunswick Neighbourhood, to the east of the site, remains part of the PFI initiative.
- 3.8 Manchester City Council have identified a number of key issues within Brunswick which are highlighted within the 2013 Executive Report 1 relating to the PFI proposals. The Executive Report states there are 1,135 homes in Brunswick, of which 902 are council dwellings and 233 are privately owned. In more recent years, the level of owner-occupation has increased as a result of tenants exercising their Right to Buy. However, home ownership is still low overall, and the current tenure mix does not meet the aspirations of income earning households and fails to support a balanced and sustainable community.
- 3.9 The Executive Report continues by stating:

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

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

opportunities for crime and anti-social behaviour and impacts negatively upon the internal and external image of the area.'

- 3.10 Additionally, the Executive Report states 'high unemployment is endemic in the neighbourhood, above average for Manchester and over 2% higher than the UK rate'.
- 3.11 Furthermore, the Executive Report identifies there to be a lack of retail supermarket provisions within Brunswick Neighbourhood. This is an issue which still exists in 2023 with only a Tesco Express and Chinese Supermarket available as food stores. A recent Manchester Evening News Article (January 2023) addressed the issue of Brunswick only having one dedicated shop, despite the neighbourhood having a 500-place primary school.² It is recognised that this incentivises food poverty as it means the community are paying higher prices to shop at Tesco Express in the absence of full-size supermarkets.
- 3.12 In 2019 the Index of Multiple deprivation found Brunswick Neighbourhood to be ranked 1,994 most deprived out of 32,844 (LSOA) areas in England³. This shows the neighbourhood to be amongst the 10% most deprived neighbourhoods in the country.
- 3.13 The above issues are identified within the PFI plans for the regeneration of Brunswick Neighbourhood. The 2013 MCC Executive Report identifies the following key improvements:
- **Performance of the economy of the region and sub region:** The Brunswick PFI project will include a range of new high-quality homes for sale and to rent and will provide refurbished Council homes which will exceed Decent Homes Standards. The regeneration of the Brunswick neighbourhood will provide enhanced opportunities for the retention and attraction of economically active residents and workers, helping to build a sense of place and positioning Brunswick as a neighbourhood of choice.
 - **Reaching full potential in education and employment:** The Brunswick neighbourhood already benefits from a new primary school and health centre. The PFI project will further ensure the provision of first-class services and amenities including new retail provision and will influence the provision of mainstream services. The PFI Contractor will be a key regeneration partner contributing to the Central Manchester Strategic Regeneration Framework and Ardwick Local Plan. The contract will include a range of local labour and training opportunities for the benefit of Brunswick, Ardwick and Manchester residents.

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

³ Index of Multiple Deprivation 2019- https://dclgapps.communities.gov.uk/imd/iod_index.html

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

Oxford Road Corridor

Oxford Road Corridor Strategic Vision to 2030 (January 2023)

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

now accounts for 86,000 jobs, over 7,000 businesses, including 50% of Manchester's life sciences businesses, and 26% of the city's employment in cultural and creative industries.

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

"The area represents a unique opportunity to counterbalance innovation-led growth in the South East, and delivering this new vision will help drive sustainable and inclusive growth across the North."

Oxford Road Corridor Strategic Spatial Framework (2018)

- 3.20 The Oxford Road Corridor SSF (endorsed March 2018) was prepared in order to identify a series of overarching spatial principles for the Oxford Road Corridor as a whole, which would establish an important point of reference in the formulation of future guidance and masterplanning work for individual sites, as they come forward for development within this strategically important area. A key objective is to ensure that decision-making on future planning applications avoids development that will result in unacceptable opportunity costs and missed opportunities to leverage the Oxford Road Corridor's potential to deliver accelerated, inclusive economic growth and enhanced productivity.
- 3.21 The SSF states that realising the Oxford Road Corridor's potential is likely to be a 10 to 20 year programme and beyond. In the context of the scale of opportunity this area presents, and the strategic importance of that opportunity, the question of opportunity cost must therefore be considered in the short, medium and long term.
- 3.22 The Oxford Road Corridor is in the city centre and is becoming increasingly accessible across its whole area. The SSF states that the Corridor can clearly support further density than currently exists with the right quality of design and place-making. Growth will be supported by key place-making objectives

in terms of public realm, diversifying and uplifting the quality and range of uses around retail, food, drink, cultural, sport and housing. New development (both physically and functionally) should foster improved connectivity with surrounding communities to ensure that the benefits of investment and regeneration flow into those areas and that there is access to all to the wealth of assets located within Oxford Road Corridor, including employment opportunities, culture, leisure, transport, healthcare and sports' facilities.

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

Oxford Road Corridor Strategic Regeneration Framework Guidance (2019)

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

3.29 The SRFG includes a number of important placemaking principles for the UBS site that are established within the Oxford Road Corridor SSF, including:

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

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

3.31 The SRFG Illustrative Masterplan identifies 7 development plots as shown in Figure 3.1. Blocks B and C are located within the current application site boundary.



Figure 3.1- ORC SRGF Upper Brook Street Illustrative Masterplan

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



Figure 3.2- SRFG ORC UBS Illustrative Massing

Land Use Context

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

Life Science Use

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

- 3.37 Life sciences are already recognised as playing a crucial role in the strategic growth of Manchester as a regional and international city, and forming a fundamental component of the vision for the wider Oxford Road Corridor. It is now home to 14,750 jobs in life sciences, advanced manufacturing and tech areas and 50% of Manchester's life science businesses⁴.
- 3.38 The Oxford Road Corridor Vision 2030 sets out that that area is a recognised centre for research, innovation, and commercialisation, with a key priority is to strengthen the area's asset base to build on its translational research and discovery capability. The document states that the Corridor presents a unique opportunity of national significance to counterbalance innovation-led growth in the South East and support the Government's levelling up agenda. An independent assessment of the partnership's plans shows the potential to create an additional 20,000 jobs in key sectors and £1.5bn annual GVA by 2030, with these plans being underpinned by world-leading research
- 3.39 The UBS site is identified in the ORC SRFG (2019) as representing a transformational opportunity to accommodate the larger, flexible floorplate commercial buildings (including life-sciences) that will provide the right type of product to continue the strong and sustained economic growth of the Oxford Road Corridor and wider City Region, alongside other supporting uses such as PBSA where this is needed to support new economic growth, and community uses.
- 3.40 The SRFG also states that the UBS site will be an employment-led masterplan, leveraging its clear advantages in terms of location and scale; the primary use will be commercial and workspace buildings, which are designed to facilitate the further commercialisation of research in the science, technology and engineering sectors in line with Core Strategy Policy EC8, which identifies that sites within the Oxford Road Corridor will be a priority for employment growth in office, research and development, light industrial, general industrial, education and health.
- 3.41 The SRFG suggests new buildings that provide large, flexible floorplates that are capable of accommodating the full range of facilities required by operators within these sectors, but which are flexible in design to be capable of accommodating small and medium-sized enterprises. Where landmark locations are identified within the Illustrative Masterplan, there may be an opportunity for taller buildings if it can be demonstrated that this would be in compliance with planning policy including Core Strategy Policy EN2 Tall Buildings.

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

Community Benefits / Uses

- 3.42 As previously mentioned the site and the wider UBS development opportunity sit within both Ardwick ward and the Oxford Road Corridor – straddling two important regeneration areas. As well as the transformation opportunity it provides for the continued growth of the Corridor it also has a crucial role to play in Ardwick and, specifically, the Brunswick community.
- 3.43 A number of key priorities for the UBS site have been identified in the ORC SRFG and the Oxford Road Corridor SSF. These include:
- Deliver high quality, inclusive new public realm, where communities can connect and knowledge and skills-sharing can happen.
 - Identify appropriate locations for anchor community, retail and leisure uses that will serve existing and proposed local communities.
 - Enhance pedestrian crossings to Upper Brook Street and simultaneously strengthen east to west connections across the Oxford Road Corridor area and through to Ardwick and Hulme.
 - New development should extend and further activate Gartside Gardens and Brunswick Street, facilitate natural surveillance and enhance the amenity value of the park.
- 3.44 The above is further strengthened in the ORC SRFG through its placemaking principles for the UBS site that sets out the requirement to identify suitable locations for supporting community uses, predominantly at the intersections of key pedestrian routes and along important arterial routes.
- 3.45 The SRFG also suggests that providing active ground frontages are key, with a range of supporting uses that should be incorporated to promote vibrancy and a sense of community. Appropriate uses could include networking and collaboration space for the workspace occupiers and visitors; social infrastructure and retail for existing and future communities, including a convenience store, restaurant and cafés, bars and other amenities for local residents, workers and visitors.
- 3.46 Through discussions with local ward councillors, and consultation with local community groups and two public exhibitions, the emerging Illustrative Upper Brook Street Masterplan being jointly promoted by the Applicants and PAG / Moda has sought to incorporate extensive new public realm, improvements to permeability, and significant new community uses within the proposals. This application site on its own will include a new flexible community centre for the Brunswick community, almost 1 acre of new high-quality public realm, and opportunities for new retail and cafes.

Purpose Built Student Accommodation

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

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

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

- 3.52 The University of Manchester released a statement⁶ relating to this in September 2022 which recognises there are capacity issues within both university and private sector accommodation within Manchester. The statement confirms that “the demand for student accommodation is outstripping the available supply”. In response to this the University of Manchester offered eligible students £2,500 as an alternative to taking a room in university accommodation for the 22/23 academic year. The shortage of accommodation also resulted in the University of Manchester having to secure student accommodation in nearby cities, including Liverpool and Preston, and offering financial support to mitigate the additional costs to those having to commute to Manchester. This demonstrates the exceptional need for PBSA within Manchester.
- 3.53 MCC’s projections estimate that demand for new PBSA could be up to 11,320 (representing 2% growth per annum) up to 2030.
- 3.54 Core Strategy Policy H12 requires developers to demonstrate, amongst other things, that there is a need for additional student accommodation and requires any new PBSA to be provided close to the University Campuses or on nearby high frequency public transport routes.
- 3.55 Recent PBSA appeals have successfully challenged the Council’s evidence that the future need for PBSA could be met within a defined spatial area close to the University Campuses. A report endorsed by MCC’s Executive Committee in May 2023 states that it is necessary to address the issue that the Inspectors identified and that the Council needs to establish, monitor, and manage a pipeline of schemes in order to demonstrate that demand for PBSA can be met in appropriate locations.
- 3.56 The May 2023 Executive Paper identifies 20 sites, including the UBS site, which could potentially support around 12,500 PBSA bedspaces. The Paper states that their suitability, availability and deliverability have been assessed to establish whether they are capable of meeting bedspace requirements, in line with identified and projected need.
- 3.57 Each site identified has been assessed based on agreed criteria to objectively test and challenge deliverability, understand the realistic / defensible timing of delivery, and the capacity of those sites: The deliverability criteria included:

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

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

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

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

- Responding to the city-wide need for new PBSA to support Manchester's status in the top tier for higher education. The site is identified as being suitable for high-density PBSA.
- Providing a sufficient quantum of PBSA in order to enable the delivery of the life science and community elements of the masterplan in line with the SRFG aspirations.

- Assisting in providing alternative accommodation for the students that currently live in family housing with Ardwick.

City-Wide Need

- 3.60 As set out above, Manchester is in the top tier of international cities for higher education. Key to this is the city's ability to compete for students and its residential offer. The May 2023 Executive Paper on PBSA has identified the need for 11,320 additional PBSA beds, with students in 2022 being housed in Liverpool and Huddersfield due to a lack of supply.
- 3.61 Key sites for the additional delivery of PBSA have been identified by MCC including the UBS site with an estimated capacity for at least 1,700 new student rooms. The delivery of new PBSA as part of this application will help to meet this identified need for new, high quality, PBSA in the Oxford Road Corridor on an identified site.

Enabling Life Science and Community Uses

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

Local Need

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

Economic Context

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

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

- 3.70 In 2021 the total number of people working in Ardwick was 44,300. This includes employees and working proprietors (sole traders, sole proprietors, partners and directors). The resident population of the ward is 21,906, and the working population is 16,867. This indicates that there is substantial net inward migration into the area for work of around 27,000. Given its city centre location and excellent public transport links, increased business space in the area would increase the opportunities for sustainable economic growth in Manchester.
- 3.71 Employment forecasts in the Greater Manchester Forecasting Model show employment in Greater Manchester is forecast to grow by 12% (183,000) jobs from 2017 to 2037. The city of Manchester is expected to provide a large share of this employment growth, especially if new development sites are brought forward, with Ardwick being a key city centre ward with growth potential.
- 3.72 Unemployment accounts for 6.2% of the working age population in the Ardwick ward, which is just above the rate for the rest of Manchester of 6% and well above the 4.2% level for the whole of the North West
- 3.73 Ardwick has the second highest number of households in Manchester at 8,4737 and the highest proportion of housing benefit claimants of the city centre wards at 35.2% (2,979 households).
- 3.74 Overall, the economic activity level and employment rates in Ardwick are shown to be below both Manchester as a whole and the North West. Additionally, the level of residents with degree level education is well below the level in the rest of Manchester. This highlights the important role that the ORC can play in leveraging economic drivers in the area. The proposed sci-tech building will create a wide range of graduate and non-graduate employment opportunities, which will boost economic activities and employment levels across Ardwick. The new jobs created by this development will act to reduce unemployment levels in Ardwick which are demonstrated to be above the average for Manchester and the North West. Additionally, the high-quality jobs created by this application will boost wages in the area.

⁷ Manchester City Council Intelligence Hub

Conclusion

- 3.75 This Chapter has demonstrated that the regeneration of this site aligns with the ORC policy framework which includes the Strategic Vision to 2030, the ORC Strategic Spatial Framework and the Oxford Road Corridor Strategic Regeneration Framework Guidance ('SRFG'). In particular the SRFG identifies this site as a 'Future Development Opportunity'. The SRFG includes an illustrative masterplan which is endorsed by MCC and sets out indicative land uses and development plots. The life science, community, and PBSA uses are all supported within the ORC's guidance for the site. In addition, in May 2023 MCC endorsed an Executive Paper which identified the UBS site as having potential to support PBSA bedspaces. In terms of the economic context for the area, Ardwick is shown to have lower employment, and economic activity levels than Manchester and the North West, as well as lower wages and higher unemployment levels. This high-quality development will produce a significant number of new jobs, which could significantly leverage the economic activity within Ardwick.

4. Illustrative Upper Brook Street Masterplan

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

Emerging Illustrative Masterplan

- 4.4 The illustrative Upper Brook Street Masterplan comprises the following key elements across 7 development plots:
- Circa 700,000 sqft of life scheme accommodation;
 - Circa 1,840 purpose built student accommodation beds;
 - Active ground floor community-facing uses within 8 separate spaces; and,
- 4.5 Almost 3 acres of high quality, cohesive new public realm.
- 4.6 The illustrative masterplan is proposed to be delivered via two separate planning applications by the respective developers: the 'Upper Brook Street Masterplan – McLaren / Kadans'; and the 'Upper Brook Street Masterplan – PAG / Moda'. This planning application and Planning Statement relates only to the

McLaren / Kadans proposals. A separate planning application will be submitted for the northern part of the masterplan to be delivered by PAG / Moda.

- 4.7 The table below provides a summary of the development team and anticipated submission dates for each application.

	Phase I	Phase II
Developer	McLaren Property and Kadans Science Partner	Property Alliance Group and Moda Living
Architect	Sheppard Robson	Hawkins/ Brown and SimpsonHaugh
Landscape Architect	Re-form Landscape Architecture	Re-form Landscape Architecture
Planning Consultant	Avison Young	Avison Young

- 4.8 Figure 4.1 shows the split of the current application site in the context of the wider masterplan site.



Figure 4.1- Application Site Boundary and Masterplan Site Boundary

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



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



Figure 4.3- *Illustrative Artists Impression of UBS Masterplan*

Illustrative Masterplan Principles

Building Typology

- 4.10 The masterplan proposes a number of buildings to be constructed as part of the redevelopment. These buildings will provide significant new laboratory and office space for Sci-Tech / life-science use alongside new Purpose-Built Student Accommodation (PBSA). Publicly accessible facilities will be located on the ground floor of each building, creating an active public realm and providing a range of community-facing uses.
- 4.11 The McLaren / Kadans' site relates to the two buildings to the south of the site (labelled as building 1 and 2 in figure 4.4 below). The remaining five buildings (buildings 3-7) to the north of the site, Phase 2, will be delivered by PAG and Moda under a separate planning application.



Figure 4.4- Masterplan Building Typologies

Community Facilities

- 4.12 The illustrative masterplan is committed to delivering new community facilities at the ground floor level. The desire is for these to be of genuine benefit to the local community and provide spaces and opportunities for people to meet, shop, and enjoy.
- 4.13 The masterplan includes significant community-facing ground floor uses. This is spread across each building providing eight separate units of varying sizes and locations.

4.14 Based on feedback received from the local community the following community use spaces are being proposed at ground floor level:

- New flexible community centre;
- Medical facility;
- Food/ convenience store;
- Cafés/ coffee shops;
- Retail shops; and,
- Lobbies within life science buildings with active frontages which can be used as a community events space



Figure 4.5- Masterplan Active Ground Floor Uses

Landscape and Public Realm

- 4.15 The Masterplan will deliver almost three acres of new public open space with a strong focus on creating natural green environments between the proposed buildings. The outdoor spaces are fully accessible to all and are intended for use by the local community, residents and visitors.
- 4.16 The landscaping proposals have been designed based on feedback received from the local community during pre-application consultation. The Illustrative Landscape Masterplan is included at Figure 4.5 below. The current proposals include a new public square (adjacent to the listed former chapel) and a new linear park opposite Whitekirk Close. As part of the proposals, Kincardine Road will be improved to provide a more attractive route for walking and cycling and will be lined with new planting and trees. Further details regarding the landscaping proposals being proposed within the current application are described in Chapter 5 of this Planning Statement.



Figure 4.6 – Illustrative Masterplan Landscape and Public Realm

Access and Connectivity

- 4.17 The emerging illustrative masterplan proposals seek to create a series of new pedestrian and cycle routes running east west across the site, from Kincardine Road to Upper Brook Street. These new routes will connect into existing footpaths and established cycle routes to help integrate the proposed

buildings into the wider neighbourhood and improve connectivity and movement for the whole community.



Figure 4.7- Masterplan Access and Connectivity

Community / Economic Benefits

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

Community Uses

- New community facility - for flexible community use to be located in McLaren / Kadans application. To be provided with kitchen, toilets, and separate access from Kincardine Road.
- New local convenience store - To be provided in PAG/Moda application fronting new public realm and visible from Gartside Gardens.
- New medical facility - To be provided in PAG/Moda application.
- New cafes / coffee shops - To be provided throughout the illustrative masterplan fronting key routes and new public realm.

Public Realm

- Almost 3 acres of new public realm.
- Two new public squares.

- Playful new landscape including informal play and exercise spaces for local residents.
- 150 new trees planted.
- Financial contribution for community-led improvements to Gartside Gardens.

Highways Improvements / Parking

- Provision of enhanced and new pedestrian crossings to Kincardine Road and Upper Brook Street.
- Introduction of new cycle route improvements on Kincardine Road.
- Physical improvements to Kincardine Road.
- Making Kincardine Road 1-way heading northward only.
- Closure of Inchley Road to reduce vehicular traffic and increase public realm.
- Commitment to exploring the use of vacant spaces at existing multi-storey car parks for any car use associated with the life science buildings.
- Financial contribution to MCC to allow exploration of amendments to the existing Controlled Parking Zone (CPZ) in Brunswick to further protect the use by residents.

