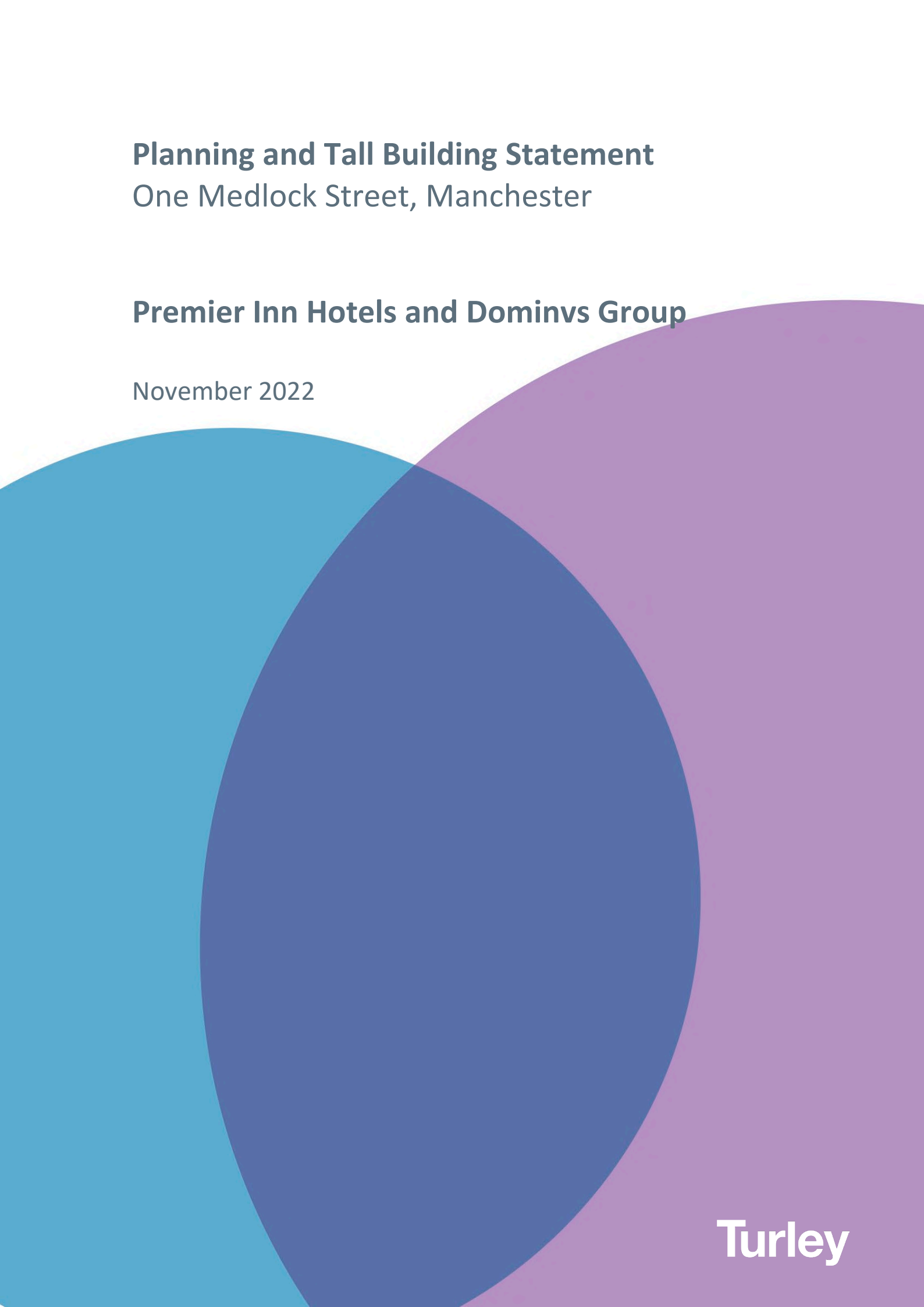


Planning and Tall Building Statement

One Medlock Street, Manchester

Premier Inn Hotels and Dominvs Group

November 2022



Turley

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Client

Dominvs Group Ltd/ Premier Inn Hotels Ltd.

Our reference

DOMM3002

1. Introduction

- 1.1 This Planning and Tall Building Statement has been prepared by Turley on behalf of Premier Inn Hotels Ltd and Dominvs Group ('the applicant'). It is submitted in support of an application for full planning permission for the redevelopment of the existing Premier Inn hotel site located on Medlock Street in Manchester City Centre.
- 1.2 The proposed redevelopment of the Site will comprise the demolition of the existing hotel on site and the construction of 36,494 square metres (m²) of office floorspace within a building of up to 13 storeys and 1,014 Purpose Built Student Accommodation (PBSA) bedrooms and associated amenity space within a building of up to 37 storeys, and the inclusion of 293 sqm of flexible community / retail / leisure space at ground floor. The Proposed Development will also provide public realm and associated landscaping.
- 1.3 This Statement is intended to assist Manchester City Council ('MCC') (as the Local Planning Authority ('LPA')) and other stakeholders in understanding the Proposed Development Site ('PDS') and the Proposed Development, the prevailing planning policy framework and compliance of the proposal with it, and the weight to be applied to other material considerations.

No 1 Medlock Street – a unique regeneration opportunity

- 1.4 The application relates to the redevelopment of the existing Premier Inn Hotel site at Medlock Street, which forms part of the wider First Street regeneration area. First Street forms the southern gateway to Manchester City Council and has been subject to significant levels of investment and development over the last ten years.
- 1.5 The First Street development area straddles both sides of Medlock Street – a major thoroughfare through the southern part of the City Centre - and comprises a mix of uses, including large scale office development, PBSA, co-living development, leisure, retail and cultural uses and a multi-storey car parking alongside high-quality public realm. The redevelopment of the First Street area is ongoing. The Proposed Development forms a key part of this, representing one of the last development plots within this strategically important part of the City Centre.
- 1.6 The existing site occupies a key location in the context of First Street, itself marking the southern termination of the First Street development area and the City Centre. This gives it a high level of prominence. There are few development sites of its scale with the level of profile which the site benefits from. These attributes combine to reveal a significant regeneration opportunity for Manchester and the City Centre.
- 1.7 The scheme for which planning permission is sought has been formulated through a clear vision for the development, framed around 6 key principles:
 - **Commercially-led development:** Delivering a commercially-led, flexible and sustainable mixed-use development to deliver business accommodation which can attract investment to the city and in turn attract and retain the best talent in a competitive commercial environment.

- **Connections:** Enhancing pedestrian and cycle connections north-south and east-west – providing ‘Healthy Streets’ with new trees, planting and public space
- **Neighbourhood of choice:** Supporting the emergence of a ‘neighbourhood of choice’, providing the ultimate experience of working, living and studying near to the City’s Universities and on the doorstep of its cultural and social offer.
- **Local project team:** Delivering the project through a high calibre design team with a track record delivering transformative developments in Manchester
- **Urban scale:** Positively responding to the local urban scale of development around the City Centre’s ‘Southern Gateway’ and the interface with neighbouring residential communities
- **Student accommodation:** Including well-located, high-quality, professionally managed student accommodation which is well located for both the University of Manchester (UoM) and Manchester Metropolitan University (MMU)

1.8 A development is proposed which seeks to capitalise on this opportunity by delivering a mix of uses and form of development which will maximise the development’s benefits for the city. The Proposed Development adheres to this vision through:

- Delivering a dual-use scheme to maximise and broaden the range of benefits for the city arising from the development, comprising complementary uses which make the most of site’s accessible location, its scale and its suitability for different uses;
- Removing a building of low architectural quality which detracts from the local environment, presenting a poor quality ‘front door’ to the city centre and which represents an inefficient use of the site relative to its scale and location;
- Delivering a landmark tall building of exceptional design quality, signposting the ‘entrance’ to the City Centre from the south, including to visitors arriving by road from Manchester Airport;
- Delivering a large scale Grade A office scheme in a commercially attractive location to support the city’s buoyant office market and its ongoing focus on attracting investment and employment to Manchester and its efforts to compete with other UK cities in this regard. This includes providing large floorplates to attract businesses which have a particular requirement for this in the context of few schemes in the city having this ability;
- Making a significant contribution to the pressing need for PBSA in the city, utilising a site which occupies the optimum location in relation to the university campuses on Oxford Road (to the east) and Birley Fields (to the south). The scheme represents the largest ever PBSA proposal in Manchester (by bed numbers) in the context of there being a dearth of sites which can accommodate the evidenced and pressing need for PBSA beds as presented within this Planning and Tall Building Statement;

- Delivering high quality public realm and a new public square improving the residential environment to the west of Medlock Street which is characterised by hard carriage way;
- Delivering one of the last pieces in the First Street jigsaw.

- 1.9 This is achieved through a scheme which fully adheres to relevant policies of the Development Plan and against which the application for planning permission should be determined in accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004.

The Planning Application

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

“The demolition of the existing hotel buildings and structures and the development of the site for office uses (Use Class E), flexible office/community use (Use Class E/F1/F2) and purpose-built student accommodation (Sui Generis) comprising two separate buildings, along with associated ancillary internal and external amenity space, hard and soft landscaping and associated highway works.”

The Applicants

Premier Inn Hotels

- 1.11 Premier Inn Hotels (Premier Inn) is the UK's largest hotel chain with over 800 hotels, comprising more than 80,000 rooms. Premier Inn is owned by Whitbread PLC, alongside a number of national restaurant brands including Beefeater, Brewers Fayre, and Bar + Block.
- 1.12 Outside of the UK, Whitbread's expansion plans are focused on Germany and Ireland. Whitbread has an open and committed pipeline of 14,000 hotel rooms across 80 hotels in Germany, with a line of sight to around 60,000 rooms, as it works to grow Premier Inn into the number one budget hotel operator in the country.
- 1.13 In the UK Premier Inn are seeking out opportunities to invest in and contribute to the ongoing regeneration of town and city centres to deliver high quality developments that attract tourists and workers, which in turn support local economies. More than 30,000 people work for Premier Inn in the UK.

Dominvs Group

- 1.14 Dominvs Group is a family-owned property development platform built on the principles of forming relationships, operating with integrity, exploring opportunities and ideas and making them a reality. Dominvs have built themselves as a family group from the ground-up, are self-funded and personally own each development site, enabling the delivery of tangible and collaborative outcomes for existing and new communities, that are supported through their philanthropic activities.

- 1.15 Dominvs provide a diverse range of developments, with over 2,000 units across Manchester, Aberdeen, Milton Keynes, Oxford and City of London. With a further pipeline of over 4million square feet across the UK, with recent approvals for PBSA development in Holborn and Hammersmith. In addition to nationwide projects, Dominvs have a regional housebuilding business which is addressing house supply issues in Kirklees and Yorkshire with high quality homes.
- 1.16 A core principle of the Group is drive and provide genuine benefits to the communities they operate within, with strong social values working with private, public and voluntary sectors to support the delivery of local job opportunities, promoting wealth and championing the local economy. Social value is embedded in every development from the planning process, throughout its lifetime.

The planning Application documents

- 1.17 The following documents accompany this planning application.
- Application Forms and Certificates; prepared by Turley
 - Design and Access Statement, prepared by Jon Matthews Architects
 - Office Market Report- Manchester City Centre, prepared by Cushman & Wakefield
 - Student Need Assessment, prepared by Cushman & Wakefield
 - Landscape Design Statement, prepared by Planit-IE
 - Tree Survey and Arborticultural Impact Assessment, prepared by Planit-IE
 - Blue and Green Infrastructure Strategy, prepared by Planit-IE
 - Archaeological Desk-based Assessment, prepared by University of Salford
 - Transport Statement, prepared by Vectos
 - Framework Travel Plan, prepared by Vectos
 - Waste and Servicing Report, prepared by Vectos
 - Flood Risk Assessment and Drainage Strategy, prepared by Ramboll
 - Statement of Community Involvement, prepared by Turley
 - Energy Strategy Statement, prepared by Turley
 - Sustainability Checklist, prepared by Turley
 - Ventilation Strategy, prepared by Ridge
 - Crime Impact Statement, prepared by Greater Manchester Police
 - Student Management Strategy, prepared by CRM Students

- BREEAM Assessment, prepared by Ridge
- Contaminated Land Study, prepared by Enzygo
- Broadband Connectivity Assessment, prepared by GTech Surveys
- TV & Radio Impact Assessment, prepared by GTech Surveys
- Fire Strategy Statement, prepared by Design Fire Consultants
- Circular Economy Statement, prepared by Turley
- Outline Construction Manchester Plan, prepared by Cumming Group
- Local Labour Agreement, prepared by Dominvs Group.

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

- Chapter 1: Introduction
- Chapter 2: The Site
- Chapter 3: EIA Methodology
- Chapter 4: Alternatives Considered and Design Evolution
- Chapter 5: The Proposed Development, and Demolition and Construction Overview
- Chapter 6: Socio- Economics and Human Health
- Chapter 7: Air Quality
- Chapter 8: Noise and Vibration
- Chapter 9: Wind Microclimate
- Chapter 10: Daylight, Sunlight, Overshadowing, Solar Glare and Light Pollution
- Chapter 11: Built Heritage
- Chapter 12: Climate Change
- Chapter 13: Effect Interactions
- Chapter 14: Residual Effects and Conclusions

1.19 A Townscape and Visual Impact Assessment also forms part of the ES.

1.20 Under Regulation 15 of The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 an Environmental Impact Assessment (EIA) scoping

opinion request was issued to Manchester City Council on 8th September 2022. This was supported by a Scoping Report which identified those environmental topics that would be covered in the Environmental Statement (ES) and those that would be 'scoped out' because it was considered that significant environmental effects were unlikely to result from the development. The City Council confirmed its agreement to the scope of the ES as proposed by the applicant on 2nd November 2022. The ES is submitted in accordance with the agreed scope..

Community, Member and City Council engagement

- 1.21 The submission of this planning application has been supported by a comprehensive consultation process which demonstrated a wide-reach and further opportunity for participants to feedback prior to submission.
- 1.22 The consultation with the local community included:
- Briefings to ward councillors in Deansgate and Hulme wards of the City;
 - Awareness raising through 2,800 leaflets posted out to local residents;
 - Approximately 1,000 visits to the consultation website;
 - Around 900 linked clicks through to the consultation website from social media advertisements; and
 - A live webinar with 8 attendees, with the recording of the webinar watched a number of times on the website.
- 1.23 Following the consultation, only 10 individuals provided written feedback, with several recurring themes emerging:
- **Principle of Development** - clarity around the potential contribution of the scheme to the First Street regeneration area and thought around for the need for student accommodation in the area, as well as the potential to deliver social housing
 - **Design** - one respondent sought clarity on our justification for building height and form of building design which is aligned with the principles contained in the First Street Development Framework and one respondent asked about the potential to include a green roof to connect the two buildings.
 - **Community** – one respondent stated their perception of drug crime in the area and the impact of students on this issue, one asked about noise within the communal areas of the buildings and clarifications on the opportunity to provide public art.
 - **Transport movement and access** - one respondent expressed a preference around linking into cycleway provision at the recently upgraded Mancunian Way with one other asking about parking and traffic.

- **Technical issues** – one respondent asked about making the design of the building more slim-line to allow sunlight through and one asked more about potential wind impacts.
- **Construction** - a question was asked about the construction programme and speed of delivery.

1.24 All feedback received has been considered and analysed, with further detail provided in the supporting Statement of Community Engagement, prepared by Turley.

Structure of this statement

1.25 The remainder of this Statement is structured as follows:

- **Section 2** describes the application site and its surroundings
- **Section 3** sets out the background to the application
- **Section 4** describes the development proposal
- **Section 5** lays out the approach to decision making
- **Section 6** considers the strategic case for planning permission
- **Section 7** describes how the proposal achieves high-quality design
- **Section 8** considers the potential amenity impacts of the proposal
- **Section 9** considers the potential environmental impacts of the proposal
- **Section 10** describes the benefits of the proposal in achieving sustainable development
- **Section 11** provides the concluding remarks

Appendix 1: Tall Building Statement

Appendix 2: Document Schedule

Appendix 3: Relevant Planning Policy Summary

Appendix 4: Full Planning Application History

2. Site and Surroundings

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

The Site

- 2.2 The PDS comprises of 0.94 ha of previously developed land located within Manchester City Centre (as shown in **Figure 2.1**). The PDS is bounded by: River Street to the north; Medlock Street to the west and south-west; the Mancunian Way, its exit slip road and the Mancunian Way/Princess Parkway junction to the south; and the River Street Tower purpose-built student accommodation (PBSA) development¹, to the west. Adjacent to the PDS on Medlock Street, the development of Plot 9a First Street, a nine-storey office accommodation, is currently undergoing construction². Further detail on the site and the surrounding area follows.

Figure 2.1: Site Location Plan



- 2.3 The PDS currently comprises an existing Premier Inn Hotel, built in 2002, providing 199 bedrooms rooms across 5 storeys and designated surface car parking for hotel residents (113 car parking spaces in total). The existing development is absent of architectural merit, and its current built form detracts from the emerging high-quality built environment created by surrounding developments within the First Street regeneration area and the adjacent Great regeneration area, and within the wider city centre. Given the scale and volume development on site, the existing building represents an inefficient use of the site in the context of its location and level of accessibility.

¹ LPA Ref: 118683/FO/2017

² LPA Ref: 132600/FO/2021

Figure 2.2: The PDS from Medlock Street



Figure 2.3: The PDS from River Street



- 2.4 The northern and western edges of the PDS are currently bounded by a part brick, part railing wall which secures the site from unauthorised access. The Site is bounded by commercial and residential properties to the north-west; Medlock Street (the A5103) to the north-east, with vacant space beyond; the Mancunian Way Ring Road (the A5103) to the south-east; and student accommodation to the south-west.

- 2.5 Existing pedestrian access to the PDS is taken via the junction of River Street/Medlock Street. Existing vehicular access to the PDS is taken via River Street which serves as both the entry and exit to the existing surface car parking area adjacent to the building.