Jobs and Economic Benefits

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

Summary

- 4.19 In summary, this application forms part of a wider illustrative masterplan currently being promoted for a wider collection of sites along Upper Brook Street. These wider proposals are being brought forward collaboratively by McLaren, Kadans, Property Alliance Group, and Moda Living who have jointly developed a comprehensive response to MCC's Oxford Road Corridor Strategic Regeneration Framework Guidance, which identifies a transformational opportunity to accommodate larger, flexible floorplate life-science buildings to continue the strong and sustained economic growth of the Oxford Road Corridor and wider City Region, alongside other supporting uses such as PBSA where this is needed to support and enable the delivery of regeneration objectives, economic growth, and new community benefits.
- 4.20 The illustrative masterplan seeks to transform the currently vacant sites along Upper Brook Street to provide almost 3 acres of new public realm and green spaces, 2 new public squares, as well as a series of high-quality new buildings of varying heights to provide accommodation for life sciences operators and purpose built student accommodation.
- 4.21 It is this illustrative masterplan that has been consulted on publicly in line with the desires of the SRFG and to ensure a holistic and comprehensive response to the site that would not be possible if individual sites were delivered in a piecemeal manner.

5. The Proposed Development

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

Description of Development

- 5.2 This application seeks full planning permission for the demolition of existing buildings and the redevelopment of the site to provide a new Sci-Tech building, Purpose Built Student Accommodation, community uses, and extensive new public realm. The full description of development is:
- 5.3 “Full planning permission for the demolition of existing buildings and erection of a single 6 to 9 storey block for Sci-Tech use (Use Class E (g)(ii) and 265sqm of a café/bar (Use Class E (b), and a single 9 to 23 storey block to be used for Purpose Built Student Accommodation (Use Sui Generis), comprising 737 bedrooms in total and 293sqm of community use (Use Class F2 (b)) and 80sqm of commercial floorspace (Use Class E), alongside new public realm, access, parking, and associated works.”
- 5.4 The design proposals for the site can be broken down into the following components:
- i) **Demolition of existing buildings.**
 - ii) **Erection of Sci-Tech Building** - The proposed building provides 20,038m² of combined laboratory and office space along with a ground floor publicly accessible café, meeting room suites throughout the building, and a secure cycle store and cycle changing. The building massing is split into a low level 6 storey block (inc. plant) to Kincardine Road, rising to 9 storeys (inc. plant) onto Upper Brook Street, with an atrium to the centre of the floorplates that houses informal breakout spaces and forum seating at ground floor.
 - iii) **Erection of Purpose Built Student Accommodation (PBSA)** - The proposed building provides 737 student bedrooms (288 studios and 449 cluster bedrooms arranged in a variety of cluster sizes), student amenities, management suite, commercial/ community spaces and supporting ancillary areas. The proposed PBSA scheme is arranged in two parallel building blocks with central cores, which are linked on the ground floor to form spaces for indoor and outdoor student amenities. The block facing Upper Brook Street has 23 storeys and the block facing Kincardine Road has 9 storeys.

- iv) **New Community Centre** - A 293m² community centre will be provided at the ground floor of the PBSA building. The proposed Community Centre is envisaged as a multi-use, multi-purpose space for the whole community and will have an active frontage towards Kincardine Road.
- v) Delivery of a high quality **landscaping and public realm provision** including the new Thorburn Walk connecting Kincardine Road to Upper Brook Street.



Figure 5.1- Proposed Site Layout

Use and Amount

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

Building 1 – Sci-Tech

- 5.6 The proposed building provides approximately 20,038m² of combined laboratory and office space along with a ground floor publicly accessible café (265m²), meeting room suites throughout the building, and a secure cycle store and cycle changing. A central atrium rises up through the floorplates, housing informal breakout spaces at each level and forum seating at ground floor.



Figure 5.2- Sci-Tech Ground Floor Plan

Building 2 - Purpose Built Student Accommodation (PBSA)

- 5.7 The proposed building provides 737 student bedrooms (288 studios and 449 cluster bedrooms arranged in a variety of cluster sizes), student amenities, management suite, commercial/ community spaces and supporting ancillary areas. The proposed PBSA scheme is arranged in two parallel building blocks with central cores, which are linked on the ground floor to form spaces for indoor and outdoor student amenities.



Figure 5.3- PBSA General Arrangement Floor Plan

Community Spaces

5.8 The PBSA building includes the following community spaces;

- Community Centre with flexible spaces to host activities for all ages
- Commercial space for local businesses such as café, bookshop, grocery etc.

5.9 The location of the community spaces within the application site is shown in Figure 5.4 below.



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

5.10 The proposed Community Centre is envisaged as a multi-use, multi-purpose space for the whole community. It will have its own dedicated front door, toilets, and kitchen. The flexible space will be bookable by all members of the Ardwick community and can be easily reconfigured to support a wide variety of uses such as:

- exercise classes;
- group meetings;
- youth clubs;
- or any other function the community wishes.

5.11 The lounge is proposed to be a more permanent space that will include exhibition/gallery space for local artists or business owners and a community lounge with kitchenette – the perfect place for a cup of tea and a catch-up with neighbours.

5.12 The design, use and management of these spaces will be further developed alongside the local community over the next stages of the process.

Community Space - Indicative Key Uses

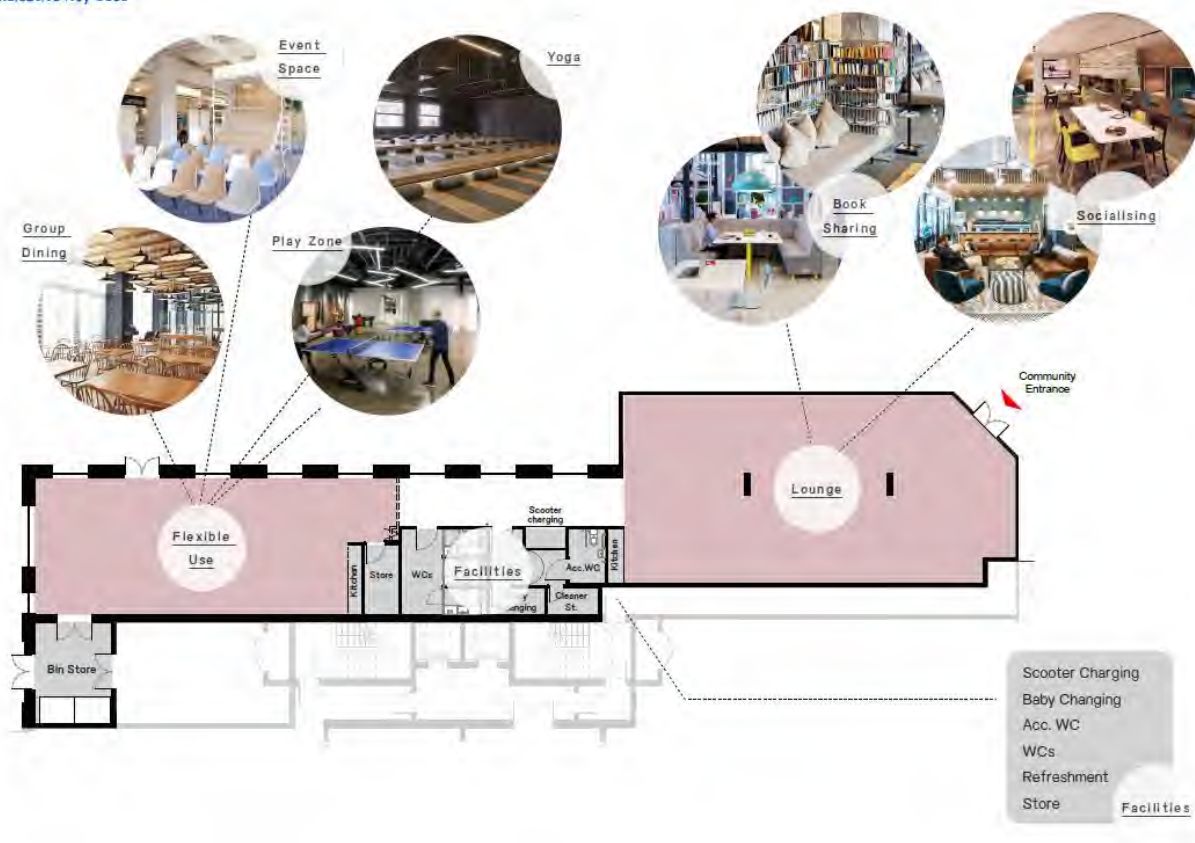


Figure 5.5- Proposed layout and use of community centre

Scale and Layout

- 5.13 The massing of the proposed masterplan responds to the residential context of Ardwick by reducing both building height and massing to the south and east of the site. Similarly, the height and mass are increased to the north and west of the masterplan, in response to the relative scale of the buildings within the University and the recognition within the ORC SRFG that Building 2 is a landmark location that could support a taller building.
- 5.14 The proposed development will mark the start of a significant upgrade in the streetscape of both Upper Brook Street and Kincardine Road. The proposed development will be the first step in redefining and repairing this by creating a permeable and pedestrian focused streetscape, designed around the public realm. Spaces between buildings have been designed to maximise opportunities for publicly accessible facilities while forging new connections through the previously impenetrable site.

- 5.15 The following image, Figure 5.6, shows the proposed massing in section with the higher elements fronting onto Upper Brook Street in line with the principles of the ORC SRFG, and lower elements facing Kincardine Road and the Ardwick community.



Figure 5.6- PBSA massing

Building 1 - Sci-Tech

- 5.16 The building mass follows the principles established in the ORC SRFG, providing a footprint suitable for a large format Sci-Tech building. The mass is dropped down to the north of the site to react to the lower level Ardwick residential context whilst retaining the height at Upper Brook Street. Overall the Sci-Tech building steps from GF + 5 storeys to GF + 8 storeys.
- 5.17 At low level set backs have been created to provide active frontage to Upper Brook Street and Thorburn Walk. The set back is single height at Kincardine Road and double height on Upper Brook Street, to react to the overall building massing and also to reflect the different scales of the two opposing streets.
- 5.18 The low level set backs are then cranked at the corner to provide views and attract pedestrians into the new public realm, as well as highlighting the entrances to the building.

Building 2 - Purpose Built Student Accommodation

- 5.19 The proposed massing for Building 2 followed a number of logical steps to arrive at its proposed massing:
- Firstly, two equal blocks were extruded.
 - In response to the immediate context, the Kincardine Road facing block is lower at GF + 9 storey with the UBS facing block extruded up to GF + 22 storeys.
 - The Kincardine Road facing block was then pushed back to create a clear pedestrian opening and emphasise the new pedestrian route created through the site.
 - A ground floor plinth was then created to house the student amenity and community spaces.
 - Lastly, a distinct entrance was carved into the ground floor to create a sense of arrival.
- 5.20 The two block design maximises the available views by orientating the bedrooms toward the East and West directions. This minimised the amount of windows with restricted views looking out onto the adjacent sci-tech buildings (both proposed in this application and the wider illustrative masterplan) and provides opportunities for shading to prevent overheating.
- 5.21 The two block massing allows the Kincardine block to be offset from the road helping to create a maximised buffer zone between the proposal and the community. This offset also opens up the opportunity for landscaping to create a welcoming arrival to the community spaces and permeability through the site helping to connect Ardwick with Upper Brook Street.
- 5.22 The building height has been determined by taking into account the different natures of Kincardine Road and Upper Brook Street. The heights of the two blocks responds to this by placing the taller mass at the Upper Brook Street boundary in line with the principles of the ORC SRFG, allowing for a reduced and set back mass to community facing Kincardine Road. The overall height of the UBS block is ultimately determined by the quantum of PBSA required to unlock and deliver the Sci-Tech building and its associated jobs in line with the strategic objectives of the SRFG, alongside the new community centre and public realm.

Appearance

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

Building 1 - Sci-Tech

- 5.25 The proposed materiality of building looked to the local built context as precedent to inform the external appearance of the scheme. The local context consists of a mix of science/ technology metal clad buildings to the west of the site within the university quarter, and red/ brown earth tone brick buildings to Ardwick and Brunswick. The design for the cladding aims to combine and unite these two opposing aesthetics by utilising the texture of metal science/technology buildings, and the rich red brown colour tones of the brick facades.
- 5.26 Additionally, many of the significant local buildings have lighter horizontal banding to the facades, creating a contrast between the horizontal and vertical elements. This was also considered in the material selection of the façade design to emphasise the rhythm and hierarchy of the composition. For the lighter tone materials, the design team at the local civic buildings which tended towards warm stone textures and tones.
- 5.27 Following the site analysis, the materiality selections were applied to the chosen cladding composition to create a primarily metal clad facade, with red brick earthy tones, along with more classical stone horizontal plinths. Textured concrete was also applied to the lower floors to ground the building, to create a robust and tactile frontage to Thorburn Walk and Upper Brook Street.



Figure 5.7 - Materiality of the sci-tech building



Figure 5.8 - Building 1 Materiality

Building 2 - Purpose Built Student Accommodation

- 5.28 As part of the design process, the local context was studied in terms of its architectural character and materiality. The architecture of Ardwick is predominantly characterised by the use of red brick. This is evident in both the heritage assets and Victorian buildings within the area, as well as the more recent residential developments.
- 5.29 From exploring the range of materials within the sites historical and residential context, it was agreed that a brick building would be the most suitable response to its surroundings.
- 5.30 The idea of treating the two blocks with the same brick material but allowing the colour to reflect the immediate context was explored. From this idea grew the option of a grey brick to the Upper Brook block facing the University buildings and a red tone brick to the Kincardine block facing the Brunswick community. This concept was developed and tested with various tones of brickwork to the Upper Brook Street block. It was agreed that the most successful variation was a buff brick to the Upper Brook Block and a red brick to the Kincardine Block.
- 5.31 The brick detailing has been given careful consideration to ensure a high quality finish whilst enhancing the performance of the building. In order to provide playfulness and visual interest to the facade, a range of patterns and stepped components have been included based on the technical drivers and aesthetics.
- 5.32 Figure 5.5 illustrates the two toned brick materiality and the brick detailing and patterns for the PBSA building, to the right, and the primarily metal clad materiality of the sci-tech building to the left.



Figure 5.9- *Materiality of PBSA and Sci-Tech Building*

- 5.33 The ground floor of Building 2 is the prominent facade for pedestrians arriving or travelling through the site and accessing the new community centre. This provides opportunity for a different material treatment to add emphasise and enhance the public realm that can take inspirations and precedents from historic buildings within the local community.
- 5.34 The proposed ground floor is primarily glazed curtain walling to help activate the ground floor façades and promote transparency between the adjacent public realm and amenity spaces. A decorative panel is proposed above to conceal the louvred ceiling zone and as a roof balustrade.
- 5.35 The primary inspiration for the metalwork pattern within the decorative panel was the derived from the decorative windows at Victoria Baths - a Grade II* listed building in Ardwick. Built in the early 19th Century and restored in 2007 the building has a wealth of decorative features to take inspirations from. The colour combination of green and bronze is inspired by the decorative moulded ceiling in green and gold at the Mawson Hotel - a Grade II listed building situated on Frances Street.



Figure 5.10 – Ground Floor view of new Community Centre

Landscaping

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

- **A place for nature** – landscape to be designed as a whole system that will work to support and benefit nature with climate resilient planting, Sustainable Urban Drainage, and planting that is attractive to wildlife.

5.40 These design concepts have been brought together in the detailed landscape masterplan for this site shown in Figure 5.11 below.



Figure 5.11 – Landscape Masterplan

5.41 The proposed development will provide 0.9 acres of new public realm and comprises of 4 key landscape areas. Each of these will have distinct characteristics, whilst all working as part of a cohesive site plan. The 4 landscape Character Areas are shown below in Figure 5.12.

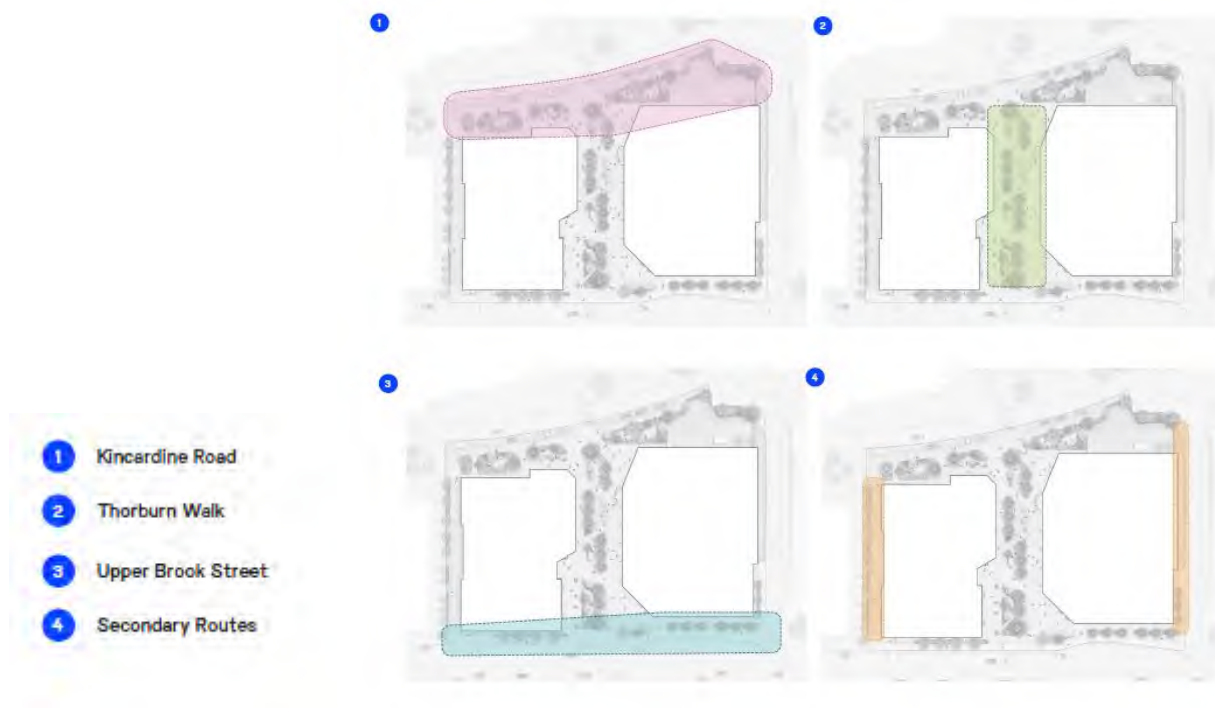


Figure 5.12 – Landscape Character Areas

Kincardine Road Landscape Character Area

- 5.42 Kincardine Road will form a new community oriented and active edge to the Ardwick area. Tree, shrub and herbaceous planting will give the street a revived green character, interwoven with areas for seating and play.
- 5.43 A primary pedestrian path will be complemented by secondary routes meandering through areas of planting. Natural play elements will be woven throughout, encouraging residents to explore and play. Kincardine Road will also include 7 disabled parking spaces and the service yard to the Science and R&D building will be screen by timber fencing and street planting to create a positive interface with the local neighbourhood.

Thorburn Walk Landscape Character Area

- 5.44 Thorburn walk will create a new route connecting Kincardine Road and Upper Brook Street.
- 5.45 The creation of a sequence of small garden spaces , with open lawns and a variety of seating elements, will facilitate a range of community activities, including gathering, meeting and dwelling. These are arranged to respond to the active edges of the buildings on the site, encouraging a synergy between building and landscape. Broader routes along building edges will allow for occasional emergency access.

- 5.46 Avenue planting, mixed material surfacing and a variety of paths help create a sense of journey, encouraging people to slow down and connect with their surroundings. Areas of herbaceous planting will give the street a vibrant and restorative character.

Upper Brook Street Landscape Character Area

- 5.47 Along Upper Brook Street, a more formal character with new areas of planting and will refocus this edge as part of a pedestrian streetscape. Avenue tree planting will create a strong sense of rhythm and journey, whilst also forming a buffer from the busy road edge, creating a more pleasant and pedestrian focussed route.
- 5.48 A pre-existing sharp level change along this edge of the site will be addressed through small stepped areas and gentle accessible slopes. These will also help define a small spill out area outside the commercial unit to the North-East of the site.