A strategic location at the southern gateway to the City Centre

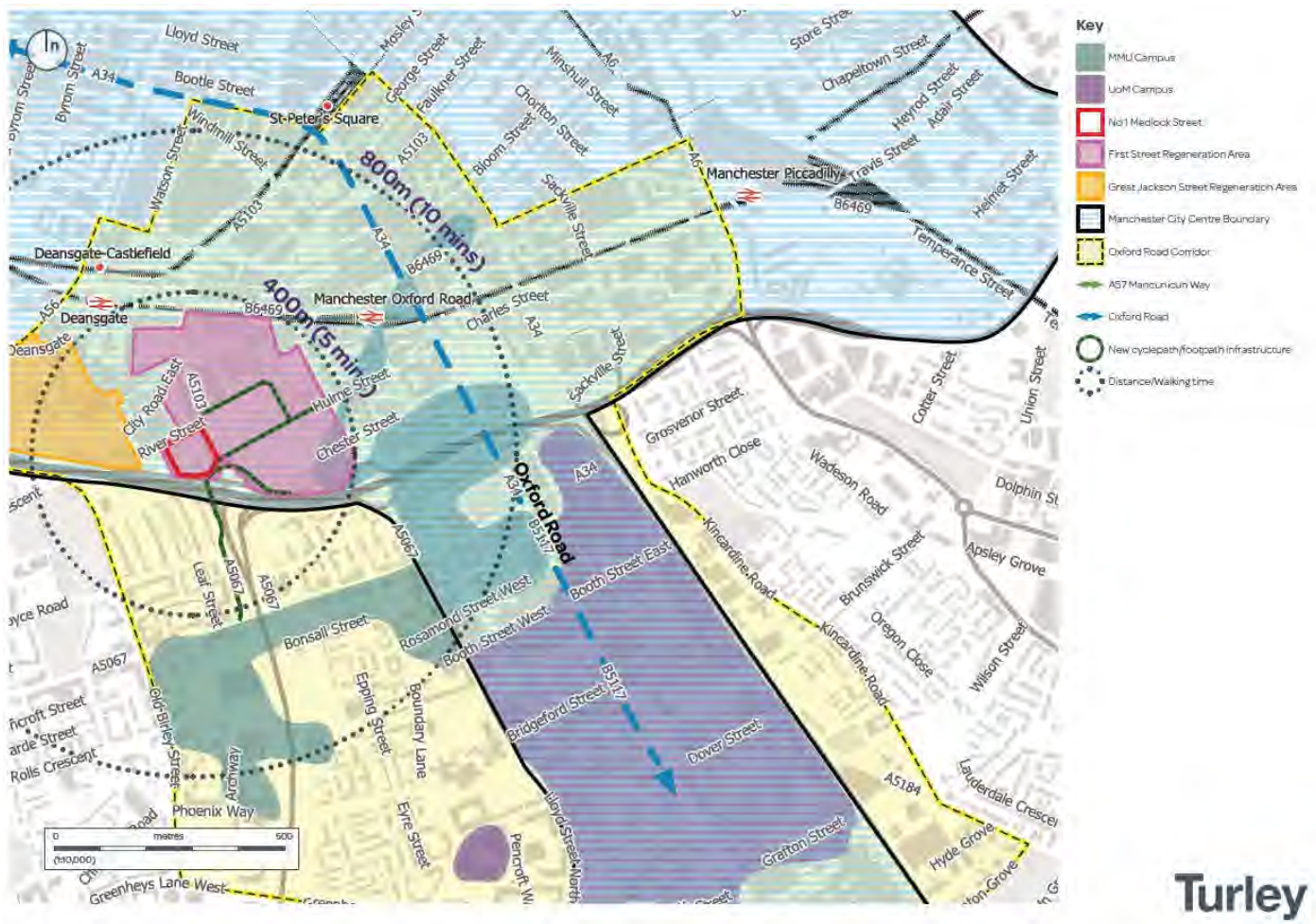
- 2.6 Manchester is a growing and ambitious city at the heart of the Greater Manchester City Region, which has a population of circa 586,100³. The City Region has an economy bigger than that of Wales or Northern Ireland.
- 2.7 The City Region has a diverse economy, with the potential to grow in a number of key sectors. Central to this potential is its excellent universities, higher education establishments and first-class culture and sport. Manchester is a centre of excellence for research and learning as it is home to several institutions of higher education including the MMU, UoM, the Royal Northern College of Music and Manchester University NHS Trust Foundation clustered around the Oxford Road Corridor within which the site is located.
- 2.8 Manchester City Centre is the central hub of the regional transport network, is easily accessible and provides a fifth of all jobs in the City Region. The City's growth has been driven by the expansion of a number of sectors including commercial and professional services, science and research, culture and media, advanced manufacturing and ICT and is one of the top European cities for business locations.

Surrounding Context

- 2.9 The PDS lies in a strategically located and sustainable neighbourhood, occupying a pivotal location between the core regeneration areas of Manchester Civic Quarter, Whitworth Street West and Great Jackson Street along with the residential area of Hulme. It is located within the Oxford Corridor – the city's higher education hub and a key economic area of the City Centre – and marks the gateway to the city centre from the south providing the front door to the city centre and marking the transition from suburban south Manchester to the vibrancy and energy of the city centre.
- 2.10 Within this context the site is located within the wider First Street area which has grown over recent years to accommodate a diverse and growing population, which offers significant potential to accommodate and contribute to the city centre's future growth and expansion.

³ Manchester City Council Forecasting Model ("MCCFM")
https://secure.manchester.gov.uk/info/200088/statistics_and_intelligence/438/population

Figure 2.4: Site's strategic context



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Figure 2.5: First Street neighbourhood



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Figure 2.6: Oxford Road looking north



- 2.11 Lying to the west is the Great Jackson Street regeneration where significant residential development has been delivered and continues to be under construction. This is a transformative regeneration area designed to create a new residential-led neighbourhood that has a scale and form of development appropriate to its gateway location. This includes the delivery of the four residential towers at Owen Street, otherwise referred to as the ‘*Deansgate Towers*’ (**Figure 2.7**), which range from 37 – 64 storeys and provide 1,508 residential units⁴ This is supplemented by Elizabeth Towers (**Figure 2.8**) in close proximity and deliver a further 665 residential units.

⁴ LPA Ref: 111719/FO/2016/C1

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



Figure 2.8: Elizabeth Towers



- 2.12 To the north east lies key transport connections, including Deansgate and Oxford Road train stations and Deansgate Metrolink station and Manchester Central Convention Centre – a nationally important conference and entertainment facility at the heart of the city centre.

Figure 2.9: Manchester Central



- 2.13 The Oxford Road Corridor accommodates one of the largest higher education institutions in Europe and is also home to a number of knowledge-based businesses (health, education, creative, financial services and IT sectors). It is an internationally renowned area of innovation and research, attracting students and academics from across the globe. This is one of the most economically important areas in Manchester, with its focus on knowledge and innovation being core attributes of the area a driver of its continued growth. The recently constructed Circle Square, and its creation of a new neighbourhood, reinforces the connections throughout the southern periphery of the city centre - through linking business with people, and people with entertainment and leisure.

Figure 2.10: Circle Square

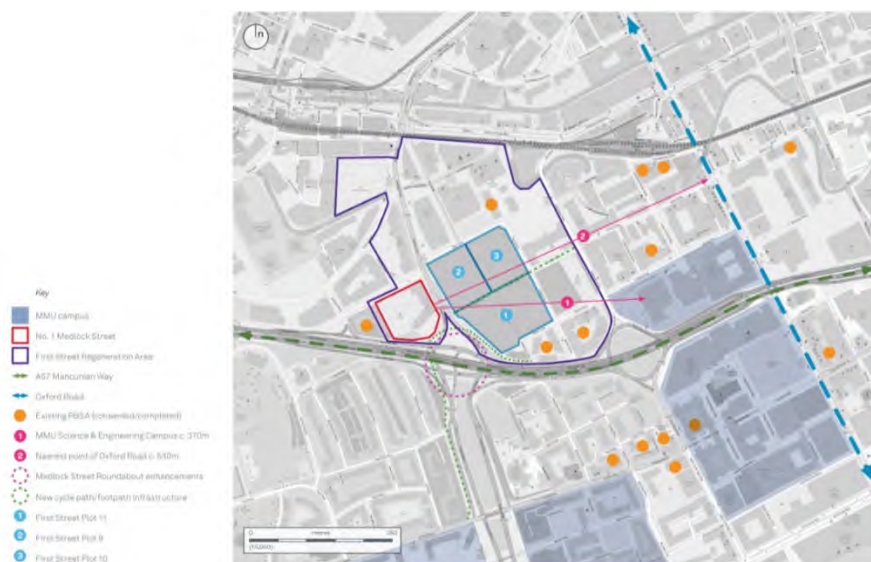


- 2.14 Figure 2.4 illustrates that the site sits at the epicentre of several key regeneration and growth areas comprising the locations summarised above. In combination, these areas play a strategic role in delivering the city's ambitions to grow and diversify its economy, increasing its appeal to visitors and tourists and providing sustainable and high quality homes to live in.
- 2.15 The site represents a rare and strategically important development opportunity in this context and one which can add significant value to the success of this location. Its importance is increased by its gateway location and the resultant need to deliver a development which makes a strong and bold statement about the city in the context of the site's current condition and adverse contribution to the area.

Accessibility

- 2.16 The PDS is located within walking distance of key public transport connections and core attractions within the city centre. A range of amenities within the city centre can be easily accessed via existing pedestrian routes along Medlock Street, which is the main north-south arterial road linking the south of the city with the core of the city centre.
- 2.17 The PDS is within easy walking distance to both UoM and MMU campuses to the south of Mancunian Way, with dedicated pedestrian and cycle routes. MMU's Oxford Road and Birley Fields campuses are both located within 500m of the site providing future occupiers of the PBSA accommodation with a very good level of accessibility to their places of study.

Figure 2.11: Pedestrian and cycle connectivity (John Matthews Architects)



- 2.18 Additionally, enhanced pedestrian and cycling infrastructure has recently been delivered through improvements to the Mancunian Way/Princess Parkway junction. These improvements provide safe and segregated cycle lanes and pedestrian footways that connect the city centre with the residential areas to the south of the Mancunian Way and beyond.

- 2.19 The PDS is situated in close proximity to sustainable modes of transport. Deansgate railway station and Castlefield-Deansgate metro-link stop are located approximately 400m to the north-west of the PDS. Manchester Oxford Road Railway Station is situated 500m to the north-east.
- 2.20 A regular bus service (No. 256) operates via Medlock Street with services connecting Piccadilly Gardens and Flixton every 15 minutes.
- 2.21 The PDS is, therefore, within a sustainable location for regeneration and development.

Environmental Designations

Flood Risk

- 2.22 The Environment Agency Flood Map for Planning⁵ classifies the site as being in Flood Zone 1 and is therefore at low risk of flooding from rivers or the sea. The nearest water source to the PDS is the River Medlock, which is located approximately 125m to the north of the site. A small area in the centre of the Site has a low risk of surface water flooding, whereas a small area in the south of the Site has a medium to high risk of surface water flooding. The Site is located in the Conurbation Core Critical Drainage Area.
- 2.23 The Environment Agency flood map indicates the majority of the site is at very low risk of surface water flooding, indicating that each year this area has less than 0.1% chance of flooding.

Historic Designations

- 2.24 The PDS is not located within a designated Conservation Area. The Castlefield Conservation area is located c.450m to the north-west of the PDS, and the Whitworth Street Conservation Area c.650m to the north-east.
- 2.25 No listed buildings or structures are situated on the PDS. The nearest listed building/structures include:
- Former Cotton Mill On West Side Of Junction With Cambridge Street (Grade II) and Mill Chimney Stack On West Side Of Junction With Cambridge Street (Grade II) (c.250m east of the PDS);
 - Chorlton New Mill And Attached Chimney - Grade II (c.300m east of the PDS);
 - Chorlton Old Mill – Grade II (c.300m east of the PDS); and
 - Mill On North East Corner Of Junction With Chester Street - Grade II (c.300m east of the PDS).

Ecological Designations

- 2.26 The site is not allocated for ecological value. The site possesses only common and widespread habitats of little ecological value. The site also has negligible potential to support all notable and/or protected species, besides nesting birds.

⁵ <https://flood-map-for-planning.service.gov.uk/confirm-location?easting=383673&northing=397198&placeOrPostcode=M15%205FJ>

- 2.27 There are no Local Nature Reserves (LNRs), National Nature Reserves (NNRs) or Site of Special Scientific Interest (SSSIs) within 1km of the Site. There are no European designated sites (Special Protection Areas (SPAs) or Special Areas of Conservation (SACs)) within 10km of the Site.

First Street regeneration area

- 2.28 The PDS is situated within the First Street Central Area and a key regeneration priority area, along with First Street North and First Street South as defined within a Strategic Regeneration Framework for First Street developed and endorsed by the City Council.
- 2.29 Once completed, the area is expected to deliver around 2.5 million sq ft of commercial floorspace, 324,000 sq ft of retail, leisure and hotels, 1million sqft of residential development and 73,000 sq ft of cultural, amenity and civic space, providing potential to support 10,000 jobs.
- 2.30 Within First Street Central are existing office buildings, which are home to a number of major occupiers, with recently approved mixed-use schemes approved for hotels, office and ground floor retail (Plot 9a).
- 2.31 First Street North includes the cultural 'Home'⁶ (**Figure 2.12**) development which accommodates a contemporary art, film and theatre complex, alongside a wider mix of uses including student accommodation, a range of food outlets, public spaces and a multi-storey car park.

Figure 2.12: HOME MCR (source: homemcr.org)



- 2.32 First Street South is largely occupied by surface car parks and vacant plots. However a number of recent ground clearance works have begun to make way for a new mixed-use scheme, with community-centric living and vast ground floor amenity spaces.
- 2.33 Just beyond First Street Central, lies Great Jackson Street and its emerging high-density residential neighbourhood with Deansgate Square which range from 37 storeys to 64

⁶ LPA Ref: 075767/JO/2005/C3 & 080299/JO/2006/C3

storeys and provide 1,508 units⁷ and the recent River Street Tower (**Figure 2.13**), comprising 792 student bed spaces.

Figure 2.13: River Street Tower (source: Downings)



- 2.34 The wider First Street area has seen recent transformation into a mixed-use location, through the delivery of largescale commercial office space, cultural and leisure developments, along with high-quality public realms. The development context of the Central Area is shown in **Figure 2.14** and described below.

⁷ 111719/FO/2016/C1

Figure 2.14: Central Area First Street SRF



- 2.35 The Mancunian Way/Princess Parkway junction to the south/south-east of the site has recently been subject to a series of improvement works to create a safer environment for cyclists and pedestrians as well as improve traffic flows – see **Figure 2.15**.



Figure 2.15: Medlock Street roundabout – pedestrian and cycle improvements

- 2.36 The works completed include replacing the existing network of underpasses with new, safe access for cyclists and pedestrians in the form of segregated northbound and southbound cycle lanes and footways. The works also include improved landscaping proposals along the southern boundary of the PDS.
- 2.37 Beyond the Mancunian Way, to the south, lies the predominately residential area of Hulme comprising a series of low-density apartment buildings c. 3 storeys in height and residential dwellings c. 2 storeys in height. Hulme Park is situated c. 250m to the south-west of the PDS.



Figure 2.16: Hulme Living Lead Street Housing (source: The Architects Journal)

- 2.38 Also located within Hulme, and within 500m of the PDS connected by a high quality footpath and cycle path link created as part of the Medlock Street roundabout improvements (**see Figure 2.12**) is MMU's Birley Fields Campus opened in 2016 and accommodating a range of PBSA and teaching facilities (**see Figure 2.17**).



Figure 2.17: Birley Fields, MMU campus (Hulme)

Planning history of the site and surrounds

- 2.39 Within the last five years, the site has only been subject to two minor planning applications⁸ associated with the installation of 1no. InLink and 2no. associated LED display screens which were withdrawn in March 2020. Consent for the existing Premier Inn Hotel was granted⁹ in October 1999. A full planning history of the site is presented at **Appendix 4**.

⁸ LPA Ref: 124149/FO/2019 and 124150/AOH/2019

⁹ LPA Ref: 055877/FO/CITY3/99

3. Relevant policy and evidence base

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

Development Plan policy context

Strategic policy

- 3.2 The principal Development Plan Document against which the application will be determined is the Manchester Core Strategy. The Core Strategy defines the Regional Centre of Manchester within which the site is located (see Figure 3.1).

Figure 3.1: Manchester Regional Centre



- 3.3 Spatial Principle 1 of the Core Strategy confirms that:

The Regional Centre will be the focus for economic and commercial development, retail, leisure and cultural activity, alongside high quality city living.

- 3.4 Policy EC3 (the Regional Centre) notes that within the Regional Centre development for employment generating uses including offices and other commercial development will be encouraged. Office developments will be appropriate providing that:

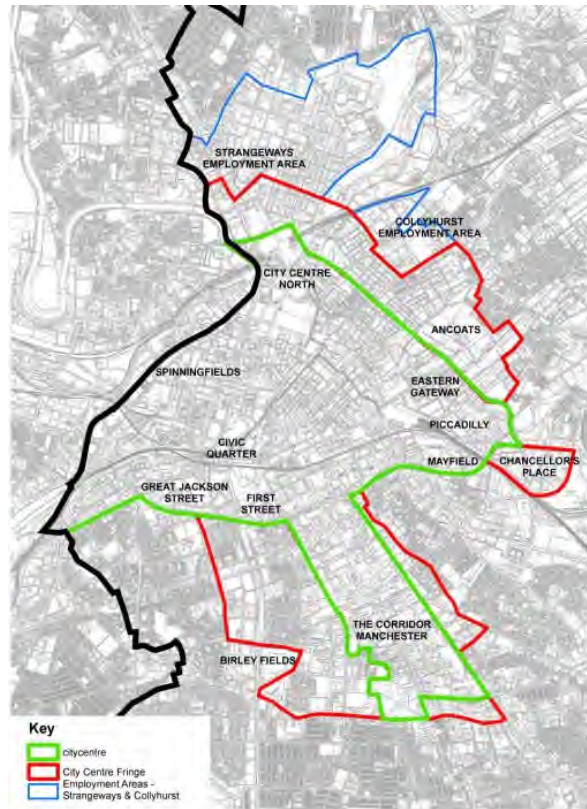
- They are in locations which are well connected by sustainable transport to both the City Centre and residential areas, and
- The scale and type of office development does not undermine delivery of employment space within the City Centre.

- 3.5 Policy EC3 goes onto set out that 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.

- 3.6 Within the Regional Centre, the Core Strategy also defines the City Centre as shown at Figure 3.2.

Figure 3.2: City Centre and City Centre Fringe definition (Core Strategy Figure 8.2)



- 3.7 In the context of the Core Strategy, the site is located in the 'First Street' and 'The Corridor Manchester' area (see Figure 3.2) and separately within the Southern Gateway area (see Figure 3.3).

Figure 3.3: City Centre (Core Strategy Figure 2.1)



- 3.8 Policy CC 1 (Primary Economic Development Focus: City Centre and Fringe) notes that the City Centre and fringe will be considered a suitable location for high density buildings and commercially led mixed use schemes. In the context of the Core Strategy, the site is located within the First Street area which is identified by Policy CC1 as particular suitable for office development.
- 3.9 Policy CC3 (Housing) identifies the Southern Gateway as a key location for residential development in the context of the city centre. Outside of this, and other named locations (those being Castlefield, Piccadilly and the Northern Quarter) residential uses are supported in line with Policy CC7 (Mixed Use Development) which notes support for residential uses where they form part of mixed-use proposal providing employment development.
- 3.10 Policy CC6 (City Centre High Density Development) confirms that City Centre development will generally be high-density. It is a location where land should be used to maximise its efficiency. The appropriate scale, massing and height of development in the City Centre will significantly exceed what is appropriate elsewhere in the City.

Policy relating to PBSA

- 3.11 Planning policy on PBSA in Manchester is principally addressed by Policy H12 of the adopted CS. Policy H12 establishes criteria which the City Council use to assess all proposed PBSA. For ease of reference the Policy wording is provided in full below:

“The provision of new purpose built student accommodation will be supported where the development satisfies the criteria below. Priority will be given to schemes which are part of the universities' redevelopment plans or which are being progressed in partnership with the universities, and which clearly meet Manchester City Council's regeneration priorities.

1. Sites should be in close proximity to the University campuses or to a high frequency public transport route which passes this area.

2. The Regional Centre, including the Oxford Road Corridor, is a strategic area for low and zero carbon decentralised energy infrastructure. Proposed schemes that fall within this area will be expected to take place in the context of the energy proposals plans as required by Policy EN 5.

3. High density developments should be sited in locations where this is compatible with existing developments and initiatives, and where retail facilities are within walking distance. Proposals should not lead to an increase in on-street parking in the surrounding area.

4. Proposals that can demonstrate a positive regeneration impact in their own right will be given preference over other schemes. This can be demonstrated for example through impact assessments on district centres and the wider area. Proposals should contribute to providing a mix of uses and support district and local centres, in line with relevant Strategic Regeneration Frameworks, local plans and other masterplans as student accommodation should closely integrate with existing neighbourhoods to contribute in a positive way to their vibrancy without increasing pressure on existing neighbourhood services to the detriment of existing residents.

5. Proposals should be designed to be safe and secure for their users, and avoid causing an increase in crime in the surrounding area. Consideration needs to be given to how proposed developments could assist in improving the safety of the surrounding area in terms of increased informal surveillance or other measures to contribute to crime prevention.

6. Consideration should be given to the design and layout of the student accommodation and siting of individual uses within the overall development in relation to adjacent neighbouring uses. The aim is to ensure that there is no unacceptable effect on residential amenity in the surrounding area through increased noise, disturbance or impact on the streetscene either from the proposed development itself or when combined with existing accommodation.

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

8. Consideration should be given to provision and management of waste disposal facilities, that will ensure that waste is disposed of in accordance with the waste hierarchy set out in Policy EN 19, within the development at an early stage.

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

10. Applicants/developers must demonstrate to the Council that their proposals for purpose built student accommodation are deliverable.