Secondary Routes Landscape Character Area

- 5.49 To the North and South of the site, two secondary routes will provide access between Kincardine Road and Upper Brook Street. To the South of the site, Cottenham street will introduce a new planting area in connection to Upper Brook Street. Both routes will allow for emergency vehicle access and occasional service access to internal plant rooms.

Roof Terrace

- 5.50 The PBSA building (Building 2) will include a roof terrace at first floor level. The roof terrace will provide a private recreational space for students. Areas of shrub and herbaceous planting will complement a variety of seating areas, with spaces for gathering and activities, as well as quiet contemplation. A more open area to the South of the terrace will allow for flexibility of use, with a pergola to provide shelter in all seasons.
- 5.51 To the South, the roof terrace will overlook contributing to an active streetscape. Along the Western edge of the terrace, multi-stem tree planting will create a green boundary along Kincardine Road.



Figure 5.13 – Proposed Roof Terrace

5.52 Full details of the landscaping proposals, including the proposed hard and soft landscaping and street furniture and lighting proposals can be found within Section 9 of the Design and Access Statement.

Access and Parking

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

5.54 The proposals for the development at this stage demonstrate that a good level of inclusive design will be achieved by the finished scheme. The key access provisions for the proposed development include:

- Incorporation of the principles for inclusive design wherever possible;
- Accessible routes to all connections with local pedestrian routes and public transport;
- Safe spaces and routes for pedestrians and cyclists, segregated from vehicle traffic;
- 7no. on-street car parking is designed to be suitable for wheelchair users to be used by both buildings;
- Accessible cycle parking space for student residents, staff and visitors;

- Inclusion of mobility scooter parking;
- Wheelchair-accessible sanitary facilities alongside cycling facilities (public buildings), and at all reception areas;
- Step-free access to all parts of the buildings, including balconies and roof terraces;
- 1% of the student accommodation rooms will be wheelchair accessible from the outset with 4.5% adaptable;
- Access to a second lift for all student residents on the rooms at upper levels of the student accommodation; and,
- Emergency Egress /Protected Lifts as part of the fire strategy.

Pedestrian Access

- 5.55 Pedestrian access to the site will be from either Upper Brook Street or from Kincardine Road. The proposed development connects into the existing pedestrian routes around the site, providing access from both Ardwick and the University.
- 5.56 Building entrances are accessed from the new public realm between the building, creating legible and accessible space suitable for all building users and the general public.

Cycling

- 5.57 Cycle access to the site will predominantly be from the established cycle network on Kincardine Road. Secure, indoor cycle parking will be provided within both buildings, with dedicated showers and changing facilities also being provided within the Sci-Tech building. Visitor cycle parking will also be provided within the public realm.



Figure 5.14 – Pedestrian and Cycle Access to the Buildings

Public Transport

- 5.58 The buildings are located on Upper Brook Street, a primary north-south bus route, connecting both Ardwick and the University to the City Centre. A southbound bus stop is located directly outside the proposed site, a northbound bus stop is approximately 3-4 minutes walk from the site.
- 5.59 Manchester Piccadilly and Manchester Oxford Road railway stations are both approximately 15 minutes walk from the site, and the closest metrolink (tram) stop is St. Peter's Square which is approximately 20mins walk.

Taxi

- 5.60 Taxi drop-off and collection will be via Kincardine Road to the north east of the site, with dedicated laybys adjacent to the new public realm.

Private Car

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

Deliveries

- 5.62 Deliveries to the Sci-Tech building will be via a secure service yard accessed from Cabot Street via Brunswick Street. This service yard will be suitable for delivery vehicles to safely turn around before re-joining the public highway and retracing their route back to Brunswick Street.
- 5.63 The PBSA building will require less regular deliveries, so these will be via a dedicated lay-by accessed from Kincardine Road via Brunswick Street. Due to the one way traffic flow on Kincardine Road, vehicles will leave the layby and head north to Grosvenor Street.
- 5.64 No service vehicles will access the site directly from Upper Brook Street.

Collections

- 5.65 Waste collections from the Sci-Tech building will be via the secure service yard accessed from Cabot Street via Brunswick Street. Waste will be stored and segregated within internal waste holds from which it will be collected directly.
- 5.66 Waste collections from the PBSA will be via a dedicated lay-by accessed from Kincardine Road via Brunswick Street. Due to the distance between this lay-by and the internal waste stores, the building operator will ensure that all waste is moved to a temporary collection point to the north of the site prior to collection.

Emergency Services

- 5.67 Fire tender access will be via Upper Brook Street as it is a primary arterial route. The proposed shared surface between the two buildings will be designed to accommodate fire tenders and allow access to the facades of both buildings in the event of an emergency.

- 5.68 The area of hand landscaping to the north of the PBSA, adjacent to phase two of the masterplan, will also be designed to accommodate fire tenders and will provide fire-fighting access to the PBSA building in the event of an emergency.
- 5.69 Fire-fighting access for the Sci-Tech building will be via Cottenham Street.

Summary

- 5.70 In summary, the proposals have been designed with due regard given to the technical assessments undertaken by the Applicants' project team. The proposed development represents a high-quality comprehensive scheme undertaken in line with best practice guidance. The proposed development will provide a high-quality Sci-Tech building and a new purpose-built student accommodation building, including a community space and a café, together with new landscaping, providing positive regeneration in keeping with the local area and conserving the local historical interest of the site.

6. Summary of Community and Stakeholder Involvement

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

Summary of Approach to Consultation

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

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

Feedback

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

Feedback from MCC Officers

- 6.6 Extensive pre-application discussion with MCC planning, regeneration and highways officers have occurred on the principle of redeveloping these sites through the ORC SRFG and more recently on the emerging proposals. These have included the following topics:
- The principle of redeveloping the sites;
 - The relationship with the ORC SRFG;
 - The need to consider the relationship with Ardwick and the Brunswick community;
 - The proposed land uses and their role in addressing both strategic city-wide and local needs;
 - The layout and public realm principles, including increasing permeability and accessibility through the site and to Ardwick;

- The height, scale and massing of the proposed buildings, including options for how the required quantum of development to deliver the life science buildings and regeneration / community benefits can be accommodated on the site;
- The detailed design and architecture of the proposals;
- The detailed design of the landscape and new public realm;
- The quantum and location of the proposed community uses;
- The public consultation strategy and the responses to comments received; and
- Detailed highways matters including the level of car / cycle parking proposed.

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

Feedback from Historic England

6.8 No concerns in principle around redevelopment of site, massing proposed, impact on Grade II* listed Chapel, or long-range views from tallest part of the proposed PBSA building. Historic England provided a written response confirming:

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

Public Comments

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

First Consultation

- 6.10 The first public consultation exercise was held between 13th – 31st March 2023. 68 people attended the public exhibition, with 65 written responses. Over half of responses supportive or partially supportive of the site's redevelopment.
- 6.11 The key issues raised as part of the first public consultation were:
- Main areas of support: redevelopment of a brownfield site; improved appearance of the area; investment in Ardwick; job creation; and new public realm.
 - Would like to see the following in the area: convenience store; more community facilities, including for children; medical facilities; cafes; more greenery and usable outdoor space.
 - Main areas of concern raised around: height and density; quantum of students; traffic and parking; lack of offering for the community; and construction impacts.

Second Consultation

- 6.12 The second public consultation exercise was held between 24th May and 9th June 2023. 71 people attended the public exhibition, with 107 written or online responses.
- 6.13 The key comments made as part of the second public consultation were:
- Main areas of support: redevelopment of a brownfield site, proposed community uses, safety improvements to the surrounding road network, and the high quality architectural design.
 - Main areas of concern raised:
 - Height and density;
 - Number of students;
 - Traffic and parking;
 - Community offering.

Illustrative Masterplan Response to Consultation

6.14 Full details of how the illustrative masterplan and the Applicants' have responded to the pre-application consultation are contained within the SCI, however, a summary is provided below:

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

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

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

Height and Density

- 6.17 As part of the design development, in response to comments raised during the first consultation, the wider masterplan team explored various massing options for the tallest building within the masterplan (which for clarity does not form part of this planning application) to assess how best to accommodate the quantum of development and student beds required to viably deliver the life science floorspace and community benefits proposed as an essential part of the SRFG vision for the site.
- 6.18 Various massing options were explored and discussed with the community during the second consultation event. The design team shared their massing studies which demonstrated that a single taller building to the north of the site, closest to the city centre and where the SRFG advocates a landmark building, would be the most appropriate way to accommodate the required massing. Although it should be noted that this current application seeks consent only for the two buildings to the south of the site.
- 6.19 Detailed analysis of the design, visibility, and environmental impacts of the proposed taller buildings in the masterplan will be provided within each separate planning application to justify the location, height, and level of impact that may be caused by the taller buildings.

Number of Students

- 6.20 As explained elsewhere in this Statement there is an established city-wide and local need for new, high-quality, purpose built student accommodation, which is critical to Manchester's continued economic and social development. The wider masterplan team listened to comments from the community as to how they would suggest the students can integrate with the existing community, how appropriate management plans would be put in place, and shared their own suggestions of how this has worked successfully elsewhere. Detailed Student Needs Assessments and Management Plans will be submitted with each planning application to detail this.
- 6.21 Ultimately the number of student beds proposed across the illustrative masterplan is required in order to viably delivery the life science buildings, jobs, community spaces, and the regeneration benefits on the wider site, and this will be clearly set out in each of the planning applications for the respective components of the wider masterplan.

Traffic and Parking

- 6.22 Detailed Transport Assessments and Travel Plans will be provided within each planning application setting out the highway proposals and how the development can improve traffic and parking within the area. The proposal for a car free development will encourage more sustainable modes of transport, and to prevent the local road networks being impacted.
- 6.23 Significant improvements are proposed to the surrounding road network, which will bring safety benefits for the local community. This includes upgrades to Kincardine Road, which will become one way with a dedicated cycle lane and enhanced footpath widths and planting provisions as part of the PAG / Moda proposals, there will also be the provision of new and improved pedestrian crossing points around the site.

Community Offering

- 6.24 Following the feedback received during the first public consultation event the Development team put forward a substantial community offering and provided details of proposed community uses. Further detail of this is included in the Community Offer section of this Statement and the submitted Community Benefits Statement. The community uses have been proposed based on feedback received from the public and stakeholders during consultation in order to directly respond to identified needs.
- 6.25 The Illustrative Masterplan in total is anticipated to deliver wide-ranging, long-term community facilities and benefits, full details of these are provided in Chapter 12.

This Applications Response to Consultation

- 6.26 Whilst a coordinated approach to public engagement was undertaken for the wider illustrative masterplan proposals, the Applicants have carefully considered the feedback received for the buildings specifically seeking approval as part of this planning application and made the following changes as a direct result of the engagement with the local community and Ward Councillors:
- Set back the footprints of the PBSA building to increase in the amount and usability of proposed public realm and green spaces.

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

6.27 For absolute clarity, the comments received during the two consultation events around the tallest 42 storey building in the illustrative masterplan, the closure of Inchley Road, and the proposal to make Kincardine Road one-way do not form part of this planning application.

Summary

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

6.29 The Applicants are committed to delivering a scheme that incorporates the views of the local community and has responded, as far as possible, comments raised during consultation whilst ensuring that the proposed development is viable and deliverable. It is envisaged that positive dialogue will continue during the determination period for the planning application and beyond.

7. Planning Policy Context

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

Statutory Development Plan

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

Core Strategy Development Plan Document (Core Strategy) 2012

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

efficient use of natural resources and reuse previously developed land wherever possible. Additionally, development should improve access to jobs, services, education and open space by being located to reduce the need to travel.

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

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

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

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

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

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

- 7.13 Proposals for other town centre uses will be assessed in accordance with policies C1 and C9, unless included in an allocation or the uses are ancillary to the main employment use.
- 7.14 Housing will also be an appropriate use within the Regional Centre, although this should complement the development of mixed use employment areas. Subject to site and location details, the Regional Centre will generally be a location where higher density residential development is appropriate.
- 7.15 **Policy EC8 (Central Manchester)**- This policy states Central Manchester is expected to provide approximately 14ha of employment land. The Corridor (Manchester) is identified as one of the locations where the majority of this employment provision should be provided within. It states, the Corridor is suitable for office, research and development, light industrial, general industrial, education and health. The Council will promote development which has regard to:
- Ensuring employment within Central Manchester complements those uses within the City Centre;
 - Design opportunities offered by the key transport infrastructure such as the arterial roads Princess Parkway, Oxford Road, Stockport Road and Hyde Road;
 - Improving public transport, walking and cycling connectivity between residential neighbourhoods and employment locations; and,
 - Creating a positive sense of place at the interface of the health and education institutions along Oxford Road and the residential areas, using design and public realm.
- 7.16 **Policy H5 (Central Manchester)**- Central Manchester, over the lifetime of the Core Strategy, will accommodate around 14% of new residential development. Priority will be given to high value, high quality development.
- 7.17 **Policy H12 (Purpose Built Student Accommodation)**- The provision of new purpose built student accommodation will be supported where the development satisfied the criteria below:
1. Sites should be in close proximity to the University campuses or to a high frequency public transport route;
 2. High density developments should be sited in locations where this is compatible with existing developments and initiatives, and where retail facilities are within walking distance. Proposals should not lead to an increase in on-street parking in the surrounding area;

3. Proposals that can demonstrate a positive regeneration impact in their own right will be given preference over other schemes;
4. Proposals should be designed to be safe and secure for their users, and avoid causing an increase in crime in the surrounding area;
5. Consideration should be given to the design and layout of the student accommodation and siting of individual uses within the overall development in relation to adjacent neighbouring uses. The aim is to ensure that there is no unacceptable effect on residential amenity in the surrounding area;
6. Where appropriate proposals should contribute to the re-use of Listed Buildings and other buildings with a particular heritage value;
7. Consideration should be given to provision and management of waste disposal facilities;
8. Developers will be required to demonstrate that there is a need for additional student accommodation or that they have entered into a formal agreement with a University, or another provider of higher education, for the supply of all or some of the bedspaces; and,
9. Applicants/developers must demonstrate to the Council that their proposals for purpose built student accommodation are deliverable.

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

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

- 7.20 **Policy EN2 (Tall Buildings)** states that proposals for tall buildings will be supported where it can be demonstrated that they:
- Are of excellent design quality;
 - Are appropriately located;
 - Contribute positively to sustainability;
 - Contribute positively to place making, for example as a landmark building, by terminating a view or by signposting a facility of significance, and
 - Will bring significant regeneration benefits.
- 7.21 The policy also requires applications to demonstrate that proposals or tall buildings are viable and deliverable.
- 7.22 **Policy EN3 (Heritage)** - the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods. New developments must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance, including conservation areas. Proposals which enable the re-use of heritage assets will be encouraged where they are considered consistent with the significance of the heritage asset.
- 7.23 **Policy EN4 (Reducing CO2 Emissions by Enabling Zero and Low Carbon Development)** - All development must follow the energy hierarchy, being designed to reduce the need for energy through sustainable design features. New development and refurbishment schemes should use building materials with low embodied carbon.
- 7.24 **Policy EN9 (Green Infrastructure)** - New development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function.
- 7.25 **Policy EN16 (Air Quality)** - The Council will seek to improve the air quality within Manchester, and particularly within Air Quality Management Areas, located along Manchester's principal traffic routes and at Manchester Airport.

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

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

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

Saved UDP Policies (2004)

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

7.29 **Policy E3.3 (Environmental Improvement and Protection)** - state the Council will upgrade the appearance of the City's major radial and orbital roads and rail routes. This will include

improvements to the appearance of adjacent premises; encouraging new development of the highest quality; and ensuring that landscape schemes are designed to minimise litter problems.

Other Material Considerations

7.30 There are a series of other planning policy guidance documents at the national level that are relevant to the determination of this application comprising:

- National Planning Policy Framework ('NPPF') (July 2021);
- National Planning Practice Guidance (March 2014);
- Manchester City Council Green and Blue Infrastructure Strategy (2015), Action Plan (2015) and Implementation Refresh (2021);
- Corridor Manchester Vision 2030 (2015);
- Oxford Road Corridor Strategic Spatial Framework (2023);
- Oxford Road Corridor Strategic Regeneration Framework Guidance (2019);
- Manchester City Council Report for Resolution - Executive Report to Economy Scrutiny Committee: Purpose Built Student Accommodation in Manchester (May 2023);
- Manchester City Council Report for Resolution- Executive: Consideration of Policy H12: Purpose Built Student Accommodation within the Changing Marker Context (November 2019)
- Manchester City Council Report for Resolution - Executive: Purpose Built Student Accommodation Manchester (December 2020);
- Manchester City Council Report for Resolution - Executive: Elizabeth Yarwood Court, Kincardine Road, Brunswick (July 2021);
- Guide to Development in Manchester SPD and Planning Guidance (2007);
- The Manchester Strategy;
- Manchester City Council Climate Change Strategy 2017-2050; and,
- Emerging Places for Everyone Joint Development Plan Document (August 2021).

National Planning Policy Framework (NPPF) (2021)

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

Achieving Sustainable Development

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

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

For decision-taking this means:

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

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

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

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

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

*"a) **an economic objective** – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;*

*b) **a social objective** – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and*

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

Delivering sufficient supply of homes

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

Building a strong and competitive economy

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

Making effective use of land

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

Achieving well-designed places

- 7.37 Chapter 12 of the NPPF regards achieving well-designed places. Paragraph 126 states that the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable

development, creates better places in which to live and work and helps make development acceptable to communities.

Conserving and enhancing the historic environment

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

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

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

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

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

7.40 Paragraph 206 specifies *"local planning authorities should look for opportunities for new development within Conservation Areas and World Heritage Sites, and within the setting of heritage assets, to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to the asset (or which better reveal its significance) should be treated favourably."*

National Planning Practice Guidance (NPPG) (2014)

7.41 National Planning Practice Guidance ('NPPG') was introduced in March 2014. The NPPG replaced a considerable amount of former guidance comprising Planning Policy Guidance Notes and Planning Policy Statements.

7.42 The NPPG provides guidance relating to the 'Historic Environment'. With regard to decision-making, the NPPG refers to 'significance' stating that, in terms of heritage-related planning policy, it is defined in the Glossary of the National Planning Policy Framework as the value of a heritage asset to this and future generations because of its heritage interest. Significance derives not only from a heritage asset's physical presence, but also from its setting.

- 7.43 With regard to providing an assessment of the impact of proposals on the significance of affected heritage assets, the NPPG emphasises that the level of detail should be proportionate to the asset's importance and no more than is sufficient to understand the potential impact of the proposal on its significance.
- 7.44 The NPPG emphasises the importance of good design and making effective use of land. It recognises design as an integral part of sustainable development. Good design 'responds in a practical and creative way to the function and identity of a place'. With regards to supportive more effective uses of land, the NPPG provides guidance on what tools and evidence should be used in the determination of applications.

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

- 7.45 The Manchester Green and Blue Infrastructure Strategy and Action Plan aims to build on investment to date and create a high quality, well maintained green and blue spaces which are integral part of neighbourhoods. The objectives of the Strategy include using appropriate infrastructure to create successful neighbourhoods and support the city's growth.
- 7.46 The strategy sets out that urban green spaces, including private gardens, pocket parks, street trees, verges, green roofs and green walls are all considered to be green infrastructure. These types of infrastructure plan an important role as part of Manchester's overall resource.
- 7.47 The Oxford Road Corridor is included within the City Centre character area of the Strategy and Action Plan. The Strategy recognises the city centre has a relatively low level of green and blue infrastructure provision, which makes enhancing appropriate provision particularly important.
- 7.48 The Implementation Plan Refresh identifies improving access and connectivity for people and wildlife as key consideration along the Oxford Road Corridor.

Corridor Manchester Strategic Vision to 2030 (2023);

- 7.49 A full summary of the Corridor Manchester Strategic Vision is contained at Chapter 3 of this Planning Statement. A high-level summary is included below.
- 7.50 The Oxford Road Corridor covers an area of 243-hectares running south from St Peter's Square, where it overlaps with the core of Manchester's Central Business District, to Whitworth Park along

Oxford Road. The Oxford Road Corridor is home to an exceptional group of knowledge intensive organisations and businesses; 74,445 students and a workforce of over 71,700 within one of Europe's fastest growing cities.

- 7.51 For more than 15 years, public and private sector partners in the area have worked together to build on the Oxford Road Corridor's R&D strengths, with a shared vision to create an innovation ecosystem that can match and exceed leading knowledge quarters across the world. It is the longest-standing, formally constituted knowledge quarter partnership operating in the UK and over the last 15-years partners have aligned investment against a shared strategic vision which has transformed the area creating over 45,000 jobs and increasing annual economic output by c£2.5bn.

Oxford Road Corridor Strategic Spatial Framework (2018)

- 7.52 A more detailed summary of this document is contained within Chapter 3 of this Planning Statement. A high level summary is included below.
- 7.53 The Framework recognises the need to accommodate further student accommodation; however, states that this should continue to be controlled in line with the City Council's Core Strategy Policy H12 and led by institutional partners with the wider city regeneration objectives in mind. It should be in line with evidenced demand and be in locations that are within a reasonable walking distance to the heart of the universities. This will include an upgrade of existing stock that is reaching the end of its life as well as additional provision. New student accommodation must incorporate a range of price points and be of a quality in terms of product management and pastoral care that will safeguard the student experience, particularly for first year and overseas students.
- 7.54 The Framework also refers to the fact that there is an existing concentration of R&D facilities and talent within the Oxford Road Corridor. The Framework realises that further support will however be required in terms of providing high quality business accommodation and commercial R&D facilities. These facilities will play a major role in increasing the number of science and technology-based companies in the area.

Oxford Road Corridor Strategic Regeneration Framework Guidance (2019)

- 7.55 A summary of this document, particularly with relation to the Upper Brook Street Illustrative Masterplan is included in Chapter 3 of this Planning Statement. A high-level summary is included below.

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

7.57 The ORC SRFG identifies the UBS regeneration site, which the application site sits within, as being a 'Future Development Opportunity' with scope for increased density. Mixed commercial uses in line with the overarching spatial strategy are considered to be the priority for this area.

7.58 The ORC SRFG recognises the UBS site is strategically very important in terms of scale, locational advantages and capacity to accommodate larger, flexible floorplate commercial buildings which will provide the right type of product to continue the strong and sustained economic growth of the Oxford Road Corridor and wider City Region.

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

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

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

7.60 In 2020 MCC published a Report for Resolution regarding Purpose Built Student Accommodation in Manchester. The report informs the Executive of the outcome of a consultation exercise with key stakeholders on PBSA in Manchester. In addition, the report seeks the Executive's approval to use the outcomes to further inform a policy approach to PBSA in Manchester, with a view of developing a policy position as part of the Local Plan review process.

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

students in appropriate locations, is critical for Manchester's Universities ability to attract and retain students in a global market.

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

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

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

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

Manchester City Council Report for Resolution - Executive: Elizabeth Yarwood Court, Kincardine Road, Brunswick (July 2021)

7.64 This report recognises Elizabeth Yarwood Court (EYC) is a former sheltered housing scheme that ceased to be operational in June 2021. The site is located between Kincardine Road and Upper Brook Street adjacent to the former Citroen Car Showroom which sits within the Oxford Road Corridor

Strategic Spatial Framework (SSF) and is referenced as a key site within the Oxford Road Corridor Strategic Regeneration Framework Guidance (SRFG) and which has also since closed and is currently used as a commercial car park.

- 7.65 At the time of the report's publication (July 2021), EYC was included as a site for residential development, in the Brunswick Housing Private Finance Initiative (PFI) contract and was scheduled for development once the site was vacated. Given the adjacency to emerging proposals for a comprehensive mixed-use scheme fronting Upper Brook Street, the report considered it appropriate to withdraw the site from the PFI and reposition development in line with the wider Upper Brook Street proposals. The SRFG sets out that the EYC site could be suitable for replacement with new, for sale dwellings as part of a mixed-use scheme.
- 7.66 The report stated the withdrawal from the PFI should result in a compensation event to the PFI contractor and the report sought authority to serve the requisite contractual notices to withdraw the site, pay the compensation and promote the site for redevelopment in line with the emerging redevelopment proposals as set out in the SRFG.

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

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

The Manchester Strategy

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

Manchester Climate Change Strategy 2017-50

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

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

- 7.72 The emerging Places for Everyone (PfE) plan is a Joint Development Plan for 9 of Greater Manchester's Planning Authorities. The August 2021 draft document was submitted to the Secretary of State in February 2022 and is currently undergoing examination with it being expected to be adopted in 2023.
- 7.73 The PfE plan recognises that economic growth is central to the overall strategy for Greater Manchester. It will be essential to raising incomes, improving health and quality of life, and providing the finances to deliver better infrastructure, services and facilities. Emerging Policy JP-J 1 states there will be an emphasis on facilitating the development of high value clusters in prime sectors, including health innovation and life sciences. This policy continues by stating the city centre includes the Oxford Road corridor which will continue to develop as a world-class innovation hub with a very high concentration of research activity and enhanced business connections. This same policy also recognises that Manchester's large pool of graduates is a major asset to the economy.
- 7.74 Policy JP-H-3 of the emerging PfE plan states housing provision should accommodate specific groups, such as students, and that new dwellings for such groups should comply with the Nationally Described Space Standards and be built to the 'accessible and adaptable' standard in Part M4(2) if the Building Regulations.

Summary

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

8. Planning Assessment

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

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

- The Scheme's Contribution to Regeneration;
- The Principle of Sci-Tech Development;
- The Principle of PBSA Development;
- The Principle of Community and Other Uses;
- Design Quality and Visual Impact;
- Landscaping and Public Realm;
- Heritage Impacts;
- Amenity and Sustainability; and,
- Access and Highways.

Principle of Regeneration

8.3 This full planning application represents the first phase in the delivery of the strategically important Upper Brook Street regeneration site, as identified within the ORC SSF and SRFG. The project will deliver transformational regeneration in Manchester and help to fulfil its potential as a truly innovative, sustainable and world-class city.

8.4 Regeneration is an important planning consideration and one of MCC's stated priorities for ensuring economic growth is continued (Core Strategy Policy EC 1). Over the past 15 years MCC has successfully regenerated areas such as Piccadilly, Spinningfields, Manchester Central, the Civic Quarter, Ancoats, and Castlefield. Upper Brook Street, and the wider Oxford Road Corridor, is now a strategic regeneration priority for MCC. The Regional and City Centre is the primary economic driver in the

region and is crucial to its longer-term economic success. The principle of regeneration of the Site accords with Core Strategy Policies SP 1, EC 1, and EC 3.

- 8.5 The NPPF also promotes the regeneration of underutilised brownfield sites. Within Chapter 11 of the NPPF 'Making effective use of land', paragraph 119 states *'planning policies and decisions should promote an effective use of land in meeting the needs for homes and other uses'*. Furthermore, paragraph 120 expands on this stating planning decisions should *'give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs'*. Paragraph 124 encourages planning decisions to account for *'the desirability of maintaining an area's prevailing character and setting, or of promoting regeneration and change'*. This proposal therefore accords with Chapter 11 of the NPPF, being a direct example of making effective use of land by regenerating an underutilised, brownfield site.
- 8.6 As discussed in Chapter 3 of this Planning Statement, the site is located within the Oxford Road Corridor. The ORC SRFG identifies the Upper Brook Street site as a development opportunity.
- 8.7 The scheme would deliver high-quality development within the Oxford Road Corridor, which would positively respond to the local environment. The SRFG suggests the site should be redeveloped for mixed commercial uses in line with the overarching spatial strategy. A key objective for 'The Corridor' is to deliver growth and new employment opportunities. The UBS site is considered to be strategically important to the ORC in terms of scale, locational advantages and capacity to accommodate larger, flexible floorplate commercial buildings, such as the Sci-Tech Building proposed by Kadans. In addition, a further key objective of 'The Corridor' is to provide the accommodation and infrastructure needed to attract students to Manchester and which matches its reputation as a world class place to study. This would ensure that Manchester remains competitive on a global higher education stage. These principles of regeneration would therefore align with the intentions of the ORC SRFG by bringing about the transformational redevelopment of a site identified by MCC.
- 8.8 As summarised in Chapter 2 of this Planning Statement, the southern section of the site, which is currently occupied by the former Elizabeth Yarwood Court sheltered accommodation, gained planning consent (ref: 101664/FO/2013/N2) in October 2016 for redevelopment as part of a wide scale regeneration scheme which referred to as the Brunswick Housing Private Finance Initiative (PFI). The PFI application demonstrates the acceptability of the redevelopment of Elizabeth Yarwood Court. More recently (July 2021) an Executive Report has been released by MCC which withdraws Elizabeth Yarwood Court from the PFI application, in order to reposition its redevelopment in line with the emerging Upper Brook Street proposals. This establishes that MCC considers the Elizabeth Yarwood

Court site suitable for regeneration, particularly to be aligned with the redevelopment of Upper Brook Street.

- 8.9 The proposed development is for a high quality mixed-use scheme that will provide much needed sci-tech, purpose built student accommodation, and community uses, which will be supported by complementary landscaping and public realm, creating a varied and attractive development with active frontages. The scheme's design has been developed as part of a wider illustrative masterplan which also includes the plots to the north (being brought forward by Property Alliance Group and Moda Living), in order to bring about the cohesive regeneration of the wider development opportunity envisaged by the ORC SSF and SRFG. The proposed development will act as a catalyst for the regeneration of a key site and regeneration of the area. The proposed development is therefore in accordance with policies SP 1, EC 1, and EC 3 of the Core Strategy, paragraphs 119,120 and 124 of the NPPF and the ORC SRFG.

Principle of Sci-Tech Development

- 8.10 The principle of Sci-Tech development is encouraged by both local and national planning policy, as well as being encouraged within the Oxford Road Corridor and specifically for this site in the ORC SRFG. This proposal is for 20,038m² GIA of combined laboratory and office space which when operational will generate 545 direct and indirect jobs and GVA per year of £20.6m to the local economy.
- 8.11 In terms of local planning policy, Policy EC 1 of the Manchester Core Strategy states a minimum of 200ha of employment land will be developed between 2010 and 2027, with 140 ha being for office use and 25 ha being for research and development and industry uses. Both policies EC 1 and EC 3 identify the regional centre as a location for major employment growth. Policy EC 8 encourages the Corridor (Manchester) as a location where the majority of this employment provision should be provided within. It states, the Corridor is suitable for office, research and development, light industrial, general industrial, education and health. The principle of Sci-Tech development is therefore aligned with policies EC 1, EC 3, and EC 8 of the Core Strategy as it comprises employment generating office and research space within Central Manchester/ the regional centre.
- 8.12 In terms of national planning policy, Paragraph 81 of the NPPF states planning decisions should place significant weight on the need to support economic growth and productivity. Furthermore Paragraph 83 states planning decisions should recognise and address the specific locational requirements of different sectors, which includes making provision for clusters or networks of specific industries. The proposed sci-tech building will support economic growth and productivity of the City, and responds to

the locational requirement for a science building, in close proximity to the existing research facilities of the Manchester universities.

- 8.13 The Oxford Road Corridor Vision 2030 sets out that that area is a recognised centre for research, innovation, and commercialisation, with a key priority is to strengthen the area's asset base to build on its translational research and discovery capability. The document states that the Corridor presents a unique opportunity of national significance to counterbalance innovation-led growth in the South East and support the Government's levelling up agenda. An independent assessment of the partnership's plans shows the potential to create an additional 20,000 jobs in key sectors and £1.5bn annual GVA by 2030, with these plans being underpinned by world-leading research.
- 8.14 A key objective of the Oxford Road Corridor SSF (2018) is to ensure that decision-making on future planning applications avoids development that will result in *"unacceptable opportunity costs and missed opportunities to leverage the Oxford Road Corridor's potential to deliver accelerated, inclusive economic growth and enhanced productivity"* and that the area's potential is likely to be a 10 to 20 year programme and beyond. Clearly the redevelopment of the application site for a sci-tech use is fully aligned with this strategy.
- 8.15 As previously outlined the application site forms part of a larger site identified on Upper Brook Street which is identified in the ORC SRFG (2019) as representing a *"transformational opportunity to accommodate the larger, flexible floorplate commercial buildings that will provide the right type of product to continue the strong and sustained economic growth of the Oxford Road Corridor and wider City Region"*. The SRFG states that such buildings can be delivered alongside other supporting uses such as PBSA where this is needed to support new economic growth, and community uses.
- 8.16 The SRFG also states that the wider Upper Brook Street site will be an employment-led masterplan, leveraging its clear advantages in terms of location and scale, with the primary use being commercial and workspace buildings, which are designed to facilitate the further commercialisation of research in the science, technology and engineering sectors in line with Core Strategy Policy EC8.
- 8.17 The principle of Sci-Tech building on the application site is clearly supported within planning policy, including the ORC SSF and SRFG, which identifies the application site specifically as being an appropriate location for a sci-tech building that will continue the strong sustained economic growth of the Oxford Road Corridor and the City Region. The application proposals have also been brought forward by a defined operator in Kadans Science Partner who is the European leader in this sector investing in the development of ecosystems with a dedicated focus on the knowledge intensive sector.

Kadans has a proven track record of developing such buildings across 26 separate campuses and will bring this expertise to this development – it's first in Manchester – representing a significant coup for the City Region.

- 8.18 The proposed Sci-Tech building will also create significant opportunities for the local communities when operation, including creating a wide range of graduate and non-graduate employment opportunities ranging from lab technicians, researchers, business support and PhD / C-Level roles such as R&D, drug manufacturing, QA and marketing.

Principle of PBSA Development

- 8.19 As described in Chapter 3, Manchester is in the top tier of international cities for higher education. It also has one of the largest student populations in Europe, with over 120,000 studying at Greater Manchester's five universities, and over 400,000 students at the 22 Higher Education Institutions (HEIs) within an hour's drive.
- 8.20 Students make an invaluable contribution to the city's economy, diversity and vibrancy. They help to underpin a broad based, highly skilled economy and are essential to some of Manchester's most valuable growth sectors in advanced manufacturing, health and life sciences. Over 50% of students remain in the city after graduation.
- 8.21 Providing a residential offer for students to address needs has been a long-held Council objective as part of its Housing Strategy and planning policy framework, and planning decisions on new PBSA development must be taken in accordance with Policy H12 of the Core Strategy, which sets out specific criteria against which a proposal for new PBSA will be tested that include:
- Being close to the University campuses
 - An expectation that regard is had of policies relating to zero carbon
 - High density development should be compatible with existing development
 - Preference will be given to those schemes that demonstrate a positive regeneration impact
 - Designed to be safe
 - Have no adverse impact on neighbouring uses
 - Demonstrate a need for the accommodation; and,

- That the scheme is deliverable

- 8.22 MCC's Core Strategy, adopted in 2012, is now under formal review. As part of that process the Council has taken various reports to its Executive Committee ('the Executive') for approval covering issues that would need to be considered as part of the Local Plan review in order to develop a policy position on purpose-built student accommodation.
- 8.23 Further to an Executive report of November 2019 on Policy H12, the Council's Executive endorsed a report on PBSA in Manchester on 9 December 2020, following the outcome of a public consultation exercise with key stakeholders. The report was endorsed by the Executive to help guide the decision-making process in advance of a review of the Local Plan. It was requested by the Council's Executive that the report on PBSA in Manchester be considered as a material planning consideration until the Local Plan has been reviewed.
- 8.24 December 2020 report highlights the increasing number of international students choosing to live in the City Centre due to rising lifestyle expectations, property type and management. The limited number of PBSA schemes delivered has increased pressure on the traditional rental market, coupled at a time with an increasing demand for residential accommodation. These trends have contributed to increasing rental levels and high levels of council tax exemptions. The report states that a high-quality residential offer for students in appropriate locations is critical to enable Manchester's universities to attract and retain students in a global market and confirms that accommodation should be located in the areas immediately adjacent to the core university areas, principally the Oxford Road Corridor area. The report states that there is a need to provide balanced neighbourhoods that respond to all forms of housing need, including PBSA close to the universities.
- 8.25 MCC recently endorsed (31 May 2023) a further Executive Report regrading PBSA. This report recognises the value of students to Manchester's economy and acknowledges that there is currently a significant shortage of PBSA in Manchester, with its projections estimate that demand for new PBSA could be up to 11,320 (representing 2% growth per annum) up to 2030. In order to address this shortage the report identifies a number of sites which are considered suitable, available and deliverable to meet the projected need of student bedspaces. The report identifies the wider Upper Brook Street site in Ardwick as one of these sites.
- 8.26 The wider UBS site is identified in the ORC SRFG (2019) as representing a transformational opportunity to accommodate primarily commercial, sci-tech that will provide the right type of

product to continue the strong and sustained economic growth of the Oxford Road Corridor and wider City Region, It acknowledges that there is scope for new PBSA on the site if it can be demonstrated that this is in full compliance with Core Strategy Policy H12 and will help to unlock employment-generating commercial uses across the wider UBS site.

- 8.27 The inclusion of high-density PBSA on the UBS site, and this application in particular, is therefore supported in principle by planning policy. The proposal is for 737 high quality student bedrooms, made up of 288 studios and 449 cluster bedrooms, as well as student amenities and a management suite to be delivered by an experienced PBSA developer in McLaren Property.
- 8.28 The quantum of PBSA proposed is fully tested against Policy H12 within this Statement and is in line with the indicative numbers recently reported in MCC's May 2023 Executive and Scrutiny Committee Papers. A Viability Assessment has also been submitted as part of the application to demonstrate the number of PBSA beds proposed within this application is the minimum quantum required to unlock and delivery the new Kadans Sci-Tech building and associated jobs that are the key priority for the site and are needed for Manchester to continue to be one of the leading places in the world for innovation, as well as the wide range of community uses, benefits, local jobs, and new public realm being offered in line with the regeneration objectives for the wider UBS site.
- 8.29 In addition to the strategic and viability need for the PBSA proposed, the provision of high-quality new PBSA has an important role to play in providing attractive alternative accommodation for students who want to live close to the Universities, and who are currently living within family accommodation or HMOs in its surrounding residential communities.
- 8.30 There are 1,873 students living in mainstream housing in Ardwick in 2021/22 (the 2nd highest of any ward in the city), and over 250 students within Brunswick alone. New high-quality PBSA can help provide an attractive and viable alternative accommodation for such students that will help to free up this accommodation for use by local people and families. The application site's location and exemplary design will provide a viable alternative for students living in the neighbouring residential areas.

Compliance with Policy H12

- 8.31 A full assessment of the proposed PBSA building included as part of this planning application has been undertaken against Policy H12 below. It is considered that this proposal satisfies all necessary criteria and as such the inclusion of new PBSA on the site should be supported and satisfy the requirements of the ORC SRFG alongside the provision of the new Sci-Tech building, community facilities, and new public realm. The criteria of Policy H12 and a commentary on the schemes compliance is summarised in the table below.

Criterion	Scheme's Compliance
Close proximity to university campuses and high frequency public transport route.	The site is located within the Oxford Road Corridor where MCC seeks to encourage new PBSA. It is directly opposite the University of Manchester Campus which is located on the opposite side of Upper Brook Street. The nearest bus stop is located immediately adjacent to the west of the site on Upper Brook Street where regular services into the City Centre run.
The Regional Centre, including the Oxford Road Corridor, is a strategic area for low and zero carbon decentralised energy infrastructure. Proposed schemes that fall within this area will be expected to take place in the context of the energy proposals plans as required by Policy EN 5	The planning application is accompanied by two Energy Standards Statements. One Statement is in regard to the Sci-Tech building and has been prepared by Wallace Whittle. The other Statement is in regard to the PBSA building and has been prepared by Cundall. The Sci-Tech building has been designed to achieve BREEAM Excellent rating as a minimum, with aspirations to achieve Outstanding, and the design proposals are proposed to exceed the minimum requirements of Part L2A 2021.