Environmental design and related policies

Design policy

3.12 The Core Strategy¹⁰ seeks to ensure that all new development across the City:

- Makes a positive contribution to creating neighbourhoods of choice including:
 - Creating well-designed places that enhance or create character
 - Making a positive contribution to health, safety and wellbeing of residents
 - Considering the needs of all members of the community, and
 - Protecting and enhancing the built and natural environment.
- Minimises emissions, ensures efficient use of natural resources and reuses previously developed land wherever possible, and
- Improves access to jobs, services, education and open space by being located to reduce the need to travel and providing good access to sustainable transport provision.

3.13 All new development in Manchester is required to follow seven principles of urban design¹¹, as follows:

- Character: a place with its own identity
- Continuity and enclosure: a place where public and private places are clearly distinguished
- Quality of the public realm: a place with attractive and successful outdoor areas
- Ease of movement: a place that is easy to get to and move through
- Legibility: a place that has a clear image and is easy to understand
- Adaptability: a place that can change easily, and

¹⁰ Policy SP1, Manchester Core Strategy

¹¹ Policy EN1, Manchester Core Strategy

- Diversity: a place with variety and choice.

3.14 The Guide to Development in Manchester SPD (April 2017) recognises the importance of design in delivering sustainable development across the City. The SPD provides a set of reasoned principles to guide developers and designers in terms of the development which Manchester desires.

Tall Buildings policy

3.15 The Core Strategy defines ‘tall buildings’ as those which are substantially taller than their neighbourhoods and/or which significantly change the skyline¹². Sites within and immediately adjacent to the City Centre are considered to be suitable locations for tall buildings, particularly sites that are not located within a conservation area and which can easily be served by public transport¹³.

3.16 Proposals for tall buildings will be supported¹⁴ where it can be demonstrated that they:

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

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

Transport & Accessibility policy

3.18 The Core Strategy seeks to support proposals that improve choice by developing alternatives to the car, improving pedestrian routes and the pedestrian environment and facilitating modes of transport that reduce carbon emissions¹⁵. All new developments should be easily accessible to good public transport links to the City Centre and Regional Centre¹⁶.

¹² Policy EN2, Manchester Core Strategy

¹³ Policy EN2, Manchester Core Strategy

¹⁴ Policy EN2, Manchester Core Strategy

¹⁵ Policy T1, Manchester Core Strategy

¹⁶ Policy T2, Manchester Core Strategy

Development Management policy

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

- Give regard to specific issues including effects on amenity, including privacy, light, noise, vibration, air quality, odour, litter, vermin, birds, road safety and traffic generation¹⁷.
- Consider the potential effects of new development proposals likely to be generators of noise and the implications of new developments being exposed to existing noise¹⁸.
- Support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance¹⁹.
- Be adaptable to climate change in terms of design, layout, siting and function of both buildings and external spaces. Regard should be had to minimising flood risk, the use of Green Infrastructure and the opportunity to provide linked and diverse green space²⁰.
- Directed away from sites at the greatest risk of flooding and towards sites with little or no risk of flooding, and seek to minimise surface water run-off, including through Sustainable Drainage Systems (SUDS) and the appropriate use of Green Infrastructure²¹.
- Maintain or enhance sites of biodiversity value, with particular consideration given to protected or priority species and MCC’s aim for a net increase in trees across the City²².
- Seek to improve the air quality within Manchester by taking measures to minimise and mitigate the local impact of emissions from traffic generated by new development, as well as emissions created by the use of the development itself²³.
- Give priority to the remediation of contaminated land in strategic locations, and ensure that any proposed development on contaminated land is accompanied by a suitable risk assessment²⁴.

¹⁷ Policy DM1, Manchester Core Strategy

¹⁸ Policy DM1, Manchester Core Strategy

¹⁹ Policy DC26.1, Manchester Unitary Development Plan and Paragraph 185(a), National Planning Policy Framework

²⁰ Policies EN4, EN6, EN8 and EN9, Manchester Core Strategy and Paragraph 154, National Planning Policy Framework

²¹ Policy EN14, Manchester Core Strategy and Section 14, National Planning Policy Framework

²² Policy EN15, Manchester Core Strategy and Paragraph 180, National Planning Policy Framework

²³ Policy EN16, Manchester Core Strategy

²⁴ Policy EN18, Manchester Core Strategy

- Demonstrate how construction and demolition waste will be minimised and recycled on-site wherever possible and how the sustainable waste management needs of the end-user will be met²⁵.

The National Planning Policy Framework

3.20 National planning policy sets out a presumption in favour of sustainable development. This means that planning applications that accord with an up-to-date development plan should be granted planning permission without delay unless material considerations indicate otherwise. Where there are no relevant development plan policies or the policies which are most important for determining the application are out of date, planning permission should be granted unless:

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

3.21 Key policies are considered below.

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

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

²⁵ Policy EN19, Manchester Core Strategy

- Paragraphs 9: Planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area.
- Paragraph 117 – 118: planning decisions should promote an effective use of land, including the re-development of previously-developed (brownfield) land where possible²⁴. Substantial weight should be given to the value of using suitable brownfield land, and proposals which will secure the development of under-utilised land should be supported
- Paragraph 108: significant development should be focused within locations which are, or can be made, sustainable through limiting the need to travel and offering a genuine choice of transport modes. When considering planning applications, local authorities should ensure that appropriate opportunities to promote sustainable transport modes can be taken up, safe and suitable access to the site can be achieved, and any significant impacts on the transport network can be mitigated.²⁶
- Paragraph 81: Proposals must sustain compliance with and contribute towards EU limit values and national objectives for air pollutants
- Paragraphs 100 to 103: proposals should be directed away from areas which are at the greatest risk of flooding; and where development is permitted, local planning authorities should ensure flood risk is not increased elsewhere
- Paragraph 178: planning decisions should ensure that sites are suitable for its new use taking account of ground conditions, land instability, and any proposals for remediation
- Paragraph 170: proposals must aim to conserve and enhance biodiversity, and encourage opportunities to incorporate biodiversity in and around developments and integrate proposals with local habitats
- Paragraph 124: the creation of high-quality buildings and places is fundamental to what the planning and development process should achieve, and good design is a key aspect of sustainable development

Local initiatives and regeneration plans

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

²⁶ National Planning Policy Framework paragraph 108

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

Corridor Manchester

- 3.25 The PDS, and the wider First Street area, form part of 'Corridor Manchester' as defined within the Corridor Manchester Strategic Spatial Framework (2018) (SSFW). The Corridor is a strategically important economic contributor and a key growth area within the city. The extent of the Corridor is shown at Figure 3.4



Figure 3.4: Corridor Manchester²⁷

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

“Manchester’s cosmopolitan hub and world-class innovation district, where talented people from the city and across the world learn, create, work, socialise, live and do business; contributing to the economic and social dynamism of one of Europe’s leading cities”

²⁷ Corridor Manchester Strategic Spatial Framework (2018) (Page 31).

- 3.27 Providing the conditions for business and innovation to thrive is at the heart of the vision for the Corridor in seeking to capitalise on its favourable baseline position underpinned by the presence of the city's two main universities.
- 3.28 The SSFW seeks to strengthen the Corridor as a place to live, visit and work for students and knowledge workers from across the world. The strategy recognises that for the area to continue to be successful there needs to be a focus on the development of a cohesive, inclusive area. The development programme plans to deliver over 4 million sq ft of high quality commercial, leisure, retail, and residential space.
- 3.29 Corridor Manchester already contains one of the largest higher-education campuses in the UK with nearly 70,000 students studying at the UoM, MMU and the Northern College of Music. These educational institutions are world renowned and Manchester is recognised as a destination of choice for students across the globe.
- 3.30 Both the UoM and MMU have put in place aspirational growth plans. This includes the UoM's proposed £1 billion capital investment programme which seeks to deliver the 'world class estate' needed to support its 2020 vision to be one of the leading universities in the world by.
- 3.31 MMU has published a ten-year Estates Strategy which outlines a series of strategic investment proposal to the value of c£300m to support its University Strategy. The Strategy notes that over the next five years, the number of students studying at MMU will grow by 10%.
- 3.32 This concentration of students is very evidently a key part of the success of the Corridor. It underpins and supports the research activities of the educational institutions, whilst the large population living, working and spending time in the Corridor give the area its vibrancy and contribute significantly to its large economic output.
- 3.33 However, Manchester is operating in a highly competitive higher education market. The City must continue to look to enhance the student experience if it is to maintain its position on the world stage and realise its growth aspirations for the Corridor. This is a key objective of the investment plans outlined by the universities. As at present, the future success of Manchester as a student destination will, in part, underpin the realisation of the Council's aspirations for Corridor Manchester.
- 3.34 This will require continued investment in the infrastructure which supports the student population and the knowledge economy. This will include investment in educational facilities but also extends to transport infrastructure, retail and leisure facilities and, critically, high quality and accessible residential accommodation and space for businesses with a natural attraction to the area to operate.
- 3.35 This is recognised by the SSFW. It states that:

'The investment of the universities and their recognition as world class institutions will undoubtedly result in an increasingly greater student intake from outside of the region and internationally. This will drive demand for new student residential accommodation within the Corridor, in locations that are within a reasonable walking distance to the heart of the universities, over the

lifetime of the strategy. This will include an upgrade of existing stock that is reaching the end of its life as well as additional provision. New student accommodation must incorporate a range of price points and be of a quality in terms of product, management and pastoral care that will safeguard the student experience, particularly for first year and overseas students²⁸

3.36 The SSFW provides strategic policy support for new student accommodation in the Corridor, though places a number of important parameters to this, including:

- Where compliance with Policy H12 of the Manchester Core Strategy is achieved and development is in line with evidenced demand;
- Where it supports Corridor Manchester's overall range of uses and vitality as well as facilitating investment in infrastructure to support wider regeneration objectives

First Street Strategic Regeneration Framework (SRF) Area

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

3.38 The original First Street SRF has since been superseded by subsequent SRFs. The endorsed First Street SRFs²⁹ represent the continued evolution of MCC's vision and aspiration for the First Street area. The SRFs collectively establish a regeneration framework for the area, building on its success and the unique development opportunity that exists. To achieve this, detailed site specific and more general guiding development principles are established within the endorsed SRFs which seek to influence the ongoing regeneration and development of the area.

3.39 As noted, the First Street regeneration area has now been substantially developed and is one of the City's successful regeneration stories. Limited development opportunities remain, of which the PDS is one. It is apparent that the PDS in its current form is increasingly at odds with the character and density of the wider First Street area, representing an inefficient use of what is a critically important site to completing the First Street story and to the city centre more generally.

3.40 To guide the final stages of the area's regeneration, the City Council produced and endorsed an Addendum to the SRF in 2020. This recognised the importance of the PDS to the regeneration of the area and established a series of development principles for the PDS, which include:

- The site could accommodate a large-footprint office building which should address the wider First Street masterplan;

²⁸ The Corridor Strategic Spatial Framework (2018) page 28

²⁹ 2015, 2018, 2020

- The site could also accommodate taller buildings either for residential or hotel use, reflecting its prominent location on the Mancunian Way and at the entrance point of the city centre;
- Height and massing should be distributed across the site according to the townscape analysis and consideration of the Council's tall buildings policy, relationship to and impact on nearby properties and creating interest along the Mancunian Way corridor;
- There is an opportunity for the development to be outward-facing, maximising active frontages, creating an address along Medlock Street and enhancing the townscape when approaching from the roundabout to the south;
- The site layout should enhance the quality of routes along Medlock Street and River Street, create opportunities for new public spaces, and facilitate east-west connections to help integrate Great Jackson Street and First Street Development Areas;
- Redevelopment should facilitate enhancements to physical and perceptive connections between Hulme to the south of the Mancunian Way and the city centre. This should include integrating with changes to the Princess Parkway roundabout and repairing the urban fabric when entering the city from the south;
- Public spaces will be provided on the site by allowing sufficient space to the north and east to create entrance plazas.

3.41 A series of critical urban design criteria for the PDS is also established, including:

- Car parking provision should reflect the highly accessible nature of the location;
- Pedestrian enhancements across First Street should be prioritised;
- Residential development of a significant scale would be acceptable where the building forms part of a cluster of tall buildings and provides a city scale approach;
- Active ground floor uses should be encouraged;
- Appropriate façade treatments are used reflecting the prominence and landmark status as an arrival point in the city centre; and
- Neighbour amenity should be respected.

Evidence of development need

Office Need

- 3.42 The adopted Development Plan confirms that Manchester City Centre lies at the heart of the Regional Centre and is the *'economic driver of the City Region and has greatest potential to drive is continued economic growth'*³⁰.
- 3.43 Manchester has one of the largest office centres outside of London, currently with 768,205sq ft of existing new build Grade A space available in Manchester City Centre, 285,922sq ft of which is currently under offer, providing an adjusted total of 482,283sq ft. On the assumption that 500,00sq ft of Grade A space is taken up annually, there is a 12 month's supply of space, with the expectation that all existing space will be let by 2023³¹.
- 3.44 Manchester is one of the fastest growing cities in Europe. It is estimated that employment will grow in the city by 14.1% in the period 2016 to 2036, this equates to c.35,200 additional jobs³². There continues to be clear evidence of both public and private sector occupiers looking to locate into central Manchester to gain exposure to Manchester's deep labour pool.
- 3.45 As people return to working environments following the Covid-19 pandemic, new dynamic office space will be required to meet the needs of new working structures. Following the pandemic occupiers have rationalised their occupational footprint and are focusing on best-in-class workspace in order to attract staff back to the office. This trend has resulted in landlords and developers looking to increase the quality of office space on offer in order to attract occupiers, with a focus on tenant amenity, employee wellness and sustainability.

PBSA Need

Evolving picture of higher education students in Manchester

- 3.46 Manchester is home to world leading universities with the UoM achieving a ranking position of 50³³ in the world and 8³⁴ in the UK Times Higher Education rankings. The University is also one of the world's most international universities with its global reputation attracting students from 160 nationalities and a historic increase in number of international students in Manchester. Growth is being driven by the University's international population, which has grown by 30 over the last five years and 15 in the last year alone³⁵.
- 3.47 Manchester's most valuable and high skilled sectors include advanced manufacturing, health and life sciences, all of which require a highly skilled work force. The retention of highly skilled graduates, currently at a rate of approximately 53%, aligns with the strategic aims of the Greater Manchester Strategy (2017); recognising the full potential

³⁰ Manchester City Council 'Core Strategy' (2012) - Para 6.5, Page 32

³¹ Office Market Report-Manchester City Centre (Cushman & Wakefield) 2022

³² https://www.savills.co.uk/research_articles/229130/289726-0

³³ https://www.timeshighereducation.com/world-university-rankings/2022/world-ranking#!/page/1/length/25/sort_by/rank/sort_order/asc/cols/stats

³⁴ <https://www.timeshighereducation.com/student/best-universities/best-universities-uk>

³⁵ Student Need Assessment (Cushman & Wakefield) 2022

of Manchester's younger population and matching this with the variety of world class employment opportunities and office space provision.

- 3.48 The Manchester PBSA market is currently characterised by a legacy of older bed spaces due to limited development over the last decade. Within the last 10 years, the City has seen the second fewest number of new deliveries of any major market, and the lowest net increase in beds of any major market³⁵.
- 3.49 The lack of availability of PBSA has manifested itself most recently through both the UoM and Manchester Metropolitan University seeking to accommodate students in accommodation in other cities located more than an hour away and offering financial incentives to students willing to do so.³⁶ This illustrates the extent of structural deficiencies in the city's PBSA offer and its ability to support the universities and provide a home for those that choose Manchester as place to study.

City Council produced evidence

- 3.50 The City Council is progressing work on an emerging Local Plan ('ELP') which will identify several strategic objectives and key issues which will be given greater weight in planning decisions moving forward. Whilst the City Council progresses towards adoption of the ELP, an interim review of Policy H12 and matters influencing PBSA delivery has been undertaken by the City Council..
- 3.51 Manchester City Council's Executive Committee considered two reports on this matter in November 2019 and December 2020. The initial Report to the Executive committee summarises recent market changes and outlines an updated context in which proposals for PBSA could be considered on an interim basis. The report concludes by outlining possible policy ideas for a revised approach to the application of Core Strategy Policy H12 criteria which will be subject to a period of consultation.
- 3.52 After a period of consultation, the December 2020 Report to Executive provides a summary of the consultation responses and recommends endorsement of the policy ideas outlined in the November 2019 Report (and repeated in the December 2020 Report) to be considered material considerations in the determination of PBSA schemes by the Planning and Highways committee. The Executive resolved to support the recommendation whilst acknowledging that it does not and cannot change development plan policy, which remains within Policy H12.
- 3.53 Key points from the report include:
- Manchester has the largest concentration of students outside London.
 - A growing proportion of students are now international. International students are growingly choosing to live in the city centre, driven by rising lifestyle expectations, property type and management.

³⁵ [UoM offers students £2500 to NOT stay in University halls - The Mancunion](#) (accessed 2 September 2022)

³⁶ [Manchester Metropolitan University offers students accommodation in Liverpool | ITV News Granada](#) (accessed 2 September 2022)

- MMU and UoM have indicated that stock located further from the city centre is becoming increasingly unpopular.
- The Report also demonstrates Council revenue implications as a result of students residing in market housing; monies lost as a result of student Council Tax exemptions is estimated at £17 million a year based on 15,000 market dwellings being rented by students across the Local Authority area. This is inflating rents and squeezing out working households.

3.54 The Report concludes that new supply will need to be managed, linked to need and contribute to growth and regeneration objectives. Policy proposals outlined for consideration during the consultation included:

- Affordability
- Supporting regeneration objectives
- Quality
- Wellbeing, safety and security
- Density
- Location
- Sustainability

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

3.56 Furthermore, it was reported in the Executive Report on PBSA (December 2020) that MCC will forego almost £17m in tax revenue due to the Council Tax exemptions for students. The Proposed Development has the potential to improve MCC Council Tax revenue through a reduction in student tax exemptions in the city centre and south Manchester, by directing student to PBSA³⁵.

4. Proposed Development

- 4.1 This section sets out summary details of the Proposed Development at No 1. Medlock Street.

The Development Vision

- 4.2 The Proposed Development represents a significant investment into the city comprising a high-quality office-led development alongside PBSA, making a significant positive contribution to the vibrancy of the First Street neighbourhood through a scheme with a strong sense of identity and which does justice to its unique and prominent location at the southern entrance to the city centre.
- 4.3 A core component of the Proposed Development is the delivery of a carefully considered high-quality design which responds to the specific constraints and opportunities associated with the PDS and surrounding area to realise a scheme which contributes to the architectural and place making qualities of the First Street Regeneration area.
- 4.4 The Proposed Development will make a substantial contribution to successful delivery of the First Street regeneration area by creating a neighbourhood of choice and a vibrant mix of uses. The Proposed Development offers an opportunity to create ideally located office development through the creation of Block A (the office building), and enables a community to be established through the creation of Block B (the PBSA building).
- 4.5 The development seeks to:
- Respond positively to its gateway location by providing a scheme of exemplar design quality to mark the entrance to the city centre as a vibrant and economically, culturally and socially rich location;
 - Deliver a form of development which complements that coming forward in the wider First Street area, continuing to further the area's reputation for design quality and a place making focus;
 - Capitalise on the site's unrivalled public transport links by providing a high density form of development;
 - Take advantage of the site's unique location in an area of strong office demand whilst situated close to all main campuses of both main universities by combining commercial and PBSA uses
 - Respond to the pressing need for both PBSA and office development in the city, utilising a site where both uses can be sustainably accommodated
 - Achieve effective integration into the established neighbourhood to the west of Medlock Street by respecting the residential context to the site in the scheme's design approach and giving back through high quality public realm, a new area of outdoor shared amenity space and providing ground floor commercial or community space

- Contribute to sustainable development in Manchester and mitigate environmental impacts through appropriate design features. The scheme seeks to achieve a BREEAM ‘very good’ rating, to ensure high-levels of sustainability. This is further supported through near-zero on-site car parking, with significant secure cycle parking and opening up connections for ease of movement.