The PBSA development has been designed to achieve a 22.1% improvement over the Building Regulations Part L 2021 and is therefore compliant with Policy EN 5.

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

The PBSA building (and the wider application proposals) has been designed in accordance with the principles of the ORC SRFG, which defines the site as being a “landmark opportunity” where taller building could be considered. The massing of the PBSA building has sought to respond carefully to the site’s location both in Ardwick and the Oxford Road Corridor to ensure it is compatible.

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

The taller of the two PBSA blocks fronting onto Upper Brook Street has been positioned in the location highlighted within the ORC SRFG as being appropriate for a ‘landmark building’, whilst the massing to the lower block fronting Kincardine Road has been lowered to manage the transition to the more residential community.

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

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

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

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

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

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

Significant job creation estimated to be 545 jobs generated by the sci-tech development and 92 generated by the PBSA;

High quality Sci-Tech and PBSA will attract employers, skilled workers and students to Manchester boosting the City's economy;

Generation of 826 construction jobs per year, including higher skilled professionals and lower skilled jobs. These jobs will be recruited for in accordance with an agreed Local Labour Agreement and in partnership with local stakeholders such as The Works and Job Centre Plus;

A significant investment by the developer into the local area as encouraged by Policy EC 1, involving an estimated build cost of £65 million;

	Comprise wide scale regeneration which will bring back into use a key vacant site, increasing the quality of new buildings in the area and providing landscaping and trees, in accordance with Policy EN9; Provide 293m² community space which has been designed based on consultation with the local community to meet their needs; Meeting Climate Change objectives by delivering the aspirations of a more sustainable building design and construction, in accordance with Policy EN4; and, Inclusion of biodiversity measures resulting in an 84% biodiversity net gain.
Proposals should be designed to be safe and secure for their users, and avoid causing an increase in crime in the surrounding area.	The application is supported by a Crime Impact Statement produced by Greater Manchester Police to demonstrate the proposals are safe and secure for users and will not lead to an increase in crime. The proposals will improve the safety of the site by bringing it back into use and making it less likely to be used as a location for crime and antisocial behaviour, as well as creating open, accessible and well-lit new public realm.
Consideration should be given to the design and layout of student accommodation, with the aim of ensuring no unacceptable impacts on residential amenity.	Substantial consideration has been given to the design of this development as detailed in the Design and Access Statement, with the proposal responding sensitively to its surroundings in terms of its layout and massing so as not to negatively impact residential amenity. This is discussed further

	in Section 5 of this SPS and in further detail within the submitted DAS and the technical reports submitted with the planning application.
Where appropriate proposals should contribute to the re-use of Listed Buildings and other buildings with a particular heritage value	While there are no listed buildings within the boundary of this application, and no works to listed buildings are proposed as part of this application, The Grade II* listed Former Unitarian Chapel, and Grade II Listed Mawson Hotel are both in close proximity to the application site. The heritage assets will be preserved and their significance enhanced as part of the proposals.
Consideration should be given to provision and management of waste disposal facilities	A Waste Management Strategy has been prepared by Sheppard Robson and is included in the Design and Access Statement to support the application proposals. Two bin stores are located on the ground floor of PBSA with direct access from the cores of the two building blocks as shown in the image below. Each bin store includes bins for food waste, general and recycle waste. Separate bin stores will be provided for the community and commercial uses. The waste from the bin stores will be taken out for collection from Kincardine Road via the north-west road. An electric pulley tug will be used to take the bind out to the delivery area on Kincardine Road.

Waste will be collected on a weekly basis by a licensed waste carrier in accordance with government legislation requiring the appropriate documentation to ensure that waste is disposed of in a hygienic and environmentally sustainable way. It is proposed that this is conducted through MCCs council refuse collection scheme.

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

The current need for new student accommodation in Manchester is discussed in detail elsewhere in this Statement with reference to MCC's Executive Paper (May 2023) and the identification that this site (as part of the larger UBS site) could potentially accommodate c. 1,700 new PBSA beds. In addition, a standalone Student Need Assessment by Cushman and Wakefield has been submitted as part of this application which is considered in more detail below.

Applicants/ developers must demonstrate their proposals are deliverable

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

The appraisal within the Viability Statement generates a profit to ensure the scheme is deliverable in accordance with Policy H12, however, the Statement also demonstrates in financial terms that the proposed scheme is the minimum necessary to create a viable / deliverable overall scheme.

Demonstrating Student Need

- 8.32 Criterion (8) of Policy H12 requires that there is a need for additional student accommodation. A Student Need Assessment has been prepared by Cushman and Wakefield and is submitted in support of this planning application. The report summarises that there is both a current quantitative and a qualitative need for new student Purpose Built Student Accommodation ('PBSA') in Manchester.
- 8.33 The submitted Student Need Assessment demonstrates that the current City-wide student to bed ratio stands at 2.04:1, meaning that 27,895 students with a requirement for a bed are currently unable to access one in PBSA. The demand-supply imbalance in Manchester continues into 2023, as more students are being forced into the HMO market as demand continues to outstrip supply in the City.
- 8.34 The submitted Student Need Assessment applies two different growth scenarios (Conservative and Realistic) to anticipate forecast need up until 2029/30. Under the Realistic Scenario (i.e. where the demand pool for accommodation is at a rate of 3.5% per annum – in line with performance over recent years), the student to bed ratio would be 2.32:1 in 2029/30.
- 8.35 The assessment demonstrates that due to there being a lack of PBSA development, there are very few high quality schemes available in the city as of 2022/23. Of the 26,830 beds in Manchester, only 6,105 score high for room quality, and even fewer (c.3,600) score high for the quality of facilities and amenities.

The conclusions of the Student Need Report are supported by the conclusions of the Inspector in a recently allowed appeal at Deansgate South. In a decision issued on 17th May 2022⁸, in which the Inspector stated that:

"PBSA accommodation in the city has increased by about 500 bed spaces per annum over the last ten years and Mr Cole, for the Council, stated at the Inquiry that, up to at least 2030, about 660 further PBSA bed spaces per annum would be required to meet demand⁹."

8.36 The Inspector goes on to note that:

"36. The same observation can be made about the qualitative need for the proposed PBSA scheme. It is undisputed that student numbers at UM and MMU will increase over the next decade and it is also undisputed that the percentage of international students, particularly those from the Far East, will increase at a greater rate. Such students are not generally attracted to living in shared houses and are willing to pay more for PBSA. The proposed scheme is aimed at this market at a price point similar to those at the recently built River Street PBSA scheme. The Appellant company has made their assessment and is confident that there is sufficient demand for the quality of PBSA that is proposed¹⁰."

"37. There is a quantitative and qualitative need for the proposed PBSA scheme and the Council can be confident, given the Appellant company's track record, that the scheme would be delivered if planning permission is granted. In this regard the proposed PBSA development does not conflict with CS policy H12."

8.37 Further to the above, a recent Executive Report has been endorsed by MCC (May 2023). This report estimates that demand for new PBSA could be between 5,440 bedspaces (representing a 1% growth per annum) and 11,320 (representing 2% growth per annum) up to 2030. This report demonstrates that MCC recognise there is a significant need for the development of PBSA.

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

⁸ Appeal ref: APP/B4215/W/21/3287525 - Land at Deansgate South, Manchester M3 4LB

⁹ Appeal decision APP/B4215/W/21/3287525, May 2022, Paragraph 33

¹⁰ Paragraph 36

Principle of Community and Other Uses

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

- 8.44 The SRFG also suggests that providing active ground frontages are key, with a range of supporting uses that should be incorporated to promote vibrancy and a sense of community. Appropriate uses could include networking and collaboration space for the workspace occupiers and visitors; social infrastructure and retail for existing and future communities, including a convenience store, restaurant and cafés, bars and other amenities for local residents, workers and visitors.
- 8.45 Through discussions with local ward councillors, and consultation with local community groups and two public exhibitions, the emerging Illustrative Upper Brook Street Masterplan being jointly promoted by the Applicants and PAG / Moda has sought to incorporate extensive new public realm, improvements to permeability, and significant new community uses within the proposals.
- 8.46 The application site on its own will include active ground floor community uses comprising:
- Community Centre - 293m² (Use Class F2(b));
 - Café - 265m² (Use class E (b)); and
 - Retail floorspace - 80m² (Use Class E).
- 8.47 The uses provided in these spaces have been including in the proposal as a direct result of collaboration with the local community to ensure it is reflective of the local need.
- 8.48 The proposed Community Centre is envisaged as a multi-use, multi-purpose space for the whole community. It will have its own dedicated front door, toilets, and kitchen. The flexible space will be bookable by all members of the Ardwick community and can be easily reconfigured to support a wide variety of uses such as:
- exercise classes;
 - group meetings;
 - youth clubs;
 - or any other function the community wishes.
- 8.49 The lounge is proposed to be a more permanent space that will include exhibition/gallery space for local artists or business owners and a community lounge with kitchenette.
- 8.50 Overall, the principle of a mixed-use active ground floor to the development, which will offer both community and commercial / retail space is supported in both local and national planning policy and

accords with the intentions of the ORC SRFG. It will increase vitality and footfall in the area as well as bringing significant social benefits to the local community in Ardwick.

Tall Building Assessment

- 8.51 The application is supported by a separate Tall Building Statement, prepared by Avison Young, which assesses the proposal for the PBSA building (up to 23 storeys) against the principles of Historic England's Advice Note 4: Tall Buildings (2022) CABE and English Heritage Guidance on Tall Buildings Document (2007) and Policy EN2 of Manchester City Council's Core Strategy (2012). A summary of the salient points from the Tall Building Statement is provided below.
- 8.52 It has been demonstrated that the proposal represents plan-led development in accordance with the principles and strategic spatial vision for the Oxford Road Corridor and the detailed site specific guidance contained within the SRFG (2019).
- 8.53 Additionally, it has been demonstrated that the proposed development has been formulated to respond positively to the character of the existing and emerging surrounding area. The development will revitalise the site and transform a currently underutilised space to create a high quality development. The height is required in order to deliver the quantum of student beds necessary to viably deliver the Sci-Tech development and community benefits, including a dedicated community centre, retail facility, and highways/ landscaping improvements. The tall building proposed as part of this development occupies a location which is identified within the SRFG for a 'landmark building'.
- 8.54 In terms of the assessment of the site against the criteria included within Manchester City Council's Core Strategy Policy EN2, the Tall Building Statement provides evidence that the proposal will meet the five requirements for the local planning authority to support this planning application for a tall building. A summary of these requirements is included below:
- The proposal is shown to be of excellent design quality. The proposal has been carefully designed to create a first-class PBSA development which will set a new benchmark for design quality in Ardwick, the wider Upper Brook Street Masterplan and the ORC;
 - As established within Chapter 2 of the Planning Statement, the site comprises a highly sustainable location, in close proximity to existing services, facilities and transport infrastructure;
 - The proposal is supported by an Energy Statement and Circular Economy Statement which evidences that the proposal will contribute positively towards sustainability;

- As a landmark opportunity the proposed tall building will contribute positively towards placemaking. The UBS illustrative masterplan will create a new positive extension to Ardwick which will increase permeability across the site; and,
- The final requirement for accordance with Policy EN2 is that the proposal should bring significant regeneration benefits. The Principle of Regeneration has been established within this Chapter of the Planning Statement and the significant regeneration and community benefits of the proposals are set out in full in Chapter 12 of this Statement.

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

Design Quality, Heritage and Visual Impact

- 8.56 Design quality and visual impacts of the scheme will constitute a further planning consideration in the determination of this application. Further details regarding the schemes design and visual appearance are included within the supporting Design and Access Statement prepared by Sheppard Robson Architects as well as the Heritage and Townscape Visual Impact Assessment, which has been prepared by Donald Insall Associates, and is contained within the submitted Environmental Statement. As stated within Chapter 5 of this Planning Statement, the appearance of the development has been carefully considered so as to respond positively to the surrounding character.
- 8.57 The proposals have been developed in consultation with MCC Officers, Local Ward Members and key local stakeholders to ensure the correct balance is struck between responding to the development context of the large footprint commercial and educational buildings to the west of the Site along Upper Brook Street, and the two storey residential buildings of the Brunswick Estate along Kincardine Road.
- 8.58 The development's layout has also been subject to thorough consideration and consultation with the relevant groups and professional bodies in terms of street frontage, response to heritage assets, height, and massing. The proposals design and layout has been designed through an iterative process with the final design being considered to respond most positively to the constraints and opportunities of the site itself, as well as the surrounding area.

- 8.59 The Sci-Tech building has been designed in line with the proposed massing principles contained within the ORC SRFG. A verification process of testing alternative designed concluded that the initial proposal offered the best lab functionality and tenancy splits due to the atomised cores, and the simple single stepped massing worked well for townscape views and services distribution.
- 8.60 The PBSA comprises a two block design, which is considered to maximise the available views by orientating the bedrooms towards the east and west directions. The building height of these blocks has been determined by taking into account the different natures of Kincardine Road and Upper Brook Street. The heights of the two blocks responds to this by placing the taller mass at the Upper Brook Street boundary in line with the “Landmark Opportunity” within the ORC SRFG, which allows for a reduced and set back mass to community facing Kincardine Road. The overall height of the UBS block is ultimately determined by the quantum of PBSA required to unlock and deliver the Sci-Tech building and its associated jobs in line with the strategic objectives of the SRFG, alongside the new community centre and public realm.
- 8.61 The final design is of high architectural quality and responds positively to the surrounding character. This is further evidenced within the supporting Tall Building Statement which demonstrates the proposal will positively impact the surrounding area in terms of its visual impact, effects on the historic environment and will bring about high quality development on a currently derelict site.
- 8.62 As for heritage considerations, the Grade II* listed Former Unitarian Chapel, and Grade II Listed Mawson Hotel are not located within the application boundary, however, are both heritage assets are in close proximity to the proposed development. There are no direct works to either listed building proposed as part of this application or the wider illustrative masterplan.
- 8.63 These heritage assets will be preserved and their settings significantly enhanced as part of the proposals, replacing rundown former garages with high-quality new public realm and buildings. Careful consideration will be given to the design and layout of the proposals to protect and enhance the character of the area surrounding these heritage assets, including the benefit of introducing a new public square immediately next to the former Chapel. The plans have been designed in consultation with the owners of the heritage assets and Historic England.
- 8.64 The submitted Heritage and Townscape Visual Impact Assessment assesses key townscape and visual impacts relating to the redevelopment of the site through 13 strategic and close up views identified by Donald Insall Associates and agreed with Manchester City Council and Historic England. The Assessment concludes, overall, the proposals would bring a significant enhancement to the local

townscape, provide a strategic link between the Ardwick and Manchester University neighbourhoods and communities which in tandem would uplift the setting and general environment of the Grade II* listed Former Unitarian Chapel and the Grade II listed Mawson Hotel. The proposals would therefore accord with the relevant policies of the NPPF, meet the statutory duties of the Planning (Listed Buildings and Conservation Areas) Act and comply with policies outlined in Manchester City Council's Local Plan Core Strategy Development Plan Document (2012) insofar as they relate to townscape and the historic environment.

Landscaping

- 8.65 The proposal is supported by an extensive landscaping design as detailed within the Section 9 of the submitted Design and Access Statement prepared by Re-form and Chapter 5 of this Statement. In accordance with Policy EN9 the development proposes a substantial increase on existing levels of green infrastructure on site in terms of its quantity, quality and multiple function. The landscape proposals have been designed as a cohesive landscape masterplan which encompasses both this application and the wider Upper Brook Street Masterplan, including the emerging proposal by PAG and Moda Living. Across the masterplan site almost three acres of new public realm is proposed with 0.9 acres within this planning application site alone.
- 8.66 As detailed within the DAS and Chapter 5 of this SPS, four Landscape Character Areas are proposed as part of the scheme, including a new community oriented and active edge along Kincardine Road; Thorburn Walk, a new pedestrian and cycling route through the site with a sequence of small garden spaces; new areas of planting and a tree lined avenue along Upper Brook Street and; the creation of two secondary routes north and south of the site, including new planting along Cottenham Street.
- 8.67 The PBSA building will also include a roof terrace at first floor level, providing 700m² of recreational space for students, with areas of shrubs and a variety of seating area, and a pergola.
- 8.68 Policy DM1 requires consideration of effects relating to biodiversity, landscape and green infrastructure. These effects have been carefully considered in the supporting Phase 1 Habitat and Daytime Bat Survey produced by Brooks Ecology and included all recommendations in order to bring biodiversity net gain to the site have been incorporated into the design.

Sustainability

- 8.69 In terms of policies relating to sustainability, the proposal is considered to demonstrate a highly sustainable development. Firstly, with regards to its location, as previously discussed, the proposal

is well served by public transport, in close proximity to the Universities which it will serve, and within walking distance of a wide range of services and amenities, including Manchester City Centre. This will encourage a modal shift away from travel by private car. As such the proposal makes use of existing transport infrastructure and is positioned to reduce need to travel by car which in turn minimises emissions, therefore according with Core Strategy Policy SP1, H12 and T1.

- 8.70 The planning application is accompanied by two Energy Standards Statement which has been prepared by Wallace Wittle in relation to the Sci-Tech building and Cundalls in relation to the PBSA building. The Energy Statement in relation to the Sci-Tech building demonstrates that the proposal has been designed to achieve BREEAM Excellent rating as a minimum, with aspirations to achieve Outstanding, and the design proposals are proposed to exceed the minimum requirements of Part L2A 2021.
- 8.71 The sci-tech building will include high levels of passive design measures to reduce energy consumption and associated CO² emissions. Systems design will also be put in place by selecting efficient mechanical and electrical systems and efficient controls to manage the energy used during operation. Use of fossil fuels will be avoided and all electric servicing is proposed. This includes integration of air source heat pumps (and chillers, where necessary), roof mounted PV arrays and flexibility for connection to any future District Heating/Colling Network. Smart control (demand-side response strategy) will also be implemented (i.e. application of smart energy management to optimise energy use).
- 8.72 The Energy Statement in relation to the PBSA building demonstrates that the proposed development has been designed to achieve a 22.1% improvement rate over the Building Regulations Part L 2021. Energy efficiency measures have been incorporated into the design of the building, such as mechanical ventilation throughout the year to reduce the heating demands and optimisation of the facades so that heat losses are minimised whilst the size and position of openings has been optimised to maximise the use of natural light. Consequently, a 28% carbon emissions reduction is achieved through energy efficiency measures.
- 8.73 Low and zero carbon technologies have also been included in the design of the PBSA building. Radiators via heat pumps are proposed to provide the local heating to the bedrooms and ensembles. The ground floor amenity area will have its own VRF system A standalone Air Source Heat Pump will provide domestic hot water. Roof mounted PV arrays are also proposed and could enable a 41.2kWp PV array to be installed. The use of on-site renewables and low carbon technologies could reduce the carbon emissions by 12.6%.

Access and Highways

- 8.74 The scheme is supported by Transport Assessment and associated Transport Chapter of the supporting Environment Statement prepared by Civic Engineers which demonstrates there will not be any unacceptable highways impacts arising from the proposed development. A Travel Plan which encourages sustainable modes of transport across the site, as required in accordance with Core Strategy Policy T2 has also been prepared.
- 8.75 Core Strategy Policy T1 requires new developments to encourage sustainable modes of transport. This proposal accords with such a requirement by being located in close proximity to existing services and public transport infrastructure in order to reduce reliance on cars. For the PBSA proposal, 184 (equivalent to 25% of the residents) secure and sheltered cycle parking spaces will be provided in relation to encourage sustainable modes of transport. At least 10% of the cycle parking will be provided on single-tier cycle storage, and 5% will be wide-spaced to accommodate room for larger models such as tricycles, delivery bikes and modified and recumbent models, ensuring cycling is accessible to as many people as possible. A cycle maintenance stand will also be provided.
- 8.76 In relation to the Sci-Tech building, in line with MCC Core Strategy Parking Standards, one space per 200m² of office floorspace will be provided. This is therefore equivalent to 100 secure and sheltered cycle parking spaces, and 100 lockers and 14 showers will also be provided. At least 25% of the cycle parking will be provided on single-tier cycle storage and 5% will be wide spaced. Visitor cycle parking will be provided within the public realm close to the main entrances.
- 8.77 A new walking and cycling route between the proposed Sci-Tech building and PBSA will be provided as part of the proposed development and will provisionally be referred to as Thorburn Walk. This will create a new connection for cycling and walking between Ardwick and Upper Brook Street, and will be 15m-wide with landscaping features and places to dwell. Motor vehicles will not be able to enter this space, unless to maintain the building facades, or in case of an emergency.
- 8.78 The proposed development will be car free, and therefore no car parking is proposed, other than disabled car parking. Altogether 7 disabled car parking spaces are proposed on Kincardine Road in a lay-by arrangement to service the PBSA development. The provision is therefore equivalent to over 10% of residents. There is no MCC policy position or guidance on the appropriate proportion of disabled car parking provision to provide for PBSA. Consequently, CRM students (the usual operator of McLaren Property's student accommodation) carried out a review of disabled parking provision across 89 McLaren student accommodation developments in the UK. Overall, CRM reported that

there are currently 20 disabled students across the 89 sites, with 6 requiring a disabled car parking space. On the basis of this evidence, the provision of 7 disabled car parking spaces at the proposed PBSA development is considered appropriate. In relation to the Sci-Tech proposal, 3 disabled car parking spaces are proposed and this has been agreed with MCC officers.

- 8.79 Based on the above, the proposed development is in accordance with policies T1 and T2 of the Core Strategy.

Summary

- 8.80 In summary, the principle of development is acceptable due to its sustainable location, the reuse of underutilised, previously developed land and buildings, the delivery of sci-tech buildings which will bring about substantial economic benefits, and compliance with criteria required for new PBSA, which is required to deliver the Sci-Tech building and other economic and community benefits. Furthermore, the scheme proposes mixed-use development with active frontages offering community and commercial space. The scheme comprises a high-quality development which has been designed in consultation with the local community and other stakeholders. The proposal is supported by a cohesive and extensive landscaping scheme, which will significantly boost the appearance of the currently derelict site.
- 8.81 The scheme is evidenced to demonstrate a highly sustainable development, in terms of its location, energy impact and landscaping. Furthermore, it has been shown to enhance and preserve the character of the nearby heritage assets by responding to them positively and offering a far improved setting compared with the site's current state. Finally, the scheme has been assessed as not causing any negative traffic impacts and has been designed to encourage sustainable modes of transport and will provide an adequate level of disabled car parking. As such the scheme is considered to be fully compliant with both local and national planning policies including Core Strategy Policies SP 1, EC 1, EC 3, EC 8, T 1, T 2, H 12, CC 7, EN 1, EN 3, EN 9, and DM 1.

9. Green Infrastructure Statement

- 9.1 Manchester City Council Green and Blue Infrastructure Strategy (2015) Action Plan (2015), and Implementation Plan Refresh (2022) aim to build on investment to date and create high quality, well maintained green and blue spaces which are an integral part of neighbourhoods. The Strategy identifies a number of actions, including embedding green infrastructure as part of residential development and within city centre developments. The Strategy recommends that Developers should consider how green and open space can work best to achieve this and form an integrated part of the overall scheme.
- 9.2 The Oxford Road Corridor is included within the City Centre character area of the Strategy and Action Plan. The Strategy recognises the city centre has a relatively low level of green and blue infrastructure provision, which makes enhancing appropriate provision particularly important. The Implementation Plan Refresh identifies improving access and connectivity for people and wildlife as key consideration along the Oxford Road Corridor.
- 9.3 The proposals have taken all available opportunities to maximise green infrastructure on the Site. 0.9 acres of new public realm will be created, including 4 landscape character areas, as previously described in Chapter 5 of this SPS. The soft landscaping will include a variety of native tree and planting species, knitting into the existing surrounding Green Infrastructure, and the city fabric. The Green Infrastructure incorporated into the proposed development feeds into the wider key landscape concepts of the wider illustrative Upper Brook Street Masterplan of creating a positive frontage to Ardwick, removing barriers and encouraging permeability, offering back to the community and extending Ardwick's Green Infrastructure.
- 9.4 A Biodiversity Net Gain Assessment has been undertaken, which takes into consideration the proposed vegetation and habitat creation as part of the landscape proposals. The submitted Biodiversity Net Gain Assessment demonstrates that the site has been assessed as having a baseline Biodiversity Units score of 2.07 and a post development score of 3.80, this represents a substantial biodiversity net gain of 84%.
- 9.5 To support drainage, raingardens will be incorporated into the scheme, permeable surfacing and attenuation tanks below ground.
- 9.6 The green infrastructure provided will also contribute towards the sustainability of the proposed new built environment and has been maximised to take advantage of these benefits. The proposals

are therefore in accordance with key policies CC9, EN8 and EN9 of the Manchester Core Strategy as well as the intentions of Manchester's Green and Blue Infrastructure Strategy.

10. Environmental Considerations

10.1 This section of the SPS summarises the findings of the individual environmental and technical assessments which accompany the detailed planning submission and demonstrates that the proposal fully accords with both national and local planning policy criteria.

10.2 The following technical disciplines are considered:

- Air Quality;
- Noise;
- Ecology;
- Daylight, Sunlight and Overshadowing;
- Trees;
- Wind;
- Flood Risk;
- Broadband Connectivity and TV Reception;
- Socio Economic and Circular Economy Impacts;
- Utilities
- Ground Conditions; and,
- Fire Safety.

10.3 In addition to the topics listed above the application is also supported by the following assessments which were considered within the Planning Assessment at Chapter 7 of this Planning Statement:

- Transport;
- Sustainability;
- Townscape, Heritage and Visual Impact; and,
- Student Need.

Air Quality

- 10.4 An Air Quality Assessment has been prepared by BWB Consulting in support of the application. The findings of the assessment are summarised below.
- 10.5 A qualitative construction phase dust assessment was undertaken in accordance with Institute of Air Quality Management guidance and measures were recommended to minimise emissions during construction activities. With the implementation of these mitigation measures the impact of construction phase dust emissions was considered to be 'not significant' in accordance with Institute of Air Quality Management guidance.
- 10.6 The proposed development trip generation was screened using the Institute of Air Quality Management and Environmental Protection UK two stage screening process to determine whether a detailed road traffic emissions impact assessment was required. Consideration was also given to the Manchester City Council Air Quality and Planning Technical Guidance. The proposed development trip generation did not exceed the relevant screening criteria and therefore detailed dispersion modelling of development-generated road traffic was not undertaken.
- 10.7 Concentrations of NO₂, PM₁₀ and PM_{2.5} were also predicted across the site and the suitability of the Site for the proposed purpose-built student accommodation was considered with regard to air quality. Pollutant concentrations were predicted to be below the relevant air quality objectives and the Site was therefore considered suitable for the proposed residential use. No sensitive uses with regard to air quality are proposed at the Sci-Tech building and therefore an assessment of site suitability was not required.
- 10.8 Based on the assessment results, the impact of the proposed development on local air quality was considered to be not significant and mitigation measures are not required. However, the scheme includes measures which may be beneficial to air quality including an all-electric energy strategy at both buildings and cycle storage and changing facilities to promote active travel at the proposed Sci-Tech building. In addition, a Travel Plan will be submitted as part of the scheme.
- 10.9 The proposal is therefore considered to be acceptable in terms of air quality considerations in accordance with Manchester Core Strategy Policy DM1.

Noise

- 10.10 A Noise Impact Assessment has been prepared by Cundall in support of the application. The findings of the assessment are summarised below.
- 10.11 Prevailing noise levels at the proposed development site have been measured, and an assessment of the site has been made in accordance with Local and National Planning Policy.
- 10.12 Based on predicted façade noise impacts at the proposed development, sound insulation performance requirements for glazed elements of the façade have been provided to see that suitable internal ambient noise levels, compliant with both MCC and BREEAM / WELL standards.
- 10.13 Limiting noise levels have been provided for external noise impacts at existing nearby noise-sensitive receptors. These limits will see compliance with the relevant Local Planning Authority policy.
- 10.14 In terms of noise considerations, the proposal is therefore compliant with Manchester Core Strategy Policy DM1.

Ecology and BNG

- 10.15 A Preliminary Ecological Assessment (PEA) has been prepared by Brooks Ecology in support of this application. The findings of the assessment are summarised below.
- 10.16 Most LPAs now require developments to demonstrate a 'no net loss' in biodiversity, or in some cases a 10% net gain. A Biodiversity Net Gain Assessment has been undertaken, which takes into consideration the proposed vegetation and habitat creation as part of the landscape proposals. The submitted Biodiversity Net Gain Assessment demonstrates that the site has been assessed as having a baseline Biodiversity Units score of 2.07 and a post development score of 3.80, this represents a substantial biodiversity net gain of 84%, which greatly exceeds the emerging national requirement for 10%.
- 10.17 The Preliminary Ecological Appraisal identified some Invasive Non-Native Species at the site (INNS). These should be appropriately removed from the site.
- 10.18 As with most sites the standard precaution in relation to birds would apply: To prevent the proposed works impacting on nesting birds, any clearance of vegetation will need to be undertaken outside of the breeding bird season which is 1st March – 31st August inclusive. Any clearance required during

the breeding bird season should be preceded by a nesting bird survey to ensure that the law is not contravened through the destruction of nests and that any active nests are identified and adequately protected during the construction phase of the development.

- 10.19 The Preliminary Ecological Assessment, BNG assessment and emergence bat survey have demonstrated the proposal is wholly appropriate in terms of ecological considerations, in accordance with Manchester Core Strategy

Daylight, Sunlight, and Overshadowing

- 10.20 A Daylight, Sunlight and Overshadowing Assessment has been prepared by GIA in support of this planning application. This report assesses both the current development in isolation as well as any cumulative impacts.
- 10.21 The Assessment concludes the construction of the development in isolation would have a gradually increasing effect on the levels of daylight, sunlight, and overshadowing to existing residential properties and amenity spaces surrounding the site, as the massing of the development steadily increases. Those effects that are perceptible as the proposed development nears completion would be similar to those of the completed development.
- 10.22 Following completion of the development in isolation, the results of the assessment show that the existing residential properties surrounding the Site will continue to receive adequate levels of daylight. Whilst daylight to the surrounding properties would be noticeably affected as a result of the development, this is not unusual given the urban context of the site and its surroundings. It is considered that the overall daylight availability for the affected residential properties remains adequate given the urban location, the aspirations for high-density new development with the ORC SRFG, and the current underdeveloped nature of the development site.
- 10.23 In terms of sunlight, all of the surrounding properties apart from Mawson Hotel will be unaffected by the proposed development. Reductions in sunlight amenity to the property which is affected are limited and all of the surrounding residential properties will continue to receive adequate levels of sunlight with the proposed development in place.
- 10.24 In terms of the potential for the development to result in overshadowing of existing amenity spaces in the vicinity of the Site, all either experience reductions within the allowances recommended by the BRE guidance and/or will continue to receive sunlight in excess of the target criteria.

- 10.25 The application should, therefore, be considered fully acceptable in terms of Daylight, sunlight and Overshadowing impacts, in accordance with Manchester Core Strategy Policy DM1.

Trees

- 10.26 A Tree Survey has been prepared by ArbTech in support of this planning application. A total of 30 individual trees and 3 hedges were surveyed. Details for each of the trees surveyed are provided in the Schedule of Trees in **Appendix 2** of the Tree Survey. Multiple small trees and shrubs occupy the site, none of which meet the minimum diameter requirements to be considered for this survey.
- 10.27 The survey found no category A (high quality) trees to be present on the site, 15 category B (moderate quality) trees, 17 category C (low quality) trees and, 1 category U (unsuitable for retention) tree to be present on the site. This demonstrates there are no high quality and limited moderate quality trees present on the site. The supporting Landscaping Plans show that existing trees will be protected, where the proposals allow and the application will be supported by a high quality extensive landscaping scheme which will result in 74 new trees being planted at the site.

Wind

- 10.28 A Wind Microclimate Study has been prepared by Wilde Analysis Limited in support of this application. A summary of the study is included below.
- 10.29 An assessment has been performed of the wind conditions surrounding the site of the proposed development. Whilst the addition of the proposed development does increase the intensity of winds at pedestrian level, the magnitude of this increase is not sufficient to cause significant detriment to pedestrian comfort. There are no locations outside of the proposed site which are likely to involve sitting or standing that experience a change in the Lawson Criteria acceptability for sitting or standing respectively. There is likewise no change in the acceptability for strolling and business walking following the addition of the proposed development or the adjacent scheme.
- 10.30 Casual seating is currently planned in Thorburn Walk where this is potential for some impacts with the landscaping scheme excluded. With the inclusion of the 30+ trees proposed for the site, consisting of a mixture of native broadleaf, bushy multi-stem and low-level shrub species, this flow channel is expected to be fully mitigated. This is particularly effective for warmer months in which outdoor seating is most desired. With the landscaping scheme planned, no issues are expected for this region.

- 10.31 The Wind Microclimate Study demonstrates the proposals are acceptable in accordance with amenity impacts in line with Manchester Core Strategy Policy DM 1.

Flood Risk and Drainage

- 10.32 A Flood Risk and Drainage Strategy has been prepared by HDR for the sci-tech section of the application site, and another has been prepared by Civic Engineers for the PBSA building section of the site.

Building 1 – Sci-Tech Building

- 10.33 The EA's Flood Map for Planning shows that the site is located in Flood Zone 1 and 2, indicating a low to medium probability of flooding from fluvial sources. This flood area is due to the culverted Corn Brook, an ordinary watercourse which is located approximately 100m south from the Site.
- 10.34 EA modelling shows that the site remains safe during the 1 in 100 year plus 35% climate change design flood event. Occupants of the site will therefore remain safe, and there will be no displacement of fluvial flood water. As a result there will be no displacement of flood water that could otherwise increase flood risk elsewhere.
- 10.35 The proposed development is at a very low to low risk of pluvial flooding, and is located outside of the medium risk surface water flood extent. The risk of flooding from tidal, groundwater, and artificial sources has also been assessed and is considered as low.
- 10.36 Surface water runoff from the proposed development will be controlled through the use of rain gardens, permeable surfacing, and geocellular storage. The rain gardens and permeable surfacing would provide conveyance, water quality, amenity and biodiversity benefits. The attenuation would be provided through the use of a geocellular attenuation tank to ensure that flows are restricted appropriately. In line with planning policy surface water runoff would be restricted to the greenfield rate of 2.5 l/s up to and including the 1 in 100 year plus 45% climate change event. This would provide a significant betterment of 93% over the existing situation.
- 10.37 The existing and proposed foul discharge rates have been calculated using the water consumption method to be 0.3l/s and 5.7 l/s respectively. A Pre-Development Enquiry has been submitted to United Utilities to confirm that there is adequate capacity to accept the proposed flows.

10.38 The existing connections would be used for both foul and surface water runoff, discharging respectively into the public combined sewers in the surrounding highways. This will be confirmed through CCTV survey. If the existing connections cannot be reused new connections would be facilitated in consultation with United Utilities.

10.39 The Proposed Development is in accordance with national, regional and local policy and is therefore considered appropriate in terms of flood risk.

Building 2 - PBSA

10.40 In regard to the Flood Risk Assessment for the PBSA building, the site is within Flood Zone 2, meaning there is a medium probability of annual fluvial flooding. In terms of groundwater flooding, the site is located to be at medium to low risk of groundwater vulnerability. The risk of flooding to the PBSA site from public sewer or highway drainage is deemed low and in regard to surface water flooding to the site, it is deemed to be low risk.

10.41 As the site was previously developed, surface water drainage from the site will be restricted such that it does not exceed the pre-development run off rates, with the aim of achieving at least a 50% reduction in accordance with the recommendations as set out in the Manchester, Salford & Trafford SFRA. However, in addition to this requirement, guidance within the northwest SuDS proforma, introduces a requirement to achieve greenfield run-off rates where a site is to be developed entirely, even if classified as brownfield. In February 2016, the Environment Agency released updated climate change allowances for peak rainfall intensities which should be applied to new developments. On the PBSA side of the application site, it is proposed to restrict the surface water runoff rate to greenfield in order to discharge to the culvert. 5l/s for the 100 year + 45% climate change allowance has been proposed to reduce the risk of blockages within the system.

10.42 Based on the requirement outlined above, the SuDs features for the PBSA section of the site will comprise of permeable paving, capable of 154m³ storage and an attenuation tank capable of 101m³ of storage. A plan of the Surface Water Drainage Strategy for the PBSA building can be viewed under **Appendix C** of the submitted Flood Risk Assessment and Drainage Strategy prepared by Civic Engineers.

10.43 In regard to the proposed foul water drainage for the PBSA side of the site, connection will be made to the public sewer. United Utilities has confirmed their preferred points of connection to be either the combined manhole located within the eastern corner of the site or the combined manhole within Upper Brook Street. The connection point will be confirmed once the layout is finalised.

- 10.44 Given the above it is therefore considered that the development accords with Policy EN 14 of the Core Strategy

Broadband and Television Reception

- 10.45 A Broadband Connectivity Assessment and Television and Radio Reception Assessment for the overall application site has been prepared by GTech.
- 10.46 The findings of the Broadband Connectivity Report conclude that the scheme is likely to have good download speeds (expected to be at least 100 megabits per second). Both Virgin Media and BT Openreach have existing fibre infrastructure in place around the application site, and both Virgin Media and BT Openreach are able to enable a full fibre connection to the proposed development. It is considered that BT Openreach offers the most optimal connection, due to the beneficial locations and number of network connection nodes adjacent to the Site.
- 10.47 In regard to Television and Radio Reception, the assessment focused on the impact of the proposed development on digital terrestrial television and Digital Satellite Television, such as Freesat and Sky. Whilst widespread interference to Freeview reception is not expected, there is a risk of reception degradation for properties immediately to the southeast of the site. If any interference occurs, simple and cost-effective antenna betterment should restore the reception of all services.
- 10.48 In regard to Digital Satellite Television, the use of tower cranes and the proposed development itself is may cause disruption to the reception of digital satellite television services in areas to the immediate northwest of the Site. However, it should be noted that the risk of interference is very low due to the possible lack of satellite dishes located in this area. However, if any interference does occur, the repositioning of satellite dishes to locations without an obscured line-of-sight view to the serving satellites should restore reception. Any sporadic interference arising from tower crane use is expected to be limited in duration (only occurring during working hours) and will cease completely when the cranes are removed.
- 10.49 Due to the existing good coverage and robust technical nature of the broadcast radio network with respect to building-generated signal interference, the Proposed Development is not expected to affect the reception of VHF(FM) radio services, and any possible risks can be overcome with appropriate mitigation.
- 10.50 The proposal therefore accords with Policy DM 1 of the Manchester Core Strategy.

Ground Conditions

- 10.51 A Phase 1 ground conditions desk study has been undertaken by A2 Site Investigation, covering the whole application boundary. A low to moderate level of bombing was identified for the project site from a preliminary UXO assessment.
- 10.52 The Preliminary Risk Assessment has identified potential contaminant linkages with a maximum 'low to moderate' risk classification. Based on the results of the Preliminary Risk Assessment, it is considered that there are associated risks so ground investigation is recommended to be conditioned. Risks to site workers and the environment (from potential land contamination) during the construction phase of the proposed redevelopment can be appropriately managed by successful implementation of construction phase Risk and Method Statements.
- 10.53 Assuming all mitigation and precautionary measures suggested within the report are utilised, land contamination should not be considered a constraint to the granting of planning consent. As such, the proposal accords with Policy EN 18 of the Core Strategy.