The Proposals in detail

- 4.6 A detailed description of the Proposed Development including analysis of the application site and its surroundings is encapsulated within the accompanying Design and Access Statement (D&AS).

Demolition of the Existing Building

- 4.7 The existing Premier Inn Hotel and surface car park within the PDS will be demolished and materials will be disposed offsite. A Demolition Management Plan will be prepared pursuant to a planning condition to detail the demolition method and disposal of waste.
- 4.8 At this stage limited detail is available on the proposed demolition and construction methodology; however, timescales and demolition and construction methods are likely to be comparable to those of any similar scale urban development.
- 4.9 The existing hotel building measures 6,643sqm, with a large surface level car park accommodating 113 spaces, with no existing cycle parking provisions. Table 4.1 outlines the existing floorspace, against the proposed floorspace.

Table 4.1: Existing and Proposed floorspace

	GEA (sqm)	GIA (sqm)
Existing (Hotel – Class C1)	6,643	6,328
Proposed		
Block A (Office – Class C3)	37,790	36,494
Block B (PBSA- Sui Generis)	33,749	30,590
Block B (Flexible Community Floorspace (Class E/F1/F2)	312	293
TOTAL	+65,208	+61,049

The Buildings

- 4.10 The proposed description of the development is as follows:

“The demolition of the existing hotel buildings and structures and the development of the site for office uses (Use Class E), flexible office/community use (Use Class E/F1/F2) and purpose-built student accommodation (Sui Generis) comprising two separate buildings, along with associated ancillary internal and external amenity space, hard and soft landscaping and associated highway works.”

Office accommodation

- 4.11 Block A comprises of a ground plus twelve storeys plus basement providing 26,242 m² (NIA) of office and flexible commercial space at ground floor level (Use Class E) in a 36,494 m² (GIA) building. The office building creates a space for a flexible mix of office sizes across all typical floors. The proposal introduces shared workspaces within informal settings to enable dynamic working habits. Block A will host external terraces on typical floors and external terrace space at level
- 4.12 The layout of the building has been planned to provide large sub-divisional floorplates that wrap around a central core. The flexibility provided by the floorplates proposed will ensure that the building has the flexibility to attract large and small occupiers. The commercial floorspace (Use Class E) proposed will be Grade A floorplates.
- 4.13 A summary description of each floor is set out below:

Basement

- 4.14 The basement is occupied by services for the building, including plant space and the bicycle store, containing 282 no. spaces (including washing and drying facilities). Cyclists enter the building down a dedicated cycle lane to the north of the office building. Cyclists can use a staircase after securing their bike to directly access the reception of the building.

Ground Floor

- 4.15 The ground floor accommodates a double-height entrance and reception area facing River Street to the north and Medlock Street to the east. Access is gained from the corner of Medlock Street and River Street.
- 4.16 The reception area incorporates a range of facilities. This includes amenity space, a dedicated parcel store, staff welfare and back of house facilities. The central core incorporates 10 lifts, which will provide access to the basement and upper commercial floors. Access to other floors from the ground floor is restricted by security barriers and controls.
- 4.17 A dedicated loading and service bay, refuse provision and the substation is provided at the ground floor.
- 4.18 A ground floor commercial unit (Use Class E) providing 603sqm GIA will be provided fronting Medlock Street and Medlock junction. The ground floor unit has been designed as an integral part of the development and will play a central role in creating an attractive and active frontage along Medlock Street.

First Floor

- 4.19 This floor comprises 1480sqm GIA of grade A office accommodation surrounding the central core.

Second – Eleventh Floor

- 4.20 These floors comprise 2246sqm GIA of grade A office accommodation surrounding the central core.

- 4.21 External terraces are proposed on the northeast and southwest corners of each floor to provide external amenity.

Twelfth

- 4.22 This floor comprises 1697sqm GIA of grade A office accommodation surrounding the central core.
- 4.23 An external wrap-around terrace is incorporated and is designed to provide external amenity space for the occupants of the building.

Thirteenth/Roof

- 4.24 The roof provides an internal area for communal amenity space for occupants along with an external viewing terrace facing towards the city.
- 4.25 The roof will house both internal and external plant areas.

Purpose Built Student Accommodation

- 4.26 Block B comprises of a ground floor plus 37 storey purpose built residential building (PBSA) providing 1,014 no. student bedrooms, amenity space and a community centre. Block B will create PBSA over two block units- one lower block consisting of 10 storeys to the north of the site and a taller 37 storey block to the south.
- 4.27 Student amenity spaces are provided throughout the building. Study spaces and meeting rooms provided at ground floor. Whilst at first floor is provided further study spaces, meeting rooms and a dedicated gym, activity studio and laundry services. Further amenity space is then provided at the 11th floor with games room, screening room, residents lounge and communal roof terrace. A further roof terrace provides further amenity space at the 37th floor.
- 4.28 The student accommodation has been arranged to provide a range of cluster and studio apartments around a central core to maximise the efficient use of space available. The student accommodation is made up of a broad mix of units as follows:
- 272 studio apartments
 - 34 twodio apartments
 - 34 threedio apartments
 - 44 6-bed cluster apartments
 - 44 7-bed cluster apartments.
- 4.29 Please refer to Section 5.8 of the D&AS for a more detailed overview of the proposed apartments.
- 4.30 The building benefits from secure cycle storage area, with 434 spaces at ground floor level. Access to the bike storage will be taken via the proposed loop around access road, with direct internal can be gained to the residential lift lobby.

Operation and management of the PBSA

- 4.31 The PBSA element, once operational, will be managed by CRM Students ('CRM'), in collaboration with Dominvs. CRM have extensive experience managing PBSA, currently providing management services for some 21,000 beds across over 85 sites throughout the UK³⁷. Their management philosophy is to provide a safe and caring environment in which students and staff can live and work, whilst taking into account the sensitivities of the local area and community. This is achieved through actively seeking to be part of, and work with, local groups to ensure they are a significant element of the local community.
- 4.32 CRM are experienced in the management of student accommodation, as a specialist services, and have provided direct advice and experienter on the operational, design and specification needs of the development.
- 4.33 Within their Management Plan, CRM confirm that the site will be benefit from 24/7 management, with secure access and comprehensive CCTV coverage for bicycles – cars will be discouraged for tenants – and on-site monitoring.
- 4.34 During the move-in/out of students, CRM issue Welcome Packs (distributed electronically) which include details of the site and the opportunity to book an arrival slot for drop-off. Due to the range of accommodation on offer and the anticipated mix of students, it is not expected for all students to arrive on a single weekend, thereby easing pressures on the local road network and parking.
- 4.35 In terms of community engagement, CRM would establish a point of contact with local businesses and occupiers so that any concerns and issues can be raised for local management to address.
- 4.36 The communal areas will be managed extensively by CRM to ensure health and safety, including controlling entre to individual block and communal areas, where controlled 'opening hours' for certain areas. Any areas that are sensitive in terms of sound, or disturbance to other residents, would be closed off and sealed using the door-entry system.
- 4.37 Further information on student management is available in the accompanying CRM Management Strategy. Whereby it is envisaged that a more detailed and updated Student Accommodation Management Plan will be submitted to Manchester City Council prior to occupation of the PBSA pursuant to a planning obligation within the Section 106 agreement.

The PBSA offer

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

³⁷ Student Management Plan, CRM Students, October 2022

- 138 standard studios (with kitchenette and en-suite) ranging in size from 15 to 17.1 sq m
- 9 WCA studios (with kitchenette and en-suite) at 24 sq m
- 125 premium studios (with kitchenette and en-suite) at 20.4 to 22.5 sq m
- 68 'twodio' rooms (two rooms with 1 shared bathroom) from 7.9 to 9.4 sq m
- 102 'threedio' rooms (three rooms, one of which is en-suite with the other two sharing a bathroom) from 8.7 to 13.4 sq m
- 572 cluster rooms (in 6-7 bed clusters, each room with en-suite)) averaging 13.1 sq m per room

4.40 Each cluster flat (comprising 6 or 7 bedrooms) is served by a shared kitchen, dining and living area, typically between 28 and 33 sq m. Each twodio and threedio has a shared kitchen/dining area at a typical size of 13 – 14 sq m. The studios do not have access to a shared kitchen/dining/living area reflecting that each comes with its own private living area and kitchenette.

4.41 Each bedroom has access to additional amenity space shared across the development totalling some 1,208 sq m at an average of 1.9 sq m per bedroom. This space has been designed as an integral part of the development and is a key feature of the scheme to ensure students have access to opportunities to socialise and to varied study space. It is critical to creating a sense of community within the development which is vital to the overall well-being of students living away from home.

4.42 The variety of the accommodation on offer ensures that the scheme is able to provide home for a diverse student population with different accommodation needs and demands. The scheme is generously proportionated relative to the average PBSA scheme, including those provided direct by both of the City's main universities. By way of comparison, the typical en-suite cluster bedroom at Unite Student's development at New Wakefield Street, which opened in 2020, is between 10 and 12 sq m, with 0.8 sq m of shared amenity space per bedroom provided across the development. Plot E at Birley Fields, developed and owned by Manchester Metropolitan University and opening in 2022 provides en-suite bedrooms at typically 12.5 sq m.

4.43 The Proposed Development performs favourably in this regard, offering students a high-quality product and an attractive living environment.

PBSA pricing

4.44 The PBSA is targeted at the mainstream student market and will be offered at a commensurate rental level. This will ensure the scheme provides a viable alternative to HMOs and particularly to mainstream built to rent apartment developments in the City Centre which students wanting to live in and around the city centre are increasingly reliant upon. This is considered in further detail in section 6.

Flexible ground floor Space

- 4.45 Provision for flexible community space (Class E/F1/F2) has been made within the ground floor of the lower block, totalling 293m² (GIA). The applicants are committed to engaging with the local community to determine the most appropriate use for this space. This is part of the development's commitment to ensure a successful physical and social integration of the development into the neighbourhood and ensure the development 'gives back' locally. Discussions are ongoing with the community and local ward councillors regarding the future use and management of this space.

Public Realm

- 4.46 Landscaping and public realm improvements are a key part of the Proposed Development. A detailed description of the proposed Public Realm is detailed within the accompanying D&AS.
- 4.47 The landscaping and public realm scheme proposed is designed to integrate with the active ground floor uses of the Proposed Development and facilitate and enhance connectivity to the wider area by encouraging movement both to and across the site.
- 4.48 The narrowing of the carriageway to River Street facilitates the creation of a more generous area of public realm.
- 4.49 The public realm along River Street will include a pocket park, tree planting, areas for seating, a linear rain garden, and ecologically diverse planting.
- 4.50 The rain garden features are incorporated as a sustainable urban drainage system to collect and remove rainwater from street surfaces, which is used to irrigate planting and then drain into the main drainage system.
- 4.51 Edge Street will also be enhanced through hard and soft landscaping, including the provision of tree and shrub planting alongside the car parking spaces.
- 4.52 Tree planting is also proposed along eastern and western sides of Medlock Street. The enhancement of Medlock Street will create a pedestrian-friendly environment and enhance opportunities for increased connectivity to the wider area.
- 4.53 The southern edge of the scheme will be integrated into the wider landscape improvement works and tree planting being installed as part of the Medlock junction works. This will create a holistic scheme which integrates with wider works.
- 4.54 Overall a total of 63 new trees are proposed to be planted. The replacement trees provided will be of an appropriate scale for the site and provide a range of form and seasonal interest.
- 4.55 The applicants will also work with Manchester City Council to determine the need for public realm improvements beyond the boundary of the site, particularly to improve safe crossing of Medlock Street for students accessing university facilities located to the east of the site.

Construction Management

- 4.56 Construction is expected to take place over 166 working weeks, which includes site mobilisation and associated enabling and demolition works. Current intention for construction is to use two cranes, due to the limited space, and it is likely that one of the bases for the crane will be designed into the permanent structure of the building. To facilitate crane delivery, it is likely that a temporary road closure along River Street will be required.
- 4.57 During demolition and construction, vehicle parking will be provided within a temporary compound (location currently unknown). During demolition there will be limited requirement for parking and any parking will be accommodated within the site. Following demolition, further parking will be provided within the site, with all entrances to the site managed by trained traffic marshals to segregate and organise all vehicle movements. Pedestrian safety will be further enhanced through physical barriers.
- 4.58 To avoid congestion of delivery vehicles and blockages on nearby roads, deliveries will be scheduled and any clashing deliveries will be requested to wait at a nearby safe holding area.
- 4.59 Operative staff, subcontractors and visitors will not be permitted to park on or outside the site, instead will be directed to use a nearby public car park.
- 4.60 Reduction in noise disruption will be achieved by:
- Coordinated delivery times and efficient traffic management to prevent queues of traffic accessing the site.
 - Ensuring all plant has sound reduction measures (mufflers, baffles or silencers).
 - Utilising construction techniques that minimise the production of noise.
 - Utilisation, where possible, of prefabricated components.
 - Strict adherence to the site working hours.
- 4.61 The site will be secured by timber hoarding panels with gates as necessary to facilitate deliveries and emergency egress. Security will be maintained by the use of a secure gate system with 24/7 security.
- 4.62 Consultation with the local residents, businesses, etc will take place in the near future. Information will be distributed to neighbours on a regular basis through a Monthly newsletter to advise them of planned operations and any impact they will have upon them. Members of the public will be able to communicate with the construction team via main point of contact and on-site security can be contacted out of working hours.
- 4.63 The Principal Contractor will be a member, and the project will be registered under, of the Construction Consideration Scheme.
- 4.64 A detailed Construction Management Plan (CMP) will be submitted pursuant to a planning condition or obligation, should planning permission be granted. At outline CMP is submitted as part of the application to establish the key principles in relation to

the demolition and construction process. The detailed CMP will be required to be in accordance with the outline CMP.

Access and Movement

- 4.65 The PDS will be accessed by vehicles from River Street and by pedestrians from River Street, Hulme Street and Medlock Street.
- 4.66 The main access into the PDS uses two vehicle access points off River Street, connected within the PDS to create a 'loop around' that Block B. One of these access points will be approximately in the location of the existing Premier Inn car park access (Edge Street). The additional created access running between the two buildings, will provide access to the service yard and disabled access associated with Block A.
- 4.67 Emergency vehicles can access all routes.
- 4.68 The quantum of parking spaces to be provided (incl. accessible spaces), and bicycle parking provision is detailed within **Table 4.1** below. The development is designed to maximise its highly accessible location and is inherently designed to promote the use of sustainable modes of transport.

Table 4.2: Quantum of Parking

Proposed Development				
Office Element (Block A)		PBSA Element (Block B)		Total
Car	0	Car	0	0
Disabled Car	6	Disabled Car	2	8
Bicycle	284	Cycle	434	718

- 4.69 A Framework Travel Plan (prepared by Vectos), is submitted with the application. The Plan outlines measures to encourage a modal shift and increased use of walking, cycling and public transport. These opportunities are enhanced by the sites accessible location within the city centre and its proximity to existing public transport infrastructure.

Waste Management

- 4.70 Most office waste would generally be collected by the cleaners at the end of the day and brought down by lift to the ground floor bin store. The largest of which, will be paper although smaller waste streams are expected to be generated, but these will be managed separately.
- 4.71 Waste generated by residents in the PBSA would use a waste chute to deposit, which feeds into a tri-separator to segregate waste. This would create three waste streams and these would be colour coded to help management and compliance. It is expected that 50% of the material would be general refuse, including food waste; 25% dry recyclable waste and 25% pulpable waste.

- 4.72 Where a student has larger waste/rubbish items that cannot be sent down the chute, the management company (CRM) would arrange for students to bring that waste via lifts to the specific bins.
- 4.73 The application is supported by a Waste and Servicing Strategy (Vectos, October 2022) which confirms that the proposed refuse storage, waste management and collection is appropriate for the scale of development and that waste collection can be undertaken in an efficient manner.

Public Art Installation

- 4.74 Incorporated into Block B is a large 9-storey public art installation that will occupy the entire elevation of the lower block, fronting onto the newly proposed 'pocket park' and continuing Manchester's active and vibrant public art scene.
- 4.75 At the time of the application, the design of this elevation is left entirely to imagination. The application does not seek to impose any parameters or restrictions for what this façade may look like, other than it is to occupy the entirety of the elevation.
- 4.76 It is envisaged that the design of the elevation will be taken to competition for local/national/international artists. An independent design panel will evaluate submissions and select a winning artist to work with them in delivering a considerable piece of public art that will contribute to firmly embedding the development within the community, both the First Street neighbourhood but also the wider artistic and cultural community across Manchester.

Maximising local employment opportunities

- 4.77 Supporting this application is a Local Labour Agreement, signed by the applicant and committing to maximising local labour during the construction phase of the development. This commitment expresses economic and social benefit in utilising Manchester's local labour force and delivering Manchester-centric skills improvements.
- 4.78 Following the grant of any permission, the applicant will submit for approval an outline proposal for labour activities and targets which supports and promotes the use of local people and businesses. This will benefit Manchester residents through new job opportunities and ensuring that local people are provided with the necessary skills needed for employment in growth industries.
- 4.79 Furthermore, the local labour agreement will deliver environmental benefits through reducing the need for unnecessary travel.

5. The Approach to Decision Making

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

The Approach to the Planning Application

- 5.2 Section 38A of the Town and Country Planning Act 1990 and Section 38(6) of the Planning and Compulsory Purchase Act 2004 require applications for planning permission to be submitted to the Local Planning Authority and determined in accordance with the Development Plan unless material considerations indicate otherwise.

- 5.3 **Appendix 3** provides a full summary of the documents that form the adopted Development Plan as well as other relevant material considerations. This encapsulates:

- The adopted Development Plan comprising:
 - Manchester Core Strategy, adopted July 2012
 - Manchester Proposals Map
 - Extant Unitary Development Plan policies adopted 1995 and alterations on various dates
 - Greater Manchester Joint Minerals Development Plan, adopted April 2013
 - Greater Manchester Joint Waste Development Plan, adopted April 2012
- Other material considerations including:
 - The National Planning Policy Framework (July 2021)
 - The emerging Manchester Local Plan review
 - The emerging Places for Everyone Joint Development Plan
 - First Street Strategic Regeneration Frameworks (2015, 2018 and 2020)
 - Oxford Road Corridor Strategic Spatial Framework Area (March 2018)
 - Guide to development in Manchester SPD (April 2007)
 - Green and Blue Infrastructure Strategy 2015 – 2025
 - Our Manchester Strategy – Forward to 2025³⁸
 - Manchester Residential Quality Guidance (March 2017)
 - Manchester Climate Change Framework 2020 – 2025 (February 2020)

- 5.4 The remaining sections refer to this policy context and set out a clear and concise case that demonstrates the suitability of the location for the Proposed Development.

- 5.5 It is also important to recognise that material considerations will always include national policy set out in the National Planning Policy Framework (“the Framework”), the significance of which is set out below.

³⁸ MCC’s Executive Committees are being asked to endorse the ‘Our Manchester Strategy Reset – Forward to 2025’ which seeks to reset the City’s priorities for the next five years to ensure that the ambition set out in the ‘Our Manchester Strategy 2015 – 2025’ can be achieved as part of the Council’s Covid-19 recovery plan.

5.6 The general approach to decision-taking is set out in Paragraph 11 of the Framework:

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

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

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

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

5.7 Footnote 7 reads:

“The policies referred to are those in this Framework (rather than those in Development Plans) relating to: habitats sites (and those sites listed in paragraph 176) and/or designated as Sites of Special Scientific Interest; land designated as Green Belt, Local Green Space, an Area of Outstanding Natural Beauty, a National Park (or within the Broads Authority) or defined as Heritage Coast; irreplaceable habitats; designated heritage assets (and other heritage assets of archaeological interest referred to in footnote 68); and areas at risk of flooding or coastal change.”

5.8 **Appendix 3** of this Planning Statement confirms that the relevant policies of the Development Plan are up to date and are in conformity with the Framework. This means that if the Proposed Development accords with the Development Plan, the ‘presumption in favour’ is triggered and planning permission should be granted without delay unless material considerations indicate otherwise.