Socio-Economic and Circular Economy

- 10.54 The Environment Statement submitted in support of this application includes a Socio-Economics Chapter prepared by Brookdale Consulting. The findings of this Chapter are summarised below.
- 10.55 Construction of the development will support 826 person years of construction related employment, with GVA of £20m per year for three years.
- 10.56 The development will create 740 bedrooms for purpose built student accommodation creating 92 direct and indirect jobs in relevant sectors and GVA per year of £5.4m.
- 10.57 In addition, the development will create deliver 21,077 m² GEA of purpose-built life science space and 265 m² of retail creating 545 direct and indirect jobs and GVA per year of £20.6m.
- 10.58 The Proposed Development will contribute to Manchester's economic prosperity building on its knowledge economy strengths to the benefit of Greater Manchester and the North West. It will increase the revenues to Manchester City Council through business rates and Council tax in the order of £2.86m per year.
- 10.59 Given this context, the Proposed Development is regarded as having a positive and lasting effect in the area.

10.60 The proposal is therefore demonstrated to align with MCC's economic intentions in accordance with policies SP 1 and EC 1 of the Core Strategy.

Fire Safety

10.61 A Fire Statement has been prepared by Cundall for the PBSA building. The sci-tech building is not a relevant building for the purpose of Planning Gateway One, and is therefore not included in the Fire Statement. The statement summarises the key fire strategy considerations for the PBSA in accordance with relevant fire safety guidance documents. The report provides recommendations in terms of active fire safety systems, apartment layouts, means of escape, construction, elevations, and firefighting access. The report and its findings have been reviewed by the design team to aid the design of the development. The scheme is therefore considered wholly acceptable in terms of fire safety considerations.

Summary

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

11. Summary of Community Offer

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

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

- Significant job creation estimated to be 545 jobs generated by the sci-tech development and 92 generated by the PBSA;
- High quality Sci-Tech and PBSA will attract employers, skilled workers and students to Manchester boosting the City's economy;
- Generation of 826 construction jobs per year, including higher skilled professionals and lower skilled jobs. These jobs will be recruited for in accordance with an agreed Local Labour Agreement and in partnership with local stakeholders such as The Works and Job Centre Plus;
- A significant investment by the developer into the local area as encouraged by Policy EC 1, involving an estimated build cost of £65 million;
- Comprise wide scale regeneration which will bring back into use a key vacant site, increasing the quality of new buildings in the area and providing landscaping and trees, in accordance with Policy EN9;
- Provide 293m² community space which has been designed based on consultation with the local community to meet their needs;
- Meeting Climate Change objectives by delivering the aspirations of a more sustainable building design and construction, in accordance with Policy EN4; and,
- Inclusion of biodiversity measures resulting in an 84% biodiversity net gain.

- 11.3 This planning application represents the first application for specific buildings within the ORC SRFG site and the illustrative masterplan proposals. It will deliver significant community benefits in its own right.
- 11.4 Through discussions with local ward councillors, and consultation with local community groups and two public exhibitions, this planning application includes extensive new public realm, improvements to permeability, and significant new community uses that will be tangible benefits to Ardwick and the Brunswick community. These directly reflect comments and concerns raised during consultation and reflect the principles for this site within the ORC SRFG.
- 11.5 As set out previously in this Statement this application will deliver the following active ground floor uses comprising:
- Community Centre - 293m²;
 - Café - 265m²;
 - Retail floorspace - 80m²; and
 - 0.9 acres public realm and landscaping.

Community Centre

- 11.6 As a direct response to public engagement, a new community centre with flexible spaces will be provided within the PBSA Building (Building 2) .
- 11.7 The proposed Community Centre is envisaged as a multi-use, multi-purpose space for the whole community. It will have its own dedicated front door, toilets, and kitchen. The flexible space will be bookable by all members of the Ardwick community and can be easily reconfigured to support a wide variety of uses such as:
- exercise classes;
 - group meetings;
 - youth clubs;
 - or any other function the community wishes.

- 11.8 The lounge is proposed to be a more permanent space that will include exhibition/gallery space for local artists or business owners and a community lounge with kitchenette – the perfect place for a cup of tea and a catch-up with neighbours.
- 11.9 The design, use and management of these spaces will be further developed alongside the local community over the next stages of the process.



Figure 11.2 – CGI of the new Community Centre

New Public Realm and Permeability

- 11.10 The site is also identified as a key site to create new and enhanced connections between existing communities and opportunities for community uses and accessible ground floor uses. 0.9 acres of new public realm will be delivered as part of this application, including the planting of 74 new trees, and new play facilities for the local community.
- 11.11 The four Landscape Character Areas proposed within the planning application include a new community oriented and active edge along Kincardine Road; Thorburn Walk - a new pedestrian and cycling route through the site with a sequence of small garden spaces; new areas of planting and a tree lined avenue along Upper Brook Street; and the creation of two secondary routes north and south of the site, including new planting along Cottenham Street.
- 11.12 Any planning permission for the McLaren / Kadans development will also include a financial contribution towards community-led improvements to Gartside Gardens.



Figure 11.3 – Thorburn Walk (looking from Upper Brook Street)

Jobs and Economic Benefits

11.13 The proposed development will offer significant opportunities for new jobs within the local area, and will generate a total of 1,463 new jobs as follows:

- 826 temporary and full-time equivalent construction jobs per year, including higher skilled professionals and lower skilled jobs; and
- 637 direct and indirect jobs within the operational Sci-Tech and PBSA buildings.

11.14 The proposed Sci-Tech building alone will create significant opportunities for the local communities when operational, including creating 545 new jobs in a wide range of graduate and non-graduate employment opportunities ranging from lab technicians, researchers, business support and PhD / C-Level roles such as R&D, drug manufacturing, QA and marketing. Kadans are a long-term operator of their buildings and seek to establish relationships with community stakeholders and organisations to proactively contribute with the local area. Kadans engages with local schools and groups to build an awareness of the sci-tech sector and pathways to employment. In other localities, this has included workshops, presentations and site visits coordinated with the contractor and professional team to cover roles in architecture, engineering, construction and planning.

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

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

11.16 A significant investment by the Applicants' into the local area, involving an estimated initial construction spend of £65 million and annual GVA into the local economy from the operational buildings of £26m.

Highways and Parking

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

- A financial commitment to MCC to fund the exploration and implementation / management of potential amendments to the Brunswick Controlled Parking Zone (CPZ) to prevent fly parking within the community;
- Commitment to improve and introduce new pedestrian crossings to Kincardine Road and Upper Brook Street.

12. Planning Balance

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

Economic Benefits

- 12.3 The proposed development will contribute to build a strong, responsive and competitive economy. In particular the economic outcomes from the proposed development are:
- Redevelopment of an underutilised, dilapidated site, which will contribute to raising the value of the area in accordance with Policy SP1;
 - Significant job creation arising from the development of Sci-Tech floorspace. The socio-economic report estimates the development to create 545 direct and indirect jobs and GVA per year of £20.6m;
 - Job creation through the PBSA, community and commercial spaces, this is estimated as 92 direct and indirect jobs in relevant sectors and GVA per year of £5.4m;
 - High quality Sci-Tech and PBSA use will attract employers, skilled workers and students to Manchester boosting the City's economy;
 - Generation of 826 temporary and full-time equivalent construction jobs per year, including higher skilled professionals and lower skilled jobs. These jobs will be recruited for in accordance with an agreed Local Labour Agreement;
 - Provide a catalyst for further investment and development within the local area, and unlocking the area's potential as part of the ORC SRFG;
 - A significant investment by the developer into the local area as encouraged by Policy EC 1, involving an estimated build cost of £65 million; and,

- The Proposed Development will contribute to Manchester's economic prosperity building on its knowledge economy strengths to the benefit of Greater Manchester and the North West. It will increase the revenues to Manchester City Council through business rates and Council tax in the order of £2.86m per year.

Social Benefits

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

- Comprise wide scale regeneration which will bring back into use a key vacant site, increasing the quality of new buildings in the area and providing landscaping and trees, in accordance with Policy EN9;
- Provide 293m² community space which has been designed based on consultation with the local community to meet their needs;
- Promote opportunities for interactions between neighbourhoods to act as a bridge between the University and Ardwick community;
- Provide 737 student beds which will meet a demonstrated qualitative and quantitative need within Manchester, in accordance with Policy H 12;
- Consider community safety in the design, layout, and management of the development in accordance with Policy DM 1;
- Deliver a sustainable redevelopment which is well located next to shops, local services, jobs, transport links, in accordance with Policy SP 1.

Environmental Benefits

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

- Deliver the regeneration of a prominent site, which is currently underutilised, greatly improving area's appearance and streetscape;
- Deliver a scheme which ensures an efficient mix of land uses whilst taking into account key site opportunities;

- Provision of new and improved green landscaped areas including private and communal gardens, in accordance with Policy EN9;
- Retention of existing trees where possible and additional extensive new planting scheme, including substantial amounts of high quality soft landscaping and tree planting, in accordance with Policy EN9;
- Increase biodiversity on the site by 84%, which greatly exceeds the emerging national requirement for 10%;
- Will have a significant positive benefit for protected species, in accordance with Policy EN15;
- Deliver student accommodation and jobs in a sustainable location within proximity to existing and future services and facilities as well as public transport infrastructure, which will reduce the need to travel by car. The scheme also incorporates cycle storage, providing 284 spaces encouraging active transport, in accordance with Policy T1;
- Meeting Climate Change objectives by delivering the aspirations of a more sustainable building design and construction, in accordance with Policy EN4; and,
- Inclusion of biodiversity measures resulting in an 84% biodiversity net gain.

Summary

- 12.6 Section 38(6) of the Planning and Compulsory Planning Act 2004 states that decisions should be made in accordance with the Development Plan unless material considerations indicate otherwise. As demonstrated in the following chapter of this Statement, the application proposals accord with the adopted Development Plan policies when read as a whole and should therefore be approved without delay in accordance with the NPPF.
- 12.7 Notwithstanding the above, if the Council identifies conflict with any policies of the Development Plan, any potential harm is clearly outweighed by the substantial economic, social and environmental benefits, as set out above.
- 12.8 In summary, the proposed development represents a sustainable form of development on an underutilised site which will deliver a high quality, visually attractive development. The scheme proposals fully accord with the Development Plan and associated supporting planning guidance and

the substantial economic, social and environmental benefits of the scheme have been clearly set out above.

13. Summary and Conclusions

- 13.1 This Supporting Planning Statement ('SPS') has been prepared by Avison Young on behalf of McLaren Property Limited and Kadans Science Partner ('the Applicants'), in support of an application for full planning permission for the following development at land between Upper Brook Street, Kincardine Road, and Cottenham Street ('the site') (also known as 'Phase One of the Upper Brook Street Masterplan'):

"Full planning permission for the demolition of existing buildings and erection of a single 6 to 9 storey block for Sci-Tech use (Use Class E (g)(ii) and 265sqm of a café/bar (Use Class E (b), and a single 9 to 23 storey block to be used for Purpose Built Student Accommodation (Use Sui Generis), comprising 737 bedrooms in total and 293sqm of community use (Use Class F2 (b)) and 80sqm of commercial floorspace (Use Class E), alongside new public realm, access, parking, and associated works"

- 13.2 The site extends to approximately 1.084 ha and is located within the administrative boundary of Manchester City Council ('MCC') and in Ardwick ward. The site is currently partially in use as a temporary paid car park. The paid car park is located on a section of the Site which was formerly in use as a Citroën car dealership and is accessed from both Upper Brook Street (UBS) to the west and Kincardine Road to the east. The remainder of the Site comprises the former Elizabeth Yarwood Court residential complex, which is accessed from Kincardine Road to the east of the Site.
- 13.3 The site is located within the boundary of the Oxford Road Corridor ('ORC') Strategic Regeneration Framework Guidance ('SRFG'). This document earmarks the site as a future development opportunity. The ORC SRFG recognises the UBS site as being strategically very important in terms of scale, locational advantages and capacity to accommodate the larger, flexible floorplate commercial buildings that will provide the right type of product to continue the strong and sustained economic growth of the Oxford Road Corridor and wider City Region. The framework states residential, including Purpose Built Student Accommodation (PBSA), uses may be suitable at the site when necessary to support the commercial developments.
- 13.4 This application forms part of a wider illustrative masterplan currently being developed for the Upper Brook Street Masterplan. These wider proposals are being brought forward collaboratively by several landowners, developers, and operators who have jointly developed a comprehensive response to the SRFG principles to create a community-focused masterplan for Upper Brook Street.

- 13.5 The illustrative masterplan seeks to transform the currently vacant sites along Upper Brook Street; re-establishing their importance in the area by re-introducing permeability, public realm, and active community-facing uses at ground floor.
- 13.6 This current application comprises Buildings 1 and 2 of the wider Upper Brook Street Masterplan and is for the following:
- **Demolition of existing buildings.**
 - **Erection of a Sci-Tech Building** - The proposed building provides approximately 20,038m² GIA of combined laboratory and office space along with a ground floor publicly accessible café, meeting room suites throughout the building, and a secure cycle store and cycle changing. The building massing is split into a low level 6 storey block (inc. plant) to Kincardine Road, jumping up to 9 storeys (inc. plant) at Upper Brook Street, with an atrium to the centre of the floorplates that houses informal breakout spaces and forum seating at ground floor.
 - **Erection of Purpose-Built Student Accommodation (PBSA) Building**- The proposed building provides 737 student bedrooms (288 studios and 449 cluster bedrooms arranged in a variety of cluster sizes), student amenities, management suite, commercial/ community spaces and supporting ancillary areas. The proposed PBSA scheme is arranged in two parallel building blocks with central cores, which are linked on the ground floor to form spaces for indoor and outdoor student amenities. The block facing Upper Brook Street has 23 storeys and the block facing Kincardine Road has 9 storeys.
 - **New Community Centre** - A 293m² community centre is proposed to be provided at the ground floor of the PBSA building. The proposed Community Centre is envisaged as a multi-use, multi-purpose space for the whole community and will have an active frontage towards Kincardine Road.
 - Delivery of a high quality **landscaping and public realm** provision including the new Thorburn Walk connecting Kincardine Road to Upper Brook Street.
- 13.7 A detailed and robust planning assessment is contained within this Planning Statement, which demonstrates the principle of development to be acceptable in line with the wider strategic regeneration objectives of the Council due to its sustainable location, the reuse of underutilised, previously developed land and buildings, the delivery of sci-tech buildings which will bring about

substantial economic benefits, and compliance with criteria required for new student accommodation.

- 13.8 Furthermore, the scheme proposes mixed-use development with active frontages offering community and commercial space. The scheme comprises a high-quality development which has been designed in consultation with the local community and other stakeholders. The proposal is supported by a cohesive and extensive landscaping scheme, which will significantly boost the appearance of the currently derelict site.
- 13.9 The scheme is evidenced to demonstrate a highly sustainable development, in terms of its location, energy impact and landscaping. In addition, it has been shown to enhance and preserve the character of the nearby heritage assets by responding to them positively and offering a far improved setting compared with the site's current state. Finally, the scheme has been assessed as not causing any negative traffic impacts and has been designed to encourage sustainable modes of transport. As such the scheme is considered to be fully compliant with both local and national planning policies including Core Strategy Policies SP 1, EC 1, EC 3, EC 8, T 1, T 2, H 12, CC 7, EN 1, EN 3, EN 9, and DM 1.
- 13.10 Overall, the scheme comprises a high-quality Sci-Tech and PBSA development with community and commercial uses and a high quality landscaping scheme. The scheme has been demonstrated to be wholly acceptable in terms of planning policy and will bring about significant economic, social and environmental benefits and a substantial community offering. It is therefore respectfully requested that planning permission is granted for this development at the earliest opportunity.

Appendix I

Site Location Plan

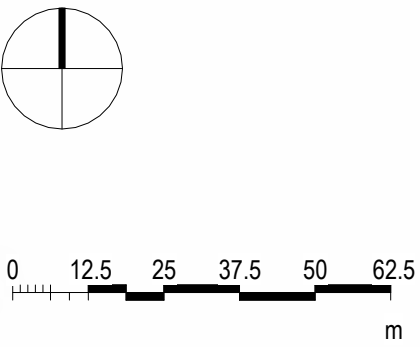


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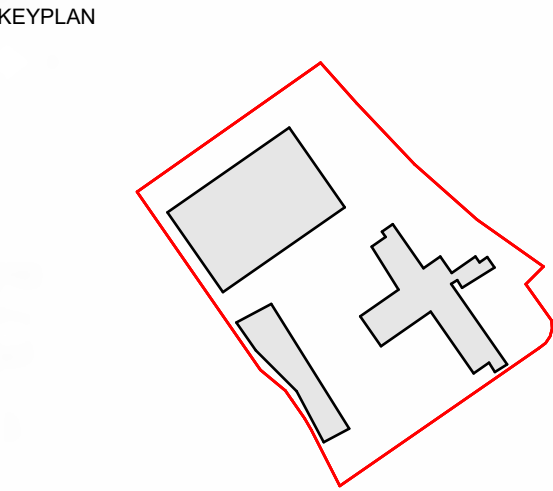
DO NOT SCALE FROM THIS DRAWING
The contractor shall check and verify all dimensions on site and report any discrepancies in writing to Sheppard Robson before proceeding work

FOR ELECTRONIC DATA ISSUE
Electronic Data / drawings are issued as "read only" and should not be interrogated for measurement. All dimensions and levels should read, only from those values stated in text on the drawing.