Conclusion on the Approach to Decision Making

5.9 It is considered that the relevant policies of the Development Plan are up to date and in conformity with the Framework. Where the proposals accord with the Development Plan, the presumption in favour of sustainable development is triggered and permission should be granted without delay unless other material considerations indicate otherwise.

5.10 The following sections of this statement address the issue of whether the development proposals accord with the Development Plan; and identify any material considerations to be considered in the planning balance.

6. The Strategic Case for the Development

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

The development plan

Core Strategy Spatial Principle 1 and Policies EC3, CC1, CC3 and CC6

- 6.2 The site's strategic policy context within the development plan is provided by Spatial Principle 1 and Policies EC3, CC1, CC3 and CC6. In combination these support the development of the site for a high density, mixed use scheme comprising both office and residential components:
- Spatial Principle 1 notes that the Regional Centre will be the focus for economic and commercial alongside high-quality city living;
 - Policy EC3 notes that office development will be encouraged within the Regional Centre provided they are sustainably located and the scale and type of accommodation does not undermine the delivery of office development in the city centre;
 - Policy EC3 support residential development in the Regional Centre where it complements the development of mixed use areas;
 - Policy CC1 supports the development of high density buildings and commercially led schemes in the city centre;
 - Policy CC3 supports residential development in the city centre where they form part of mixed use employment developments;
 - Policy CC6 confirms that city centre development is generally expected to be of a high density.

- 6.3 The form of development proposed is entirely consistent with the strategic development plan policy framework for the site provided by the combination of the above policies. In respect of EC3, the site's accessibility has been demonstrated within section 3 and it is proven below that there is a need for the scale and form of office development proposed.

The need for office development

- 6.4 Manchester has one of the largest office centres outside of London with slightly in excess of 20 million sq. ft of total built floorspace. The Manchester office market continues to go grow, with 2.1 million sq. ft of office floorspace under construction in 2019³⁹. This

³⁹ https://www.savills.co.uk/research_articles/229130/289726-0

construction pipeline is driven by strong occupier demand from a diverse base of occupiers including the creative industry, tech industry, science, media and telecoms.

- 6.5 Manchester is one of the fastest growing cities in Europe. It is estimated that employment will grow in the city by 14.1% in the period 2016 to 2036. This equates to c.35,200 additional jobs⁴⁰.
- 6.6 There is an identified shortage of Grade A office floorspace in the City Centre, with the amount Grade A supply at the lowest since 2005 and it is expected that a majority of the Grade A floorspace currently in the pipeline will be let prior to practical completion⁴¹.
- 6.7 The adopted Core Strategy⁴² identifies that, as a minimum, 200 ha of land will be developed over the course of the plan period (2010 – 2027) for offices (B1a), research and development (B1b), light industrial (B1c), general industry (B2) and distribution and warehousing (B8)⁴³. The policy identifies that 140ha of land will be for Office (B1a) use and that 123ha of the employment land will be delivered within the Regional Centre, 33ha of which will be within the city centre.
- 6.8 Even though the Covid-19 pandemic has meant more people were working from home during 2020 and into 2021, the long term need and demand for high quality office space is set to continue. This demonstrates the city centre is a strategic economic location and the focus of employment growth, where demand is likely to continue, particularly for Grade A office space.
- 6.9 The Proposed Development is a commercially led scheme which will deliver 36,494sqm of Grade A office space in a sustainable and accessible location. This will add to the supply of high quality office space in the city centre within an area identified for commercial development, and will continue the successful regeneration of the First Street area.
- 6.10 The application is supported by an Office Need Assessment produced by Cushman and Wakefield which considers the demand for additional office accommodation of the type proposed in the city centre. This confirms:
- Take up of Grade A office space in the city remains above 500,000 sq ft per annum
 - There is less than 1 years' worth of supply of Grade A space currently available with between 6 – 7 years supply where the pipeline supply is taken into account. The current pipeline supply will therefore be fully occupied by 2028/29
 - The site occupies a highly attractive location for occupiers having regard to its level of accessibility, its situation within the Oxford Road Corridor and range and number of facilities available within close proximity of the site

⁴⁰ https://www.savills.co.uk/research_articles/229130/289726-0

⁴¹ First Street SRF 2020

⁴² Manchester City Council 'Core Strategy' (2012) - Policy EC 1

⁴³ Use Class E of the Town and Country Use Classes Order 1987 (as amended) was introduced on 1st September 2020, combining Shops (A1), financial/professional services (A2), cafés/restaurants (A3), indoor sports/fitness (D2 part), medical health facilities (D1 part), creche/nurseries and office/business uses (B1) into a new single **Use Class E**.

- There is a low supply of buildings providing larger floorplates (20,000 sq ft +) relative to demand.
- 6.11 The development will make a significant and important contribution to the continued need for office space in the city centre within a popular location where businesses want to situate. It is critical that the city continues to maintain a forward-looking pipeline supply of space in the context of continued high levels of take up if it is to attract jobs and investment to the city and maintain its competitive position amongst cities in the UK.
- 6.12 The proposed development represents an important step in achieving this. It will further help in diversifying the pipeline supply of office accommodation by providing floorplates of a size that are rare in the city centre market, ensuring the city is able to remain attractive to those parts of the occupier market looking to accommodate several hundred employees on a single floor. Given the land take of such buildings, few sites offer that potential. The proposal seeks to capitalise on this and in doing so providing a significant benefit in strengthening the City's office accommodation offer and improving the resilience of this market against a backdrop of increasing competition from other cities.

Policy H12

- 6.13 Locally, planning policy for PBSA in Manchester is principally addressed by Policy H12 of the adopted Core Strategy. Policy H12 establishes criteria which the City Council uses to assess all proposed PBSA.
- 6.14 Policy H12 is a permissive policy, in that it lends its support to PBSA development within the city provided it satisfies the criteria of the policy. It therefore follows that if each of the criteria are met, the proposals benefit from the support of Policy H12.
- 6.15 As assessment against the criteria set out in Policy H12 of the adopted Core Strategy is presented below:

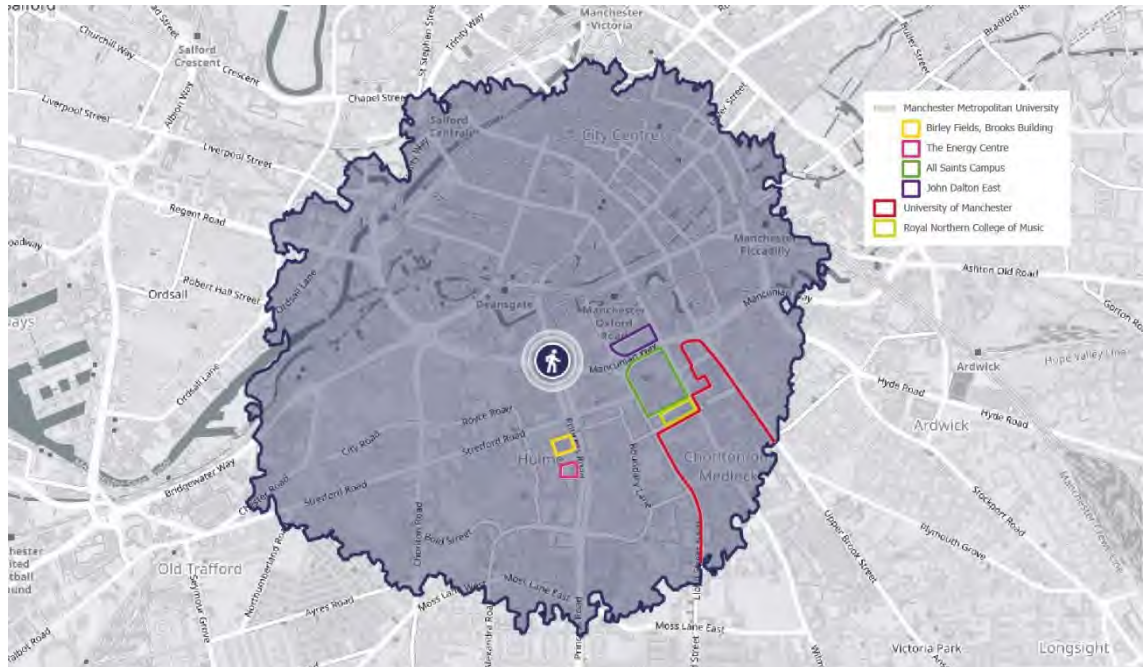
1. Sites should be in close proximity to the University campuses or to a high frequency public transport route which passes the area.

- 6.16 The site is situated within the inner ring road of Manchester, within close walking distance of major transport interchanges and both UoM and MMU campuses. Within the supporting text to Policy H12, 'close proximity' is defined as within 500m (as found within the now revoked Planning Policy Statement ('PPS') 4. However, it has been recently confirmed⁴⁴ that supporting text is not policy and PPS 4 was withdrawn many years ago. Resultantly the 500m distance referred to in this criterion can be disregarded. Instead 'close proximity' is to be determined by available walking routes and their likely timings, whereby it is not unreasonable to expect students to walk around 25 minutes from their accommodation to University.
- 6.17 Irrespective of choice of pedestrian route, to a range of educational destinations, the PDS offers convenient access by foot to nearby campuses along Oxford Road well within

⁴⁴ Appeal Decision: APP/B4215/W/21/3287525 - Paragraph 38

20 minutes and thereby promoting active travel. Figure 6.1 shows those campuses within a 20-minute walk from the PDS.

Figure 6.1: 20 minute walking distance from PDS (Source: traveltime.com) with the Universities campuses overlaid.



6.18 However, in addition to being within close walking distance to the University campuses, the PDS is also only a short distance with the strategic bus routes along Oxford Road, connecting the city centre with various University campuses. This is a very high frequency bus route, with services operated to and from the city centre every few minutes. Closer to the PDS, there are bus stops located on Medlock Street, within 100m and provides one high frequency bus route linking the residential areas to the southwest of the site with Piccadilly Gardens.

6.19 The first criterion of Policy H12 is therefore satisfied.

2. The Regional Centre, including the Oxford Road Corridor, is a strategic area for low and zero carbon decentralised energy infrastructure. Proposed schemes that fall within this area will be expected to take place in the context of energy proposals plans as required by Policy EN 15.

6.20 The only decentralised energy infrastructure within the Regional Centre is understood to be the Civic Quarter Heat Network which is so far connected to the Town Hall Extension and Central Library, Heron House, Manchester Central Convention Centre and Manchester Art Gallery only. Due to this limited coverage and distance, it is not considered that within the foreseeable future the network will extend to additional sites within the First Street SRF⁴⁵.

⁴⁵ Energy Strategy Report (2022), Ridge & Partners

6.21 The Proposed Development has ensured sustainability as integral to the design process, including elements of low and zero carbon technologies. The Proposed Development will achieve BREEAM Very Good and includes air source heat pumps and electric heating.

6.22 This second criterion of Policy H12 is therefore satisfied.

3. High density developments should be sited in locations where this is compatible with existing development and initiatives, and where retail facilities are within walking distance. Proposals should not lead to an increase in on-street parking in the surrounding area.

6.23 The Proposed Development is entirely compatible with the recent and emerging proposals which are, collectively, delivering the comprehensive regeneration of the First Street area. These developments are repurposing the area into a mixed-use quarter of the city combining residential, commercial, leisure, cultural, retail and food and drink uses. This range reflects the full breadth of uses within a vibrant city centre location, provided at a significant density to ensure effective and efficient use is made of the regeneration opportunity and capitalising on its sustainable location.

6.24 The Proposed Development works with existing and planned development to diversify the range of residential and commercial floor space, adding to the vibrancy of the location and proposing a design which responds positively to the PDS's unique location in the context of the First Street regeneration area.

6.25 The PDS also benefits from exceptionally strong linkages with the wider city centre and this will ensure that convenience and comparison retailing needs, as well as social and welfare needs, can be met with easy accessibility.

6.26 In recognition of its highly sustainable location, the PBSA will not be advertised on the basis of accommodating car parking. As such, no car parking is proposed, with limited parking bays available (restricted to disabled only serving the PBSA). Instead, any essential parking capacity can be provided in the nearby multi-storey car park which has been designed to accommodate the required capacity of car parking across First Street as a whole.

6.27 The third criterion of Policy H12 is therefore satisfied.

4. Proposals that can demonstrate a positive regeneration impact in their own right will be given preference over other schemes. This can be demonstrated for example through impact assessments on district centres and the wider area. Proposals should contribute to achieving a mix of uses and support district and local centres, in line with relevant Strategic Regeneration Frameworks, local plans and other masterplans as student accommodation should closely integrate with existing neighbourhoods to contribute in a positive way to their vibrancy without increasing pressure on existing neighbourhood services to the detriment of existing residents.

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

First Street SRF

- 6.29 The Proposed Development will deliver a critical component of the Council's aspiration for First Street, as expressed through the SRF. This is achieved via the delivery of a major office development, adding to the range and quality of accommodation available in the area as a flagship office destination in the city and one of only a limited number of areas which possesses the attributes to accommodate such a form of development. This will bring significant economic regeneration benefits, ensuring Manchester can continue to attract investment and employment in a competitive environment through the provision of critical infrastructure needed to achieve this.
- 6.30 The proposal will introduce a broader range of residential accommodation types in this area of the city centre, enabling the creation of a more sustainable and mixed neighbourhood within the First Street area. The scheme incorporates a wide range of amenity and public spaces for both existing and future residents, supporting the existing neighbourhood services without placing undue pressures on these.
- 6.31 The positive regeneration impacts that a well-managed, high-quality and centrally located PBSA can achieve have been previously accepted and recognised by MCC⁴⁶. It is widely recognised that PBSA schemes deliver city-wide regeneration objectives in supporting employment growth, graduate and talent retention and developing Manchester as a city of choice on the international market.
- 6.32 Furthermore, the application is accompanied by a Student Management Strategy, prepared by CRM Students. CRM confirm that the scheme will benefit from 24/7 management for residents and providing easy points of contact for nearby residents.

Benefits for existing residents

- 6.33 The proposed scheme has been designed with the need to provide wider benefits to the community at the forefront. The Proposed Development includes an area of publicly accessible amenity space for the benefit of nearby residents.
- 6.34 The Proposed Development also includes a much-improved pedestrian experience along Medlock Street and River Street. Providing active frontages and opening up the pedestrian aspect to provide not only an attractive entrance to the building but also to create a focal point and hub of activity when moving around the surrounding area.
- 6.35 The indoor amenity facilities include a flexible space at the ground floor of Block 2 which, if demand is sufficient, could be adopted as a community space for local residents, providing a large (and easily reconfigured) space for classes, exhibitions or markets for example. This space could be available to both residents of the building and residents of the wider community and therefore helping to promote interaction and cohesion amongst the diverse communities living in this location.

Supporting Manchester's Higher Education Offer

- 6.36 The policy context presented in **Appendix 3** recognises the critical role that the Higher Education Institutions play within the city. They sustain, support and further the

⁴⁶ Manchester City Council Executive Committee, November 2019

economic performance of the city, in turn conveying significant social benefit. They are equally recognised as crucial to the city's recovery from the Covid-19 crisis.

- 6.37 The provision of high quality, affordable and well-managed student accommodation is an essential component in sustaining the appeal of those Higher Education Institutions in what is a very competitive market. Sufficient high-quality provision is critical to the city's universities being able to attract and retain the best talent.
- 6.38 As addressed in relation to a separate criterion below, there is a significant mismatch between supply and demand, and a pressing need to deliver additional PBSA. The proposals will make a notable contribution to the supply, with high-quality and managed accommodation in a sustainable and attractive location. By making this contribution and helping to increase and improve the accommodation offer, the Proposed Development will support the appeal of the Higher Education Institutions and their continued essential contribution to the city's economy.

Providing Housing Choice and Supporting 'Recovery' of Traditional Housing Stock

- 6.39 The mismatch between supply of and demand for student accommodation within Manchester, evidenced further below, has generated a significant issue within the city in respect of the occupation by students of mainstream housing stock. There are more than twice as many students at the Higher Education Institutions than there are bedrooms in purpose built accommodation. Allowing for a small proportion of students living at home, the balance is necessarily made up of properties in the private rented sector, the majority of which are HMOs.
- 6.40 Whilst this will always be a feature of any successful university city, the issues this generates are numerous: reduced availability and affordability of housing stock; lack or absence of management; no oversight of student wellbeing; students exposed to poor landlord practices; impact on amenity of neighbours by being interspersed with mainstream housing. Whereas, high-quality, well managed PBSA represents a means of addressing all of these issues.
- 6.41 To reduce this 'claim' on the mainstream housing stock and all the associated issues this brings, it is necessary to provide an attractive and realistic alternative. Increased supply of PBSA represents a key solution, in a form, at a price point and in a location which students can and would choose instead.
- 6.42 The price point, together with the high standard of accommodation, amenity offered and its prime location, provides an attractive and realistic alternative to a good proportion of the HMO stock in the immediate and further afield areas. The proposal will both serve to reduce the supply deficiency (which in itself reduces pressure on mainstream housing stock) and offer essential choice. In so doing, it reduces pressure on the housing stock, reduces the prospect of additional mainstream housing being occupied by students and creates the opportunity to revert a proportion of the HMOs in the area back to family housing. This is a key regeneration benefit of the Proposed Development.
- 6.43 On the basis of the above, the Proposed Development satisfies Criterion 4 of Policy H12.

5. Proposals should be designed to be safe and secure for their users, and avoid causing an increase in crime in the surrounding area. Consideration needs to be given to how proposed development could assist in improving the safety of the surrounding area in terms of increased informal surveillance or other measures to contribute to crime prevention.

- 6.44 The application is accompanied by a Crime Impact Statement ('CIS') which has been prepared by Greater Manchester Police. The CIS confirms a number of positive aspects of the scheme including providing further ground floor activity in the form of commercial spaces and new public realm leading to a dedicated resident entrance reception area, offering good levels of activity and natural surveillance. Cycle storage is located within each building via a dedicated cycle ramp. Additionally, there are clearly defined and entirely separate entrances into each of the different uses proposed, this will reduce the opportunity for confusion, conflict and reduce opportunities to criminals.
- 6.45 The Proposed Development includes a number of management and security measures typical of this type of development to ensure the safety of its residents and visitors. The resident access points will be secured, including to the bike storage area, and on- and off-site management protocols will ensure the safety of its residents and limit any amenity impacts on surrounding residents. The Student Management Plan addresses this principle and is aligned with the CIS.
- 6.46 The active frontages along Medlock Street and River Street will be a benefit to the wider community through providing natural surveillance and making a positive contribution to the prevention of crime and fear of crime.
- 6.47 The Proposed Development therefore satisfies criterion 5 of Policy H12.

6. Consideration should be given to the design and layout of the student accommodation and siting of individual uses within the overall development in relation to adjacent neighbouring uses. The aim is to ensure that there is no unacceptable effect on residential amenity in the surrounding area through increased noise, disturbance or impact on the streetscene either from the proposed development itself or when combined with existing accommodation.

- 6.48 The design and layout of the Proposed Development has been directly influenced by the surrounding built development, pedestrian routes and physical features.
- 6.49 The accompanying Design and Access Statement details the justification for the height and massing of the Proposed Development and shows that it is in accordance with surrounding land uses and building heights. The design detailing ensures the built form compliments and adds to the character and appearance of the surrounding, and wider, First Street area.
- 6.50 The Environmental Statement, and relevant technical reports, demonstrates that the proposed development will not be incompatible with nearby and surrounding developments. This has been considered both in isolation and cumulatively with recent developments.
- 6.51 CRM's student management strategy will further minimise any adverse impacts to the local area through 24/7 management and physical presence, along with a number of additional management initiatives and community liaison.

6.52 The Proposed Development therefore satisfies criterion 6 of Policy H12.

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

6.53 There are no buildings of heritage value on the PDS. Criterion 7 of Policy H12 is therefore not applicable.

8. Consideration should be given to provision and management of waste disposal facilities that will ensure that waste is disposed of in accordance with the waste hierarchy set out in Policy EN 19, within the development at an early stage.

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

6.55 The Waste Management Strategy outlines the capacity and location of the proposed waste facilities, whereby residents will be required to separate recyclables and food waste from non-recyclable waste and separate chutes will be provided (colour-coded). The bins are monitored by the management company, with an alarm-systems in place (as well as CCTV) for emptying and replacing, according to demand.

6.56 For waste that cannot be sent down the waste chute (larger items), the management company will arrange for residents to bring that waste via the lifts to specific bins in the refuse store for collection. This will occur under supervision of the management team. The sites management staff will arrange for the binds to be moved to an accessible location on collection day and returned to storage when emptied. The Transport Assessment includes a Swept Path Analysis showing service vehicle tracking to and from the waste collection point.

6.57 The Proposed Development therefore satisfied criterion 8 of Policy H12.

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

6.58 In respect of the need for additional student accommodation, this has been recognised by the City Council in its reports on PBSA to the Executive Committee, referred to in **Appendix 3**. It is acknowledged that within those reports that present levels of PBSA available to support student population and the limited investment in PBSA over recent years is causing a series of issues for the city.

6.59 Those include driving rents upwards such that Manchester is one of the most expensive UK cities for PBSA; and students increasingly occupying mainstream housing stock. The latter has an impact on the availability and affordability of housing to meet local residents' needs, significantly reduces Council Tax revenue through student exemptions, and creates issues in terms of effective management (with consequential impacts on amenity, neighbourliness, etc).

6.60 MCC has acknowledged that there is a need for additional PBSA in order to help overcome these challenges. This acknowledgement of need in itself satisfies the first element of this criterion. The scheme is to deliver over 1,000 student beds within a single

development, which would bolster pipeline supply and provide considerable ease of pressure on current student accommodation strains. This is achieved in the context of there being a finite number of sites which can accommodate PBSA in a sustainable manner given to the need for these to be located close to the universities and associated facilities and services. Further this increase in beds will be achieved in the short term (within 5 years) and so providing a short term response to the pressing need which is identified.

- 6.61 Notwithstanding, the application provides further evidence to this regard, specifically within the Student Need Assessment (2022), prepared by Cushman and Wakefield. This demonstrated that there has been significant growth in both UK (+27%) and non-UK (+43%) students over a 10-year period, whereby Manchester is now the UK's third largest Higher Education location by number of full-time students – after London and Birmingham. With UoM being the largest institution in the UK in terms of full-time students (40,305 students in 2020/21) and MMU the 11th largest.
- 6.62 However, just under 2,500 new bed spaces have been delivered to the market since 2018, including the Universities' own schemes. In 2022/2023 there are 26,830 PBSA bed spaces available to students in the city, which represents a bed:student ratio of 1:91 and 24,390 students unable to access a PBSA bed space. The Evidence report models the bed:student ratio to 29/30 based on current trends and estimated delivery, showing a marked worsening of the current demand situation unless significant PBSA delivery is seen. Factoring in the under delivery, the current stagnation in delivery and the forecasted demand growth of 1.5% a year, it is evident that Manchester is critically requiring new PBSA development.
- 6.63 PBSA, both at present and taking into account pipeline increases, is catering for less than half of all student accommodation demand. This represents a significant incongruity, a considerable deficiency and one which affirms MCCs recognition of the need for additional PBSA development.
- 6.64 The discord between bedspaces and demand has resulted in PBSA becoming increasingly unaffordable and additional supply is desperately required to help restrain the rental growth, if not least keep up with increased demand. As noted above, the position of under supply and the structural deficiencies in the City's PBSA stock have come to light through both the UoM and MMU seeking to accommodate students in accommodation in other cities located more than an hour away and offering financial incentives to students willing to do so.⁴⁷
- 6.65 A supply response is urgently needed and yet there are few consented schemes in the pipeline, with one only proposal approved during 2022 (Fusion Students at Deansgate South providing c400 beds). Few sites which can meet this need given the locational constraints imposed on PBSA development by Policy H12 and the need for students to be able to access their place of study easily and safely, along with the various facilities and services which support the City's large student population located on Oxford Road.

⁴⁷ [UoM offers students £2500 to NOT stay in University halls - The Mancunion](#) (accessed 2 September 2022)

⁴⁷ [Manchester Metropolitan University offers students accommodation in Liverpool | ITV News Granada](#) (accessed 2 September 2022)

6.66 This Statement has demonstrated that the subject site occupies the optimum location in this regard. The scheme provides the opportunity to make a very significant contribution to meeting the clear need for PBSA by delivering a large number of beds, helping to reduce the pressure on the City Council to support schemes in sub-optimal locations in this regard.

6.67 The Proposed Development therefore satisfies criterion 9 of Policy H12.

10. Applicants/developers must demonstrate to the Council that their proposals for purpose built student accommodation are deliverable.

6.68 The PBSA element of the Proposed Development will be delivered by Dominvs Group (part applicant), a student accommodation provider with a proven track record of delivering high quality, popular and well-managed student accommodation across the UK.

6.69 Dominvs Group has entered into an agreement to purchase the site, subject to the grant of planning permission and intend to construct the accommodation for occupation in the 2027 year, following three years of construction commencing in Q4 of 2023 (subject to planning). Dominvs Group will act as developer, and through CRM Students, operator of the accommodation. A full design and engineering team is in place and has informed the design of the proposals. A reputable and local contractor will be appointed with experience in the proposed type and scale of development.

6.70 Criterion 10 of Policy H12 is therefore satisfied.

Summary of Policy H12 compliance

6.71 Policy H12 is the development plan policy of greatest relevance. It confirms that the provision of new PBSA will be supported where the development satisfied the policy criteria.

6.72 Based on the above, it has been demonstrated that the Proposed Development satisfied all of the relevant policy criteria and as such, the proposals should be supported. In summary the Proposed Development:

- Is located within close proximity of University Campuses and high-frequency bus routes;
- Promotes the use of low/zero carbon energy infrastructure;
- Is compatible with existing developments and initiatives, in close walking distance to numerous day-to-day services and facilities;
- Will have a significant positive regeneration impact in its own right and as part of the wider First Street SRF area, contributing to the provision of a mix of uses in line with MCC strategy;
- Is safe, secure and will assist in improving the safety of the surrounding area;
- Is well design and will be well managed to ensure that there are no unacceptable impacts upon amenity in the surrounding area;

- Includes a waste management strategy that is in accordance with the adopted waste hierarchy;
- Fulfils an identified need for high-quality PBSA to the student sector within Manchester; and
- Is deliverable, by a developer with a proven track record.

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

Other material considerations

National Planning Policy Framework

- 6.74 The Framework advises⁴⁸ that the Government is committed to securing economic growth in order to create jobs and prosperity, building on the country's inherent strengths and to meet the twin challenges of global competition and of a low carbon future. The delivery of new, modern PBSA and office development will assist in building a strong economy on several levels.
- 6.75 Firstly, the construction of the development will create local employment, whereby the introduction of an increased student population to First Street will contribute to the economy through expenditure in their subsequent use of local facilities and services. Additionally, fit-for-purpose PBSA will attract students to Manchester who might not have otherwise chosen to locate here, increasing the likelihood of such students remaining in Manchester post-graduation and contributing to economic development.
- 6.76 The Framework also requires planning decisions to promote the effective use of land, including the re-development of previously developed (brownfield) land where possible⁴⁹. Substantial weight should be given to the value of using suitable brownfield land, and proposals which will secure the development of under-utilised land should be supported⁵⁰. The Proposed Development is supported by these policies of the Framework.

The wider regeneration case

Marrying opportunity with need

- 6.77 The PDS represents a unique opportunity in the city centre. Critically the site possesses the combined rare attributes of being:
- a) strategically located within the Oxford Road Corridor and so well placed to contribute to the continued success of the city's most important economic area;
 - b) situated at the gateway to the city centre and so having important role in market the city centre's southern entrance. In this context, it has an important influence on the first impression of the city for many visitors and offers the

⁴⁸ HM Government (2021), Section 6, National Planning Policy Framework

⁴⁹ HM Government (2019), Paragraph 117, National Planning Policy Framework

⁵⁰ HM Government (2019), Paragraph 118, National Planning Policy Framework

potential to make a bold and confident statement about Manchester to the world;

c) situated in a location where there is both a market for office development and residential uses

d) well located in relation to both main universities of the city;

e) of a scale whereby it can accommodate a mix of uses whilst being able make a meaningful contribution to the quality of the environment and public realm in this part of the city for the benefit of existing and future users and residents of the area

6.78 The above have informed the design and form of development proposed, to arrive at the optimum scheme for the site in terms of its use and design in the interest of securing maximum benefit from the city from this key regeneration opportunity. The development will:

- ***Deliver a form and scale of office development for which there is a need in the city:*** there are finite sites where Grade A office space can be accommodated in the city. Excellent transport connections, existing and established office uses, access to key amenities and a high-quality civic environment are necessary attributes to attract occupiers. First Street represents the optimum location in this regard. Moreover, the development will provide a building which accommodates larger floorplates, which it is able to do because of the size of the site. Few sites can achieve this and yet such provision is critical to the City's ability to appeal to occupiers across the full breadth of the market, including those that want to accommodate several hundred employees on a single floor for efficiency and operational reasons.
- ***Provide in excess of 1,000 PBSA bedrooms in the context of a pressing need:*** there is a growing need for high quality PBSA beds in the city in order that its accommodation offer: is aligned with the scale and profile of the universities; is able to support the university's efforts to attract students and compete with other institutions globally; is able to ensure students who wish to come to Manchester have access to well-located accommodation in the city; and caters for the scale of demand in order that pressure on the HMO and build to rent market is reduced. There are a limited number of sites in the city which can contribute to addressing these issues given the need for PBSA to be located close to the universities and the Oxford Road Corridor

6.79 This will be achieved whilst delivering a form of development which will make a strong and bold statement about the city as the first part of the city centre than visitors see when accessing it by road from the south. The design approach taken does justice to the site's role as the 'front door' to the city centre, providing a first positive image of the city and contributing to creating a legible and internationally recognisable city skyline when approaching from the south.

Delivering the vision for First Street

- 6.80 The underpinning principle for the Proposed Development is derived from the area's key characteristics and opportunities established in the endorsed First Street SRF and addenda, as well as the overarching vision of the adopted Development Plan.
- 6.81 The regeneration objectives and future development needs for Manchester are clearly established through the adopted Development Plan. Its spatial vision and objectives reflect the ambitious nature of the City and are established to ensure that Manchester *'will be a successful sustainable and accessible City in the front ranks of Cities in Europe and the world'* and *'a City with a growing economy driven by the strength of the Regional Centre'*⁵¹.
- 6.82 The Development Plans Spatial Objectives are fundamental to the delivery of the vision. Collectively, the Objectives seek to contribute to the halting of climate change⁵²; improve the City's economic performance⁵³; provide a significant increase in high-quality housing⁵⁴; and, improve the physical connectivity of the City⁵⁵.
- 6.83 In particular, the adopted Development Plan identifies that Manchester City Centre lies at the heart of the Regional Centre and is the *'economic driver of the City Region and has greatest potential to drive its continued economic growth'*⁵⁶. In recognition of this, the key spatial principles set out within the Development Plan confirm that *'The Regional Centre will be the focus for economic and commercial development, retail, leisure and cultural activity, alongside high-quality city living'*⁵⁷.
- 6.84 Simply put, the continued regeneration and development of the City Centre is encouraged through the adopted Development Plan, which is reflected by the continued transformation and evolution of the city centre.
- 6.85 The aspiration for the continued regeneration of key areas of the city centre is echoed in endorsed Strategic Regeneration Frameworks and through the adoption of associated guidance.
- 6.86 Notably, through the endorsed SRFs for First Street, which is pertinent to the Proposed Development. The First Street SRF is strategically aligned to support the future growth and expansion of the city centre as well as the wider vision and regeneration objectives of the Development Plan. It recognises that the opportunity exists to create a neighbourhood of choice at First Street - combining further major office development with the established cultural and leisure offer alongside new residential development.
- 6.87 The First Street SRF 2020 vision for the PDS identifies that:

"Commercially-led mixed use development also may be appropriate on the Premier Inn site on Medlock Street. Alternative uses, including residential, will only be deemed appropriate where they are demonstrated to facilitate delivery of commercial office

⁵¹ Manchester City Council 'Core Strategy' (2012) – Core Strategy Vision

⁵² Manchester City Council 'Core Strategy' (2012) – Spatial Objective S01

⁵³ Manchester City Council 'Core Strategy' (2012) - Spatial Objective S02

⁵⁴ Manchester City Council 'Core Strategy' (2012) - Spatial Objective S03

⁵⁵ Manchester City Council 'Core Strategy' (2012) - Spatial Objective S05

⁵⁶ Manchester City Council 'Core Strategy' (2012) - Para 6.5, Page 32

⁵⁷ Manchester City Council 'Core Strategy' (2012) – Policy SP 1

floorspace, which should remain the predominant use on the plot; and where they meet the Council's planning and regeneration policies and objectives, and complement the emerging context in this part of the area". (Authors emphasis)

- 6.88 The Proposed Development is entirely consistent with this vision. The commercially-led development alongside a residential offer would secure the redevelopment and regeneration of an identified long-standing development opportunity⁵⁸ within with the First Street SRF area.
- 6.89 The residential offer, in the form of PBSA, would contribute to the current and pipeline under supply of student accommodation, in a location particularly close to MMUs All Saints Campus, Birley Fields Campus, and UoM's main campus. The PDS represents a significant opportunity to deliver large floorplate office accommodation, supported through PBSA that will contribute to the wider demand-supply dynamics in Manchester that has the ability to play a crucial role in delivering modern and fit-for-purpose accommodation that is much needed within the city.
- 6.90 The Proposed Development would deliver a landmark development of high architectural quality alongside generous and high-quality public realm reflective of the prominence of the PDS as a key gateway into the city centre.
- 6.91 The outward-facing nature of the Proposed Development has been designed to complement the prominence of the PDS and integrate with surrounding existing and proposed developments to create a true neighbourhood of choice which will be distinct in both design and character. Crucially, it will replace a development of limited architectural merit which detracts from the ongoing regeneration of the wider First Street area.
- 6.92 The Proposed Development will introduce outward facing developments with active frontages along Medlock Street and River Street, creating a sense of place and improved connectivity.
- 6.93 The improved public realm proposal as part of the scheme will also positively facilitate the enhancement of connections between Hulme and the city centre, and facilitate east-west connections to enhance connectivity from the PDS and surrounding areas with the city centre.
- 6.94 In light of the above, it can be concluded that the Proposed Development supports the aspiration for the further regeneration and growth of the city centre and the First Street area in accordance with the First Street SRF.

A positive contribution to the Oxford Road Corridor

- 6.95 The development will help to deliver the accommodation infrastructure needed to attract students and business to Manchester and which matches its reputation as a world class place to study and work.
- 6.96 The PBSA proposals will ensure Manchester remains competitive on a global higher education stage and is able to maintain and grow its popularity as a place to study, which

⁵⁸ First Street, Manchester Development Framework 2018, Page 6, Para 1.10

underpins the current and future success of the universities as the drivers of growth within the Corridor. Securing this outcome is very evidently critical to the success of Corridor Manchester.

6.97 The Corridor is also a place of business and the most economically important part of the City⁵⁹. This demands a high quality and diverse range of business space in order to capitalise on the strong demand from organisations that have a natural preference to situate themselves in this part of the city. Without such accommodation, the continued and very evidence growth potential of the Corridor will go unfulfilled.

6.98 Beyond this the proposed development is aligned with a number of other objectives for Corridor Manchester⁵⁹:

1. The development will add to the vibrancy of the location by providing active high quality public realm and active ground floor uses, bringing this part of the Corridor to life. In this regard, the scheme can contribute to the place-making objectives of the SSFW

2. The development will replace a building which represents an inefficient use of a high profile and sustainably located site and which detracts from the environmental quality of this key part of the City Centre and Corridor with an architecturally striking development which will make a clear statement about the area's importance and significance, leveraging in the 'wow factor'⁶⁰

3. In redeveloping an underutilised site to provide commercial office space and 1,014 student bedrooms, the development will support the Spatial Framework's encouragement of increasing the density and densification of sites in order to deliver the floor space requirements of the Framework. The site falls within an area identified as providing an 'increased density opportunity'

6.99 These important attributes of the development will support the overarching objectives for the Corridor and realisation of the aspiration for this to become '*Manchester's cosmopolitan hub and world-class innovation district...*'

Commitment to Climate Change

6.100 A commitment to responding to climate change is embedded throughout national and local planning policy and the site-specific guidance endorsed for the future developments within First Street SRFs.

6.101 The planning system, in delivering sustainable development, supports the transition to a low carbon future by shaping places in a way that contribute to radical reductions in greenhouse gas emissions⁶¹.

6.102 The overarching vision for Manchester as set out within the adopted Core Strategy reflects the fundamentals of the Framework by seeking to protect and enhance both the

⁵⁹ Oxford Road Corridor Strategic Spatial Framework (2018)

⁶⁰ Oxford Road Corridor Strategic Spatial Framework (2018) Page 3

⁶¹ HM Government (2021) 'National Planning Policy Framework', paragraph 153

natural and built environment of the City and ensure the sustainable use of natural resources, to mitigate and adapt to climate change⁶². In response to the vision a series of climate and zero carbon specific policies⁶³ are established which seek to mitigate the impacts of the changing climate.

- 6.103 In 2019 MCC declared a climate emergency and recognised the need to do more to reduce the City's carbon emissions and the negative impacts of climate change. A citywide target of making Manchester zero-carbon by 2038 was established. The Manchester Climate Change Framework 2020-25 is the city's high-level strategy for delivering the City's climate change commitments. For new developments, this means being built and operated to zero carbon standards as soon as possible.
- 6.104 This commitment to minimising and mitigating the impacts of climate change is reflected within the First Street SRF 2020. The general framework principles reflect the need for the design of future regeneration proposals to consider how they can best minimise their impact on climate change to positively contribute towards the City Council's target to achieve net-zero carbon by 2028.
- 6.105 As described in Chapter 3, a range of measures have been embedded within the Proposed Development which seeks to ensure the delivery of a sustainable development. In summary, these include:
- Development of a brownfield site;
 - BREEAM "very good" is being targeted for the office building;
 - Commitment to building design in accordance with the principles of the energy hierarchy, using fabric efficiency measures and low carbon and renewable technologies;
 - Incorporation of water efficiency measures in design to reduce potable water consumption;
 - Incorporation of sustainable transport measures, such as EV chargers, cycle storage spaces and facilities to ensure building users can make use of the existing transport network;
 - Mechanical ventilation heat recovery (MVHR) will be used in buildings;
 - Incorporation of SuDS measures to reduce surface water run-off compared to the pre-development level;
 - Designing the shape and form of the two buildings to optimise solar gain, and adopting appropriate glass to wall ratios in the façade design;
 - Commitment to ensuring all forms of pollution are minimised in design and construction, with the aim of achieving a minimum of air quality neutrality;

⁶² Manchester City Council 'Core Strategy' (2012) - Spatial Objective S05

⁶³ Manchester City Council 'Core Strategy' (2012) – Policy EN 4, EN 5, EN 6, EN 7 and EN 8

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

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

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

The Strategic Case for the Development – in summary

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

- Is acceptable in principle in accordance with relevant policies of the development plan. The development is aligned with strategic policies of the Core Strategy which provide clear direction regarding the uses and density appropriate in this part of the city centre.
- Satisfies all criteria of Policy H12 of the Core Strategy against which proposals for PBSA should be assessed. A clear need for PBSA has been proven whilst the locational attributes of the site mean that it is one of a finite number of sites able to accommodate PBSA in a sustainable manner.
- Will make a significant and positive contribution to the ongoing regeneration of the First Street regeneration area and is fully aligned with the Council's priorities for this location as set out in the SRF
- Will support the long-term vision and aspiration for the Oxford Road Corridor providing critical residential and business infrastructure which are needed to support the vibrant knowledge-led economy in this part of the City Centre
- Delivers Grade-A office accommodation within a sustainable and accessible location where commercial development is encouraged and supported, and which will support economic growth and continue to attract companies to Manchester.
- Delivers a high quality PBSA in a suitable location for convenient access to the universities, providing significant regeneration benefits and fulfilling an evidence shortfall in the supply-demand pipeline of student accommodation with Manchester.
- Does the site's 'front door' location justice through a scheme of exceptional design quality, making a bold statement about the city and contributing to the wider role of this gateway location in creating an internationally recognisable skyline for the Manchester and one which reflects its status and confidence as a global city.