Legend
Planning Application Boundary



REV.	DATE	AMENDMENT
P01	06/06/2023	Issued For 'Planning'



CLIENT



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PROJECT
Upper Brook Street Masterplan - McLaren/Kadans

SCALE@A1	DATE	ORIGINATOR	CHECKED	AUTHORISED
1 : 1250	06/06/2023	JK	ET	RG

Location Plan

STAGE	PURPOSE FOR ISSUE	SR NO.
S2	Planning	6601_7025
DRAWING NO.	REV.	
UBS -SRA-ZZ-00-DR-A-02-000	P01	

Appendix II

Submission Schedule

Document	Reference/ Date	Author
Admin		
Application Form	PP-12094149	Avison Young
Application Fee	Via Planning Portal	McLaren Property
Covering Letter	June 2023	Avison Young
Plans		
General Arrangement PBSA Ground Floor Plan	UBS-SRA-SA-00-DR-A-02-600 P01	Sheppard Robson
General Arrangement PBSA First Floor Plan	UBS-SRA-SA-01-DR-A-02-601 P01	Sheppard Robson
General Arrangement Second Floor Plan	UBS-SRA-SA-02-DR-A-02-602 P01	Sheppard Robson
General Arrangement Eighth Floor Plan	UBS-SRA-SA-08-DR-A-02-604 P01	Sheppard Robson
General Arrangement PBSA Twenty-Second Floor Plan	UBS-SRA-SA-22-DR-A-02-608 P01	Sheppard Robson
General Arrangement PBSA Roof Plan	UBS-SRA-SA-R1-DR-A-02-609 P01	Sheppard Robson
External Envelope PBSA - Typical Bay Study - Kincardine Block	UBS-SRA-SA-XX-DR-A-02-420 P01	Sheppard Robson
External Envelope PBSA - Typical Bay Study - Upper Brook Street Block	UBS-SRA-SA-XX-DR-A-02-421 P01	Sheppard Robson
External Envelope PBSA - Typical Bay Study - Ground Floor Entrance	UBS-SRA-SA-XX-DR-A-02-422 P01	Sheppard Robson
External Envelope PBSA - Typical Bay Study - Ground Floor BOH	UBS-SRA-SA-XX-DR-A-02-423 P01	Sheppard Robson
General Arrangement Third to Seventh Floor Plan	UBS-SRA-SA-ZZ-DR-A-02-603 P01	Sheppard Robson
General Arrangement PBSA Typical Ninth to Sixteenth Floor Plan	UBS-SRA-SA-ZZ-DR-A-02-605 P01	Sheppard Robson
General Arrangement PBSA Typical Seventeenth to Eighteenth Floor Plan	UBS-SRA-SA-ZZ-DR-A-02-606 P01	Sheppard Robson
General Arrangement PBSA Typical Nineteenth to Twenty-First Floor Plan	UBS-SRA-SA-ZZ-DR-A-02-607 P01	Sheppard Robson
General Arrangement - Sci-Tech Building Ground Floor Plan	UBS-SRA-ST-00-DR-A-02-500 P01	Sheppard Robson
General Arrangement - Sci-Tech Building First Floor Plan	UBS-SRA-ST-01-DR-A-02-501 P01	Sheppard Robson
General Arrangement - Life Sciences Second Floor Plan	UBS-SRA-ST-02-DR-A-02-502 P01	Sheppard Robson
General Arrangement - Life Sciences Third Floor Plan	UBS-SRA-ST-03-DR-A-02-503 P01	Sheppard Robson

General Arrangement - Life Sciences Fourth Floor Plan	UBS-SRA-ST-04-DR-A-02-504 P01	Sheppard Robson
General Arrangement - Life Sciences Fifth Floor Plan	UBS-SRA-ST-05-DR-A-02-505 P01	Sheppard Robson
General Arrangement - Life Sciences Sixth Floor Plan	UBS-SRA-ST-06-DR-A-02-506 P01	Sheppard Robson
General Arrangement - Life Sciences Seventh Floor Plan	UBS-SRA-ST-07-DR-A-02-507 P01	Sheppard Robson
General Arrangement - Life Sciences Eighth Floor Plan	UBS-SRA-ST-08-DR-A-02-508 P01	Sheppard Robson
External Envelope Sci-Tech South East Bay Study	UBS-SRA-ST-EE-DR-A-02-401 P01	Sheppard Robson
External Envelope Sci-Tech North East Bay Study	UBS-SRA-ST-EN-DR-A-02-400 P01	Sheppard Robson
External Envelope Sci-Tech South West Bay Study	UBS-SRA-ST-ES-DR-A-02-402 P01	Sheppard Robson
External Envelope Sci-Tech North West Bay Study	UBS-SRA-ST-EW-DR-A-02-403 P01	Sheppard Robson
General Arrangement - Sci-Tech Building Roof Plan	UBS-SRA-ST-R1-DR-A-02-509 P01	Sheppard Robson
Location Plan	UBS-SRA-ZZ-00-DR-A-02-000 P01	Sheppard Robson
Site Plan - Existing	UBS-SRA-ZZ-00-DR-A-02-001 P01	Sheppard Robson
Site Plan - Proposed	UBS-SRA-ZZ-00-DR-A-02-002 P01	Sheppard Robson
Demolition Plan	UBS-SRA-ZZ-00-DR-A-02-010 P01	Sheppard Robson
Combined General Arrangement Ground Floor and Public Realm Plan	UBS-SRA-ZZ-00-DR-A-02-100 P01	Sheppard Robson
Combined General Arrangement First Floor Plan	UBS-SRA-ZZ-01-DR-A-02-101 P01	Sheppard Robson
Site Elevations Existing - Cottenham Street: South East	UBS-SRA-ZZ-EE-DR-A-02-302 P01	Sheppard Robson
Site Elevations Existing - Thorburn Walk: North West	UBS-SRA-ZZ-EE-DR-A-02-305 P01	Sheppard Robson
Site Elevation Proposed - Cottenham Street: South East	UBS-SRA-ZZ-EE-DR-A-02-308 P01	Sheppard Robson
Site Elevation Proposed - Thorburn Walk: South East	UBS-SRA-ZZ-EE-DR-A-02-310 P01	Sheppard Robson
Site Elevations Existing - Kincardine Road: North East	UBS-SRA-ZZ-EN-DR-A-02-300 P01	Sheppard Robson
Site Elevation Proposed - Kincardine Road: North East	UBS-SRA-ZZ-EN-DR-A-02-306 P01	Sheppard Robson
Site Elevation Existing - Upper Brook Street: South West	UBS-SRA-ZZ-ES-DR-A-02-301 P01	Sheppard Robson
Site Elevation Proposed - Upper Brook Street: South West	UBS-SRA-ZZ-ES-DR-A-02-307 P01	Sheppard Robson
Site Elevations Existing - North West	UBS-SRA-ZZ-EW-DR-A-02-303 P01	Sheppard Robson
Site Elevations Existing - Thorburn Walk: South East	UBS-SRA-ZZ-EW-DR-A-02-304 P01	Sheppard Robson
Site Elevation Proposed - North West	UBS-SRA-ZZ-EW-DR-A-02-309 P01	Sheppard Robson

Site Elevation Proposed - Thorburn Walk: North West	UBS-SRA-ZZ-EW-DR-A-02-311 P01	Sheppard Robson
Combined General Arrangement Cross Section BB	UBS-SRA-ZZ-SE-DR-A-02-321 P01	Sheppard Robson
Combined General Arrangement Cross Section AA	UBS-SRA-ZZ-SE-DR-A-02-320 P01	Sheppard Robson
Combined General Arrangement Long Section CC	UBS-SRA-ZZ-SN-DR-A-02-322 P01	Sheppard Robson
Combined General Arrangement Long Section DD	UBS-SRA-ZZ-SS-DR-A-02-323 P01	Sheppard Robson
Combined General Arrangement Typical Lower Level Plan	UBS-SRA-ZZ-ZZ-DR-A-02-102 P01	Sheppard Robson
Combined General Arrangement Typical Upper Level Plan	UBS-SRA-ZZ-ZZ-DR-A-02-103 P01	Sheppard Robson
Combined General Arrangement Roof Level Plan	UBS-SRA-ZZ-ZZ-DR-A-02-104 P01	Sheppard Robson
Landscape General Arrangement	0967-RFM-XX-00-DR-L-0001-P02	Re-form
Landscape Illustrative Plan	0967-RFM-XX-00-DR-L-0002-P04	Re-form
Landscape Sections	0967-RFM-XX-00-DR-L-0003-P02	Re-form
Landscape Sections	0967-RFM-XX-00-DR-L-0004-P02	Re-form
Planting Strategy	0967-RFM-XX-00-DR-L-0005-P02	Re-form
Roof Terrace Level 01	0967-RFM-XX-00-DR-L-0006-P02	Re-form
Roof Terrace Illustrative Plan	0967-RFM-XX-00-DR-L-0007-P02	Re-form
Reports		
Design and Access Statement	June 2023	Sheppard Robson
Supporting Planning Statement	June 2023	Avison Young
Tall Building Statement	June 2023	Avison Young
Statement of Community Involvement	June 2023	Avison Young
Community Benefit Statement	June 2023	Avison Young
Student Need Assessment	June 2023	Cushman and Wakefield
Transport Statement (ES Chapter 11 Appendix)	June 2023	Civic Engineers
Travel Plan (ES Chapter 11 Appendix)	June 2023	Civic Engineers
Flood Risk and Drainage Assessment (PBSA)	June 2023	Civic Engineers
Flood Risk and Drainage Assessment (Sci-Tech)	June 2023	HRD
Environment Statement (Chapters Detailed Below)	June 2023	Avison Young
Site Investigation Report	June 2023	A2 Site Investigation
Air Quality Assessment	June 2023	BWB
Energy Statement (PBSA)	June 2023	Cundall
Energy Statement (Sci-Tech)	June 2023	Wallace Whittle
Circular Economy Statement	June 2023	BWB
Fire Statement	June 2023	Cundall
Utilities Statement (PBSA)	June 2023	Civic Engineers
Utilities Statement (Kadans)	June 2023	HDR
CEMP	June 2023	Roberts Planning Services

Crime Impact Assessment	June 2023	Greater Manchester Police
Acoustic Assessment	June 2023	Cundall
Archaeology Assessment	June 2023	Salford Archaeology
Ecology Assessment	June 2023	Brooks Ecological
BNG Assessment	June 2023	Brooks Ecological
Arboricultural Survey	June 2023	Arbtech
TV and Radio Reception Impact Assessment	June 2023	GTech Surveys
Broadband Connectivity Assessment	June 2023	GTech Surveys
Viability Assessment	June 2023	Avison Young
Environment Statement Chapters		
Chapter 6: Townscape, Heritage and Visual Impact	June 2023	Donald Insall Associates
Chapter 7: Socioeconomics	June 2023	Brookdale
Chapter 8: Wind Microclimate	June 2023	Wilde Analysis
Chapter 9: Daylight, Sunlight and Overshadowing	June 2023	GIA
Chapter 10: Climate Change	June 2023	Cundall
Chapter 11: Transportation	June 2023	Civic Engineers

Appendix III

Planning History

Northern Part of Site

Reference	Application	Outcome
048694/AO/CENTL2/95	Illuminated fascia signs on four elevations of existing car showrooms/garage	Approved- 30/11/1995
051197/FO/CENTL2/96	Installation of a 98 cm satellite dish on roof of sales building	Approved- 22/01/1997
059577/FO/NORTH2/00	Construction of new rear boundary wall with railings and matching gates 1.8m high	Approved- 28/07/2000
074286/AO/2004/N2	Erection of 5.5m high internally illuminated totem sign on Upper Brook Street frontage	Approved- 01/02/2005
101578/AO/2013/N2	Installation and erection of illuminated signage, including totem signs and flag poles with banner signs to replace existing signage on building and forecourt area, with 6 additional flag poles and associated banner signs proposed.	Approved- 19/03/2013
105110/FO/2014/N2	Installation of proposed district heating network comprising of laying of pipes under highway	Withdrawn- 22/10/2014

Southern Part of Site

Reference	Application	Outcome
101578/AO/2013/N2	Installation and erection of illuminated signage, including totem signs and flag poles with banner signs to replace existing signage on building and forecourt area, with 6 additional flag poles and associated banner signs proposed.	Approved 19/03/2013
101664/FO/2013/N2	Selective demolition and clearance (including a number of residential, retail and other non-residential buildings) to allow the phased redevelopment and	Approved 30/05/2013

	refurbishment of the Brunswick Neighbourhood, including the erection of 444 new residential dwellings (C3); the refurbishment of 839 existing homes [including low rise reversals and the refurbishment of Artillery Court, Silkin Court, Lockton Court, Lamport Court, and existing maisonettes and low rise houses]; a new boulevard and new access roads, new car parking and service areas; a new mixed use building comprising of 4 retail units (A1 or launderette or A5), and a neighbourhood housing office (B1a) with 18 apartments (C3) above; a mixed use residential extra care home with 60 residential units, and a day care centre on part of the ground floor (C2/D1); the upgrading of Gartside Gardens [with new multi use games area, a new playground, realigned pathways, new entrances and new landscaping]; a new orchard; 25 new allotments; new boundary treatments; new open spaces; with associated infrastructure, landscaping and tree planting	
106129/NMC/2014/N2	Non-material amendment to planning permission 101664/FO/2013/N2 to allow alterations to the MUGA and associated alterations to the access and landscaping arrangements	Approved 25/07/2014
105110/FO/2014/N2	Installation of proposed district heating network comprising of laying of pipes under highway	Withdrawn 22/10/2014
107400/NMC/2014/N2	Non material amendment to planning permission 101664/FO/2013/N2 to allow installation of photovoltaic panels (PV) to new building property types along with elevational alterations	Approved 04/12/2014

111914/NMC/2016/N2	Application for a non-material amendment following the granting of planning permission 101664/FO/2013/N2 to allow elevational alterations to the Type C house type across the Brunswick PFI development (30 in total)	Approved 20/05/2016
CDN/17/0359	Application to discharge Condition 5 (Landscaping) for Phases 8B, 28, 29B, 34, V and 34 attached to planning permission 101664/FO/2013/N2	Approved 22/08/2017
117650/NMC/2017	Application for a non-material amendment to planning approval 101664/FO/2013/N2 to allow the removal of one new build property on the corner of Kincardine Road and Arkley Walk, amendments to the highway and driveways, and the repositioning of the terraced block fronting Hartfield Close	Approved 02/10/2017
CDN/17/0618	Application to discharge Condition 25 (Travel Plan) attached to planning permission 101664/FO/2013/N2	Approved 19/12/2017
118379/JO/2017	Application to vary Condition Nos 2,14 and 29 attached to permission 101664/FO/2013/N2 to regularise and allow amendments to the previously approved Brunswick Masterplan including the removal of 20 private for sale dwellings from the layout, minor changes to access arrangements, highways, driveways and parking, minor changes to boundary treatments, and the re-siting of some new build properties	Approved- 24/04/2018
119609/NMC/2018	Application for a non-material amendment following the granting of planning permission 118379/JO/2017 to allow elevational alterations to the Type C house type within Phase 34 of	Approved 03/05/2018

	the Brunswick PFI development (12 in total)	
119882/NMC/2018	NON-MATERIAL CHANGE APPLICATION to planning permission 101664/FO/2013/N2 to change porch details relating to 11 No previously approved reconfigured properties	Refused 15/06/2018
CDN/18/0263	Application to discharge Conditions 3 (Materials) and 13 (Boundary Treatments) attached to planning permission 118379/JO/2017	Approved- 20/06/2018
120551/NMC/2018	Application for Non-Material Change following grant of planning permission 118379/JO/2017 to allow minor resitting of 8 no. new build properties of the previously approved properties in Phase AR	Approved 14/08/2018
CDN/18/0412	Application to discharge of conditions 3 (materials), 4b (landscaping), 14 (public art), 17 (Acoustic Insulation), 19 (External Equipment), 30b (surface water drainage) and 34 (cycle parking) attached to planning permission ref: 118379/JO/2017	Approved and refused 14/08/2018
121264/NMC/2018	Application for non material amendments to the Extra Care Building previously approved under application 118379/JO/2017 to allow minor elevational alterations	Approved 11/10/2018
CDN/18/0773	Application to discharge Conditions 4b (Landscaping), 8 (Contaminated Land) and 30 (Drainage) attached to planning permission 118379/JO/2017	Approved 18/10/2018
CDN/18/0908	Application to discharge conditions 6 (Contaminated Land), 11 (Acoustics) and 17 (Travel Plan) attached to planning permission 106455/JO/2014/N2	Approved 29/01/2019
CDN/19/0181	Application to discharge conditions 3 (Materials), 4b (Landscaping), 5 (Secured by	Approved 02/05/2019

	Design) and 6 (Sustainability) attached to planning permission 118379/JO/2017	
CDN/19/0265	Application to discharge conditions 5 (Secured by Design) and 8 (Contam Land) attached to planning permission 118379/JO/2017	Approved- 14/05/2019
CDN/19/0267	Application to discharge conditions 6 (Secured by Design) and 9 (Contaminated Land) attached to planning permission 109831/FO/2015/N2	Approved 21/05/2019
CDN/18/0906	Application to discharge Conditions 4b (Landscaping) and 30 (Drainage) attached to planning permission 118379/JO/2017	Approved and Refused- 19/07/2019
CDN/19/0525	Application to discharge Condition 4b (Landscaping for Artillery Court) attached to planning permission 118379/JO/2017	Approved 09/08/2019
CDN/19/0577	Application to discharge Conditions 5 (Secured by Design), Condition 7 (Sustainability), Condition 8 (Contaminated Land) and Condition 36 (Traffic Calming) attached to planning permission 118379/JO/2017	Approved 16/08/2019
CDN/19/0747	Discharge of conditions: 4(b) (Landscaping), 8 (Contaminated land), 17 (Acoustic insulation) and 34 (Cycle parking) relating to planning permission 118379/JO/2017	Approved- 18/11/2019
125623/NMC/2019	Application for Non Material Amendment to planning permission 118379/JO/2078 to allow a change in the elevational design to house type C to include the incorporation of a roof light to the rear elevation, and the minor repositioning of dwellinghouse sited between nos.6 and 8 Quinton Walk	Approved 23/12/2019

CDN/19/1017	Discharge of conditions 4b (landscaping), 8 (ground conditions) and 28 (archaeology) attached to planning permission referenced 118379/JO/2017	Approved 09/12/2020
CDN/20/0768	Discharge of condition no.3 (materials), and condition 4 b (Landscaping) relating to planning permission ref: 118379/JO/2017	Approved 11/01/2021
CDN/21/0077	Discharge of conditions 4b (landscaping), 5 (Secure by design), 8 (ground conditions) and 19 (acoustic insulation of external plant) relating to the extra care building phase, attached to planning permission referenced 118379/JO/2017	Approved- 08/03/2021
CDN/21/0518	Discharge of condition no. 5 (secured by design) - Phase P (plots187-196); Phase Q (plot 221-236); Phase AR (plots 237-244); Phase R (plots 245 & 246); Phase C (plots 247-249).; Phase T (plots 250-257);Phase U (plot 257-272).;Phase V (Housing plot numbers 274-289); Phase Y (plots 294 and 295); and Phase Z (Housing plot numbers 296-301); and discharge of Condition 8 (contaminated land)- for all Phase AR plots (Plots 237-238 and 239-244); part of Phase V (Plots 276, 277, 279, 280, 281, 282, 283 and 289); for all Phase C (Plots 247 to 249); for part of Phase T (Plots 250, 251, 252, 253 and 254); for part of Phase Q (Plots 228 to 236 discharged).; attached to planning permission ref: 118379/JO/2017	Approved 20/08/2021
CDN/21/0701	Discharge of condition no.8 (Ground conditions) attached to planning permission ref: 118379/JO/20217) in relation to Phases AA and G	Approved 01/12/2021

CDN/22/0102	Discharge of conditions 4b (hard and soft landscaping) Phases AC,AD,AE,AF,AG,and AO ; 8 (contaminated land remedial works) Plot no. 220 of Phase 77, and Plot nos. 273, 274 and 275 of Phase 91/V; and 30 (surface water drainage) Plot 315 (Phase G); Plot 288 (Phase V) and Plots 297/302/303 of Phase Z: attached to planning permission ref:118379/JO/2017	Approved and refused 27/07/2022
CDN/22/0549	Discharge of condition 5 (Secured by Design) relating to Phase M Plots 178 & 180-182; Phase AS Plots 197 & 198; Phase Z Plots 302-312; Phase AM Plot 313; Phase G Plots 315-320; and Phase AA Plots 321-326 attached to planning permission referenced 118379/JO/2017	Approved 18/08/2022
134639/NMC/2022	Non material amendment to planning permission referenced 118379/JO/2017 to allow resisting a block of six previously approved houses (Plots 364, 365, 366, 367, 368, 369) within Phase AF of the Brunswick PFI area boundary on land adjacent to Cumbrian Close and Copeman Close moved 1m to the southeast from the previously approved location.	Approved 02/09/2022
CDN/22/0838	Discharge of condition 8 (Contaminated land) attached to 118379/JO/2017 in relation to Phase T (Part of phase): Plots 255 and 256; Phase Z (All Plots within phase): Plots 296, - 312 (all); Phase AM (Single plot phase): Plot 313; Phase U (Part): Plots 257- 272 (all); Phase AB (Part): Plots 331, 332, 333, 334, 335 ; Phase AC (Part): Plots 336, 337, 338, 339; Phase AD (Part): Plots 347, 348, 349, 350, 352, 353, 354, 355; Phase AO (All Plots): Plots 356- 369 (all) ; Phase R (All Plots): Plots 345-246 (all); Phase M (Part): Plot	Approved 17/11/2022

	179 ; and Phase V (Part): Plots 278, 285, 286, 287, 288	
CDN/23/0240	Discharge of conditions 4b (landscaping - Phase AJ2), 5 (SBD - Phases AB, AC, AD, AO, AE, AF, AG and AJ2) and 8 (ground conditions - Phases AE, AG and AJ2) attached to planning permission referenced 118379/JO/2017	Validated 06/04/2023- awaiting determination

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