- Incorporates low carbon technologies as a direct response to national and local objectives, which will contribute to sustainable developments being delivered in Manchester.

7. Achieving Well Designed Places

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

Achieving High Quality Design

- 7.2 In accordance with policies of the Framework and Development Plan and the established context, the Proposed Development is of a very high architectural standard suitable to its surroundings and is of an appropriate mass and scale reflective of its location as a key gateway into the city centre.
- 7.3 The guiding development principles of the First Street SRFs have influenced the iterative design process which has been followed for the Proposed Development.
- 7.4 A comprehensive D&AS accompanies the planning application describing in detail the process of design evolution and engagement, including a summary of the extensive pre-application discussions undertaken with the City Council, consultees and other interested parties.
- 7.5 The D&AS also includes a number of plans and images to explain how the Proposed Development will be laid out and what it will look like, both in isolation and in the context of the wider regeneration of emerging developments within First Street SRF area and Great Jackson Street SRF area.
- 7.6 The D&AS explains how the Proposed Development accords with the design policies set out within the Development Plan⁶⁴, the First Street SRF and the Framework⁶⁵ through the provision of high-quality buildings which create a positive experience at ground level and takes the opportunity to deliver a landmark development.
- 7.7 The D&AS also confirms that the PBSA element of the scheme accords fully with MCC's space and quality standards⁶⁶ providing a well-designed and adaptable building that will reflect the changing needs of residents. This is a material consideration which weighs in favour of the Proposed Development.
- 7.8 Additionally, the Proposed Development has been considered by Places Matter! Design Panel. Overall, the Panel was supportive of the scheme and felt that the massing of the development worked and the intention to make Medlock Street a 'city street' was fully supported. The Panel liked the way the Proposed Development seeks to connect with adjacent developments and the wider area. Support was also given for the use of the rain gardens. Other comments received were with regards to the evolution of design; with regards to environmental assessment; the effectiveness of pedestrian arrival from the south of the scheme; the external expression of the buildings; and the availability

⁶⁴ Manchester City Council 'Core Strategy' (2012) – Policies SP1, CC3, CC8, CC9, EC3, EN1, EN2 and EN3

⁶⁵ HM Government (2021), 'National Planning Policy Framework' – Chapter 12

⁶⁶ Manchester Residential Quality Guidance (Issued March 2017) – Page 138

and accessibility of amenity space. The D&AS considers the Places Matter! feedback in more detail and how the scheme has responded positively to this.

- 7.9 The Development Plan⁶⁷ sets out specific design requirements for taller buildings. In this context, a ‘taller building’ is defined as one which is substantially taller than their neighbourhoods and/or which significantly change the skyline⁶⁸. Tall buildings will be supported where it is demonstrated that proposals are of an excellent design quality, appropriately located, contribute positively to sustainability, contribute positively to placemaking (for example as a landmark building, by terminating a view, or by signposting a facility of significance), and will bring significant regeneration benefits.
- 7.10 Fundamentally, there is a need to ensure that tall buildings make a positive contribution to the evolution of a unique, attractive and distinctive Manchester, including to its skyline and approach views. It is identified that suitable locations include sites within and immediately adjacent to the city centre⁶⁹.
- 7.11 The Tall Building Statement (TBS) (provided at **Appendix 1**) identifies how the Proposed Development accords with the relevant tall buildings guidance⁷⁰. It is evident from the TBS and the DA&S that the Proposed Development is of excellent design quality, is appropriately located in a highly accessible location, will contribute positively to place-making through the delivery of a landmark development and will deliver significant regeneration benefits to the wider area.
- 7.12 The Crime Impact Statement (CIS) confirms that the Proposed Development has been assessed against the principles of ‘Crime Prevention Through Environmental Design (CPTED), in order to reduce the opportunities for crime and the fear of crime. The CIS confirms that the Proposed Development provides further ground floor activity in the form of commercial spaces and new public realm leading to a dedicated residents’ entrance reception space. These features are considered to offer good levels of activity and natural surveillance of adjacent streets. The clearly-defined, entirely separate entrances into each of the different uses proposed reduces the opportunity for confusion and conflict and reduces the opportunities to criminals.
- 7.13 On the whole, the CIS considers that the Proposed Development provides the opportunity to include security features into the design and construction of the building and avoid the need for obtrusive retro-fitting security measures that can increase fear of crime. A range of points for further consideration are detailed within the CIS. Concluding that the layout of the Proposed Development is acceptable, as long as identified issues are addressed as described within the report and the other physical security measures are incorporated.
- 7.14 Overall, the design reflects and responds to the precedent set by the wider high-quality feel of First Street. The Proposed Development’s strong design and superior architecture ensure the continuity of quality in the area. The Proposed Development’s massing and

⁶⁷ Manchester City Council ‘Core Strategy’ (2012) –Policy EN2

⁶⁸ Manchester City Council ‘Core Strategy’ (2012), page 169

⁶⁹ Manchester City Council ‘Core Strategy’ (2012), page 169

⁷⁰ Manchester City Council ‘Core Strategy’ (2012) –Policy EN2, CABE Guidance on Tall Buildings (2007) and Historic England Advice Note 4: Tall Buildings

built form align with the guiding development principles for the PDS set out within the First Street SRF.

- 7.15 The office element comprises a large-footprint consistent with the existing characteristic of First Street and its ongoing success as an established commercial location within the city and therefore contributes positively to the aspirations for the First Street SRF area.
- 7.16 The PBSA element realises the opportunity to deliver a landmark development and create interest along the Mancunian Way corridor and at a key gateway into the city centre. The transition of height from north to south reflects the existing townscape of the site.
- 7.17 The Proposed Development facilitates the enhancement of the physical and perceptive connections between Hulme to the south of the Mancunian Way and the city centre by helping to establish Medlock Street as an active street. This has been achieved by maximising the opportunity that exists for the development to be out-ward facing through the introduction of active frontages and uses at ground level along with the planting of trees.
- 7.18 The overall design quality of the Proposed Development is of an exceptionally high standard and would significantly enhance a currently underutilised and unattractive site in a highly sustainable location. The Proposed Development recognises the importance of the PDS and would maximise the prominence of the site as a key gateway into the city.

Public Art Installation

- 7.19 The northern elevation of Block B provides a canvas for a new piece of public artwork facing onto the new pocket park on River Street. The intention is to work directly with an artist to develop a design for this which complements the design of the building itself.
- 7.20 The design of this artwork will be carefully considered, developed through a rigorous brief and working closely with the chosen artist to ensure the piece of work reaches its full potential.
- 7.21 The artist will be chosen through an independently run competition that will look to involve local stakeholders and community.

High Quality Amenity Design

- 7.22 The Proposed Development includes the delivery of a high quality public realm, including a 'Pocket Park' for users to sit and stroll. Public realm improvements are also achieved through reducing the width of the River Street vehicular carriageway to incorporate newly widened footways, new trees and rain gardens.
- 7.23 The public realm has been designed to seamlessly integrate into the wider pedestrian improvement works at the junction of Mancunian Way/Medlock Street which supports integrated pedestrian connectivity from Hulme, the site, and into the city centre.
- 7.24 High quality external space is also provided within the commercial and residential buildings.

- 7.25 External terraces are incorporated onto each floor of the commercial building, along with a roof terrace, which is designed to provide external amenity space for the occupants of the building.
- 7.26 Residential amenity space is provided at various points throughout the residential building. At ground floor level there is a large area of residential amenity space which overlooks the new pocket park along River Street and Edge Street. On the first floor, there is a dedicated gym facility as well as a cinema room for residents. At the 11th floor, there is an amenity space and a roof garden with views towards Manchester City Centre. The roof garden area will be subject to a series of hard and soft landscaping proposals where residents can spend time and interact with neighbours and help to establish a sense of community.
- 7.27 The incorporation of high-quality internal and external amenity spaces enhances the high-quality nature of the Proposed Development and will help to shape a new 'One Medlock Street' community to the benefit of the health and wellbeing of future residents and occupants.
- 7.28 The proposal has been designed to provide high quality amenity provision which is achieved for both occupants and the surrounding community.

Conclusion on Design Quality

- 7.29 Overall, the high-quality design of the Proposed Development creates a landmark development into the city centre and which integrates into the surrounding development context.
- 7.30 It enhances the health and well-being of its occupants and the surrounding community through the creation of a high-quality public realm and integrated internal and external amenity spaces within the buildings. The importance of achieving this has been firmly established by the COVID-19 pandemic.
- 7.31 The development's design follows the principles and aspirations set out within the First Street SRF. The standard of development proposed reflects the importance of the PDS site as a key gateway and interface into Manchester City Centre.
- 7.32 The Proposed Development is therefore in accordance with identified Core Strategy Policies, the Framework, and the vision of the First Street SRF.

8. Amenity Considerations

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

Amenity Impacts

Daylight/Sunlight and Glint and Glare

- 8.2 An assessment of the impact from the Proposed Development on daylight and sunlight, overshadowing, solar glare, and light pollution on the surrounding residential developments has been completed and the results are presented at **Chapter 10, ES Volume 2**.
- 8.3 MCC makes clear in its Core Strategy⁷¹ that land within the City Centre is a limited resource and developments should use land efficiently. The scale, massing and height of developments in the City Centre will exceed what is appropriate elsewhere.
- 8.4 By their very size, tall buildings can have an impact on the local environment and its micro-climate, including on daylight and sunlight. It is generally accepted that city centre schemes will have some impact on daylight and sunlight, but that this impact should be limited as far as possible such that the relationship between new and existing buildings and land achieve a fair share of the daylight and sunlight available, given their relative siting, spacing, height and mass⁷².
- 8.5 It is therefore expected that this impact be modelled and that submissions for tall buildings also include appropriate measures to create an attractive, pedestrian friendly local environment.
- 8.6 Following a site inspection, the following properties are defined as sensitive receptors, due to their proximity to the PDS and their residential use:
- City South Apartments; and
 - River Street Tower.
- 8.7 A total of 564 windows facing the PDS, serving 447 rooms within the two buildings were assessed. There are no living rooms within the River Street Tower that face the PDS and within 90 degrees of due south, as such no sunlight assessment has been undertaken. Out of all the windows assessed for daylight a limited number would experience an overall moderate adverse effect, which are considered not significant given the context of the site. For sunlight, the one building assessed would see an overall moderate adverse effect, which is considered not significant given the context of the site.
- 8.8 With regards to overshadowing, the five amenity areas assess remain BRE compliant so would see a negligible and not significant effect.

⁷¹ Policy CC6 City Centre High Density Development

⁷² BRE 209:2011 Site Layout Planning for Daylight and Sunlight: a Guide to Good Practice

- 8.9 The impacts identified are considered to be appropriate in the context of the site's City Centre location.
- 8.10 An assessment of the Solar Glare amenity impact of the Proposed Development on those key parts of the surrounding built environment has been completed.
- 8.11 In the absence of any targets or benchmarks that confirms what amounts to an acceptable or unacceptable level of glare, the assessment evaluates the possibility of glare causing a discomfort by interrogating the periods of time that glare is likely to be established and where the glare is likely to be experienced in terms of line of sight and periphery of vision.
- 8.12 Road junctions are considered sensitive in relation to solar glare, and therefore a total of 24 road locations and viewpoints at traffic junctions where the Proposed Development will be visible have been considered.
- 8.13 Following a full assessment, and consideration of mitigation options (included those which are 'embedded' into the scheme, the appraisal presented concludes that the Proposed Development will not have any significant residual impacts from a solar glare point of view.
- 8.14 It is therefore considered that the scheme complies with Policy CC6, Policy EN2 AND Policy DM1 of the Core Strategy.

Privacy

- 8.15 In response to context of the surrounding residential development, the design of the taller elements of the Proposed Development steps way from River Street to provide a generous set back from the City Road South residential development. This approach aligns with the principles of the First Street SRF with the height of buildings on the site stepping up towards the Mancunian Way.
- 8.16 The generous set back distance from City Road South, will ensure that the privacy of both established and future residents will remaining as a result of the Proposed Development. The scheme therefore complies with Policy CC6, Policy CC9, Policy EN2 and Policy DM1 of the Core Strategy.

Noise

- 8.17 A noise assessment has been completed and the results are presented at **Chapter 8, ES Volume 2**. The noise assessment considered the impacts arising from noise and vibration generated by construction and demolition activities (including construction traffic), along with noise generated by the buildings plant/services once the construction phase is complete and the development is operational.
- 8.18 The assessment considers the impacts from noise on the following surrounding receptors: occupiers at City Road South, River Street, occupiers of the River Street Tower, and occupiers at Plot 9A First Street.
- 8.19 A full Construction Management Plan (CMP) will be implemented pursuant to planning conditions which will include measures to reduce the impacts from demolition and construction activities, including:

- Undertaking construction works on set days and times;
- Adopting plant with sound reducing measures / modifications;
- Adopting noise enclosures and screens to encourage noise propagation away from nearby noise sensitive receptors; and
- Avoiding the unnecessary revving of engines and switch off equipment when not in use.

- 8.20 There will be some adverse effects on noise to the surrounding residents within City South, River Street Tower, and Plot 9A as a result of construction activities during the construction phase of the Proposed Development. The noisiest activities will be undertaken during the day time (i.e. not mornings, evenings, or weekends), which will help to reduce the level of nuisance. Construction works are temporary, and the level of noise arising will vary during the construction programme.
- 8.21 The permanent building services (once the development is complete) will not have an impact on noise levels for residents within City South, River Street Tower, and Plot 9A as a result. Limits for noise levels have been set for the servicing equipment in accordance with MCC requirements⁷³.
- 8.22 In summary, whilst there will be some noise effects arising during the construction of the Proposed Development, the effects will only occur during intermittent phases of the construction programme and will be controlled and limited as much as possible through measures adopted through the DMP and CEMP. There will be no noise impacts as a result of the operation of the development. As such, the Proposed Development complies with Policy DM1 of the Core Strategy.

Air Quality

- 8.23 An air quality assessment has been completed and the results are presented at **Chapter 7, ES Volume 2**. The air quality assessment considered the impacts arising from the construction process on the residents of City South, River Street Tower, and Plot 9A.
- 8.24 The site is located within an Air Quality Management Area (AQMA) due to exceedances of the annual mean NO₂ objective. The whole of the city of Manchester is within the AQMA.
- 8.25 Through good site practice and the implementation of suitable mitigation measures, the effect of dust and particulate matter releases from construction activities will be effectively mitigated. Such measures will include, but are not limited to, erecting screens around dusty activities, no idling vehicles, ensuring an adequate water supply on site for effective dust/particulate matter suppression/mitigation, and implementing a wheel washing system. A CMP will be implemented pursuant to planning conditions which will include such measures to reduce the impacts on surrounding residents from demolition and construction activities on air quality.

⁷³ MCC's requirement is that plant should achieve a rating level at least 5dB below the typical background noise level.

- 8.26 As such, the Proposed Development complies with Policy EN16 and Policy DM1 of the Core Strategy.

Wind and Microclimate

- 8.27 An assessment on the effects of the Proposed Development on the wind microclimate has been completed and the results are presented at **Chapter 9, ES Volume 2** and the **Wind Microclimate Report**.
- 8.28 The study has used wind tunnel testing to predict the strength and impact of winds as a result of the Proposed Development on the local area. The study takes into consideration the effects on the emerging consented schemes surrounding the site.
- 8.29 The existing wind microclimate at the site and in the surrounding area is windy. The introduction of the Proposed Development would help ease wind conditions in some areas of the site but increase wind conditions in other areas. As such, mitigation has been incorporated into the design of the scheme. The mitigation measures include tree planting and screens which are incorporated into the proposed landscaping strategy.
- 8.30 This mitigation is incorporated into the Landscape Strategy and will be delivered/implemented pursuant to a planning condition.
- 8.31 With the implementation of mitigation, the wind microclimate assessment concludes:
- All areas within the site and surrounds are expected to rate as safe for all users;
 - Wind conditions at all entrances are suitable for proposed use;
 - Wind conditions at all terraces within the office building are suitable for proposed recreational use;
 - Wind conditions at the level 11 terrace of the residential building are suitable for use in summer and autumn, but would benefit from further mitigation to extend these conditions into the spring months;
 - Balconies on the south elevation of the City South residential building to the north become marginally too windy for short periods of sitting in the autumn and spring months;
 - Conditions along the Plot 9 frontage are too windy for a recreational frontage and would ideally require further wind mitigation. In addition, conditions along Hulme Street near Plot 9 are generally only suitable for fast walking;
 - There are no material impacts on wind conditions on the Mancunian Way; and
 - Elsewhere, conditions within the surrounds are suitable for existing and proposed uses.
- 8.32 Overall, wind levels are considered acceptable for the intended uses and users of the site and surrounding area. Some areas will experience exceedances in comfort levels

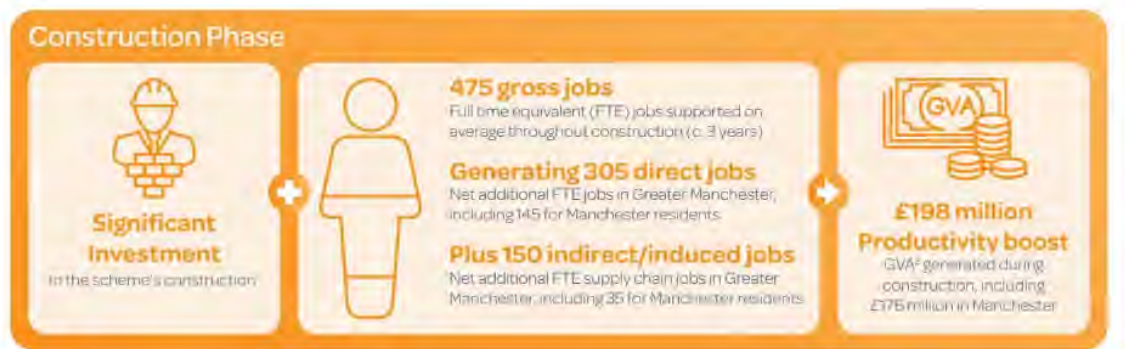
at some limited points during the year. However, all wind levels within the site and surrounds are safe for all users.

- 8.33 As such, the Proposed Development complies with Policy EN2 of the Core Strategy.

Socio-Economics and Human Health

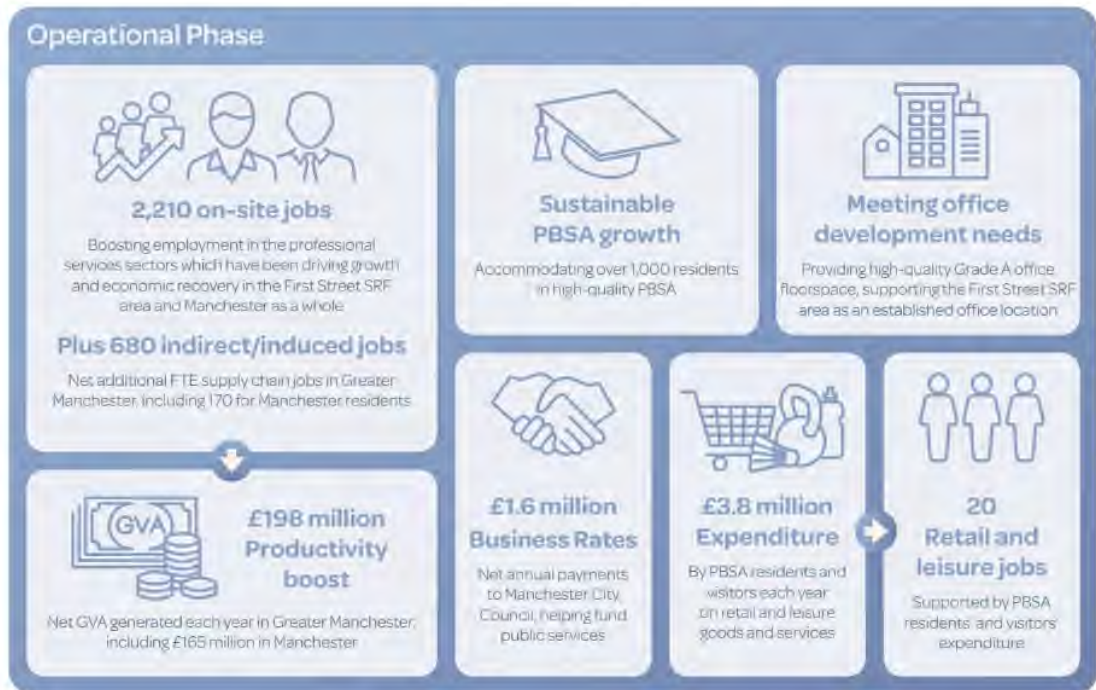
Socio-Economics

- 8.34 An assessment on the impacts of socio-economics and human health as a result of the Proposed Development has been completed and the results are presented at **Chapter 6, ES Volume 2**. A **Socio-Economic Impact Statement** is also submitted as a stand-alone report to support the planning application.
- 8.35 Construction of the Proposed Development is likely to generate the following economic impacts:



Source: Economic Impact Statement, Turley Economics, October 2022

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



Source: Socio- Economic Impact Statement, Turley Economics, October 2022

- 8.37 Employment in primarily office-based industries is high in the First Street SRF area, even relative to the rest of Manchester city centre, with significant growth having been recorded in recent years. Whilst some sectors in Manchester appear to have rebounded well from the impacts of Covid-19 in terms of economic output, it is nonetheless noted that recovery in terms of economic activity and employment rates across the city has been slower than in wider geographies, highlighting the importance of continuing to attract investment and business occupiers to the city. It should therefore be considered imperative to enable projects to come forward which will attract investment and drive sustainable economic growth and recovery. This will benefit the existing surrounding community by helping to establish a thriving community and bolster the local economy.
- 8.38 The neighbourhood local to the Site, the First Street SRF area, is one which presently accommodates notably high proportions of working-age people, with particularly high rates of residents who are of typical student age. The Greater Manchester Combined Authority and MCC identify the student population as a key driver of the local economy, and it is noted that expenditure on leisure and retail goods and services by the neighbourhood's residents is forecast to increase significantly over the period to 2030.
- 8.39 The alignment of the occupants of the PBSA with existing local demographics and the known contribution of students to economic development are both factors which strongly suggest that the delivery of new PBSA is likely to closely integrate with the

existing neighbourhood and contribute in a positive way to local vibrancy without detriment to the existing residential community.

- 8.40 The delivery of new office floorspace alongside PBSA will ensure that a mix of uses are provided, similarly contributing to the vibrancy of the First Street SRF area whilst also not leading to an over-saturation of student economy-focused uses. This will support the area's status as an established office location, with a distinctive offer of large, flexible-floorplate Grade A office floorspace with quality occupiers, fuelling ongoing demand and setting the conditions for further growth in the area.

Human Health

- 8.41 The Proposed Development includes the delivery of a high-quality public realm, including a 'Pocket Park' for users to sit and stroll. Public realm improvements are also achieved through reducing the width of the River Street vehicular carriageway to incorporate newly widened footways, new trees and rain gardens. 72 trees will be planted as part of the public realm improvements.
- 8.42 The public realm has been designed to seamlessly integrate into the wider pedestrian improvement works at the junction of Mancunian Way/Medlock Street which supports integrated pedestrian connectivity from Hulme, the site, and into the city centre.
- 8.43 The importance of access to open space has always been important, and this has been recently exasperated by the Covid-19 pandemic. The delivery of a high-quality public realm along River Street can be used by existing and new residents of the surrounding area. The public realm will support the creation of a new community and its future well-being.

Conclusion of Amenity Considerations

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

9. Environmental Considerations

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

Built Heritage

- 9.3 A Built Heritage assessment (comprising **Chapter 11 of ES Volume 2**, and a separate Built Heritage Assessment Report) has been undertaken. The assessment identifies the heritage assets within the vicinity of the PDS and considers the impact the Proposed Development would have on the setting and context of the identified heritage assets.

History of the site and surrounds

- 9.4 During the mid-19th century the PDS was occupied by terraced, court and back to back dwellings lining Clegg Street, Hibbert Street and Duke Street, in combination with two public houses to the north and south. The wider area was also dominated by a dense arrangement of housing, interspersed with the George Street Wesleyan Chapel to the south and industrial concerns to the north including the Britannia Iron Works, Medlock Street Glass Works and Medlock Street Dye Works.
- 9.5 Clearance began in the 1930s. The buildings within the eastern part of the site (located between Clegg Street and Medlock Street) remained in 1932, however aerial photography from 1939 indicates that by that date much of this area of buildings had also been cleared, leaving only The Globe Inn public house at the junction of Medlock Street and George Street and the Duke Street School.
- 9.6 The Mancunian Way was built in 1967 and since the 1970s this area of Manchester has experienced considerable change. The city has extended southwards and it has become a mixed-use location including the delivery of cultural and leisure developments. The existing 5 storey Premier Inn hotel fronting Medlock Street was added to the site in c.2000 and therefore pre-dates more recent change and regeneration in this part of the city.

Designated Heritage Assets

- 9.7 There are no designated heritage assets within the PDS. Therefore any effects arising from the Proposed Development on built heritage will be indirect in nature; having potential to affect the significance of identified assets through change within their setting.

Conservation Areas

- 9.8 The Castlefield Conservation Area is located to the northeast of the site and has the potential to be affected by the Proposed Development as a result of development in its setting. The Conservation Area was designated by Manchester City Council on 13 October 1979.

Listed Buildings

9.9 The following listed buildings have the potential to be affected by the Proposed Development:

Table 9.1: Listed Buildings

Ref	Name	Grade
1	School House	II
2	Chorlton New Mill and attached chimney	II
3	Chorlton Old Mill	II
4	Mill on North East corner of junction with Chester Street	II
5	Dalton Statue in forecourt of Dalton College	II
6	Manchester South Viaduct and Altrincham Railway Viaduct	II
7	Middle Warehouse, At former Castle Fields Goods Yard	II
5	Floodgate on east side of Knott Mill Bridge	II
9	Lee House	II
10	Mill Chimney Stack on west side of Junction with Cambridge Street	II
11	Rochdale Canal Lock No 90, approximately 30m west of Albion Bridge	II
12	Rochdale Canal Lock Number 91 At east end of Gaythorne Tunnel	II
13	Rochdale Canal Lock Number 89 (Tib Lock) in south side of Havelock Mills	II
14	Rochdale Canal Lock Keepers Cottage at lock No 91 Next to Gaythorne Tunnel	II
15	The Ritz Dance Hall	II
16	Manchester Oxford Road Station (including platform structures)	II
17	13-17 Albion Street	II
18	Boundary Stone on Knott Mill Bridge	II
19	Former Cotton Mill on west side of junction with Cambridge Street	II
20	Chepstow House	II
21	Bridgewater Canal offices	II
22	Roman Catholic Church of St Wilfrid	II
23	The Britons Protection Public House	II
24	Former Congregational Chapel	II
25	Chatham Mill	II
26	Peveril of the Peak Public House	II
27	Deansgate Station	II

Ref	Name	Grade
28	GMEX (Manchester Central)	II*

Non-Designated Heritage Assets

9.10 The below non-designated heritage assets were identified within the area surrounding the PDS:

- Crown Hotel (now The Deansgate)
- Bridgewater/ Chester Road Viaduct
- Deansgate / Gaythorne Canal Tunnel
- Viaduct, west form Knott Mill and Deansgate Station to Dawson Street (the HER entry identifies that this asset has been incorporated into the grade II listed Manchester South Viaduct and Altrincham Railway Viaduct and is therefore considered as part of that asset).
- Textile finishing works
- Hotspur Press (Hotspur House (former Medlock Mill))

9.11 The Proposed Development will be distanced from the majority of heritage assets and although visible from them to varying degrees, it will appear as a backdrop and in combination with other existing and proposed tall buildings.

9.12 The Proposed Development will have a closer relationship with the grade II listed chimney and grouping of grade II listed textile mill buildings on Cambridge Street and Hulme Street to the east of the PDS. Whilst the Proposed Development would be clearly visible in views westwards from the grouping, it would not impede the experience of or ability to appreciate their industrial significance, individually or collectively, due to distance and orientation.

9.13 The Proposed Development will sustain the significance of the heritage assets identified in this Assessment and will make a positive contribution to local character and distinctiveness.

9.14 In light of the above, the Proposed Development satisfies Core Strategy Policies CC9, EN1, EN2, EN3 and DM1 and Chapter 16 of the Framework.

Townscapes and Visual Impact

9.15 The Development Plan⁷⁴ and Framework⁷⁵ identifies that the Proposed Development should have regard to the character of the surrounding area and should consider the impacts on landscape and townscape.

⁷⁴ Manchester City Council 'Core Strategy' (2012) – Policies CC6, EN1, EN2, DM1

⁷⁵ HM Government (2021) 'National Planning Policy Framework' - para 130

- 9.16 The Townscape and Visual Impact Assessment (**ES Volume 3**) considers the impact of the Proposed Development from identified viewpoints across the City and demonstrates compliance with this policy.
- 9.17 The assessment concludes there will be some temporary adverse effects during the construction of the Proposed Development on the surrounding townscape and at near views. However, once the Proposed Development is fully constructed it will positively enhance the townscape of the area and views.
- 9.18 In light of the above, the Proposed Development satisfies Core Strategy Policies CS6, EN1, EN2, DM1, and paragraph 130 of the Framework.

Climate Change and Sustainability

- 9.19 The Development Plan⁷⁶ expects all new development to be adaptable to climate change in terms of the design, layout, siting and function. The Framework⁷⁷ echoes this policy objective and it explains that the planning system should support the transition to a low carbon future in a changing climate, by shaping places in ways that contribute to radical reductions in greenhouse gas emissions.
- 9.20 **Chapter 12 of ES Volume 2** (Climate Change) considers how the Proposed Development responds to local and national planning policy context and details how the Proposed Development promotes resilience and adaptability to future climate change effects such as building overheating.
- 9.21 The assessment concludes that potential effects in relation to climate change adaptation have been discounted following the design of the Proposed Development which ensures it is resilient to changes in the future climate, such as summertime overheating within buildings and impacts to species and habitats provided as part of landscaping.
- 9.22 The assessment has therefore focused on the likely significant environmental effect arising from greenhouse gas (GHG) emissions during the demolition and construction phases and also the operation of the Proposed Development. During demolition and construction, estimated GHG emissions are anticipated to be minor. During operation of the Proposed Development, estimated GHG emissions are anticipated to be negligible.
- 9.23 This application is also supported by an Environmental Sustainability Statement (ESS) (prepared by Greengage) which details the approach the applicant and the design team have collectively taken towards achieving a high standard of sustainable development and environmental performance.
- 9.24 The ESS confirms the design of the Proposed Development meets the key policy objectives of the Development Plan, responds to local needs and requirements, and conforms to best practice sustainability criteria applicable to this development.
- 9.25 In line with MCC requirements, the Proposed Development will target a minimum of BREEAM 'Very Good' rating. The Office development is currently targeting a BREEAM

⁷⁶ Manchester City Council 'Core Strategy' (2012) – Manchester City Council 'Core Strategy' (2012) – Policy EN 6, EN 8, EN 9 and DM 1

⁷⁷ HM Government (2021) 'National Planning Policy Framework' – paras 152, 154 and 157

score of 61.7% and the PBSA development is currently targeting a BREEAM score of 61.5%. To achieve these scores, the supporting BREEAM Pre-Assessment established a pathway demonstrating how the commercial building could achieve the required 'Very Good' rating.

- 9.26 In addition to this, a Ventilation Statement (prepared by Ridge) supports the application. The ventilation strategy has been driven by the requirements of the different demises and room functions of the Proposed Development. The primary objective of the strategy is to naturally ventilate spaces within the Proposed Development to support the overall well-being and safety of the occupants and enhance the environment of the space, whilst supporting low energy and carbon solutions. Where natural ventilation cannot be achieved, mechanical ventilation and/or comfort cooling will be used.
- 9.27 The Ventilation Strategy confirms that although the functionality of the offices alone does not dictate the use of mechanical ventilation, the office 'depth of plan' and extent of internal heat gains dictates the requirement for comfort cooling and hence associated mechanical ventilation. Equally, to avoid summertime overheating for the PBSA bedrooms, supplementary mechanical ventilation will be required. For the kitchen and living spaces of the student accommodation, mechanical ventilation will be adopted in addition. This is in addition to the large opening vent panels in the façade in both the bedrooms/studios and kitchen/living rooms to satisfy overheating and purge ventilation requirements.
- 9.28 With this in mind, it is considered that a strategic approach has been adopted to ascertain the most appropriate ventilation strategy for each building and type of space. This has taken account of environmental factors, energy efficiency and risk of overheating.
- 9.29 In light of the above, the Proposed Development satisfied Core Strategy Policies EN6, EN8, EN9 and DM1, and paragraphs 152, 154 and 157 of the Framework.

Other Environmental Assessments

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

Archaeology

- 9.31 The Development Plan⁷⁸ and the Framework⁷⁹ make it clear that proposals which complement, preserve and enhance the historic environment should be supported.

⁷⁸ Manchester City Council 'Core Strategy' (2012) – Policies EN1, EN3 and DM1

⁷⁹ HM Government (2021) 'National Planning Policy Framework' - Chapter 16

- 9.32 The Archaeological Desk-based Assessment (prepared by Salford Archaeology) confirms that none of the sites of archaeological interest identified within the Site are afforded statutory designation, and are thus not considered to necessarily merit preservation in-situ.
- 9.33 In total, six non-designated sites of potential below-ground archaeological interest have been identified within the boundary of site. These comprises different types of early 19th century workers' housing, two public houses and a school. The workers' houses front Clegg Street, Hibbert Street and Duke Street and include some back-to-back housing. The public houses, the Globe Inn and the Lochnagar Inn (formerly the George Inn), straddle the boundary of the PDS, whilst the former Duke Street School was located within the western extent of the site. Any damage to the foundations of these buildings, and especially the back-to-back workers' houses on Clegg Street and Hibbert Street, should they survive in-situ, may merit the implementation of a strategy that would offset any harm to the historic environment caused by their ultimate loss.
- 9.34 A programme of intrusive investigation will be merited in advance of development. This would be required to establish whether any buried remains of archaeological interest survive in-situ, and could usefully comprise of the excavation of a series of evaluation trenches targeted on the footprint of the workers' houses on Clegg Street and Hibbert Street. This can be implemented pursuant to a planning condition.
- 9.35 Subject to the measured outlined within the assessment, the Proposed Development satisfies the Core Strategy Policies EN1, EN3, DM1 and Chapter 16 of the Framework.

Arboriculture and Biodiversity

- 9.36 The Development Plan⁸⁰ and the Framework⁸¹ make it clear that proposals must aim to conserve and enhance biodiversity by seeking to avoid significant harm (if possible), by providing adequate mitigation, and by encouraging opportunities to incorporate biodiversity in and around developments.

Arboriculture

- 9.37 The Tree Survey and Arboricultural Impact Assessment (AIA) (prepared by Greengage), provides an assessment of the Arboricultural value of the trees located on the PDS based on their current quality.
- 9.38 The Survey recorded 31no. individual trees (4no. Category B/27 Category C) on the PDS, which are predominantly landscaping trees of diminutive stature within planting beds around the existing hotel, however, a number of Category B2 trees are present in the south of the site which possess greater landscape value.
- 9.39 As a result of the Proposed Development, all existing trees require removal. The proposed landscaping scheme provides compensatory planting, which features 72 new trees.
- 9.40 Owing to the removal of all existing tree stock, an Arboricultural Method Statement (AMS) and Tree Protection Plan (TPP) are not required.

⁸⁰ Manchester City Council 'Core Strategy' (2012) – Policies EN 15

⁸¹ HM Government (2021) 'National Planning Policy Framework' - para 180

- 9.41 The Proposed Development will result in a reduction in the landscape value of tree stock on site in the short to medium-term. However, the replacement planting proposed will be of higher quality than those removed, and the long-term management of the trees will restore the landscape value of tree stock on site as the planting matures. The long-term management plan will ensure that the replacement planting will be maintained.
- 9.42 The supporting D&AS reaffirms the high-quality nature of the replacement planting proposed. The planting design of the Proposed Development is a key consideration for the wider development proposal and the public realm strategy. The choice and size of species has been selected to reflect the planted trees within adjacent schemes and also to ensure the successful establishment and long-term health and vigour of the planting proposed.
- 9.43 In addition, much of the proposed planting also serves to mitigate wind impacts as a result of the Proposed Development.

Biodiversity

- 9.44 The Preliminary Ecological Appraisal (PEA) (prepared by Greengage), including an Extended Ecological Phase 1 Survey, establishes the ecological value of the PDS and the presence/likely absence of notable and/or legally protected species.
- 9.45 The PEA confirms that the PDS possesses only common and widespread habitats of little ecological value, and also has negligible potential to support all notable and/or protected species, besides nesting birds.
- 9.46 Notwithstanding the above, a Construction Environmental Management Plan and Ecological Management Plan (EMP) will be provided pursuant to the requirements of a planning condition which will identify appropriate biodiversity enhancements. Such measures are already incorporated into the scheme, including, provision of 'rain gardens', use of linear trees throughout the site, and wildlife friendly landscaping. Additionally, bird and bat boxes could be incorporated and black redstart nest boxes can be provided at roof level adjacent to biodiverse roofs.
- 9.47 In addition, appropriate timing of tree felling and vegetation clearance (outside of the nesting season March – August) is recommended to avoid impacts to nesting birds.
- 9.48 As such, it is considered the Proposed Development will enhance the biodiversity and arboricultural value of the site and is fully compliant with Core Strategy Policy EN 15 and Paragraph 180 of the Framework.

Broadband Connectivity and TV & Radio Reception

- 9.49 The Development Plan makes it clear that proposals must have regard to specific issues including ensuring that proposals have an appropriate siting, layout and massing. The Framework⁸² clearly identifies that planning decisions should full fibre broadband connections.

⁸² HM Government (2021) 'National Planning Policy Framework' - Chapter 10

Broadband

- 9.50 The Broadband Connectivity Assessment (prepared by GTech Surveys Limited) comprises a desk-based assessment and has been undertaken to determine the current availability of broadband services for the Proposed Development.
- 9.51 The assessment confirms that existing infrastructure and good broadband connectivity is already available, with existing fibre installed along streets adjacent to the Proposed Development.

TV & Radio Reception

- 9.52 The Television Baseline Survey Report (prepared by Gtech Surveys Limited) has assessed the impact of the Proposed Development on the TV and radio reception in the surrounding area as a result of the Proposed Development.
- 9.53 The Proposed Development is unlikely to have any impact on radio broadcasting due to the existing good coverage in the survey area and the technology used to encode and decode radio signals.
- 9.54 The Proposed Development is not expected to impact the reception of digital terrestrial television due to the existing excellent coverage and the robust nature of reception conditions.
- 9.55 The use of tower cranes and the Proposed Development itself is likely to cause disruption to the reception of digital satellite television services in areas to the immediate northwest of the application site, within 284m of the tallest proposed building. In the identified area, the use of tower cranes and the Proposed Development could obscure satellite dishes' views of the southern skies (where the satellites are located), resulting in interference. If this does occur, the repositioning of the satellite dish to a location without an obscured line of sight view to the serving satellites would restore reception.
- 9.56 The Proposed Development is therefore compliant with Paragraph 112 of the Framework, Policy DM1 of the Core Strategy and MCC's Validation Requirements for Proposed Developments⁸³.

Flood Risk and Drainage

- 9.57 The Development Plan⁸⁴ and the Framework⁸⁵ include policies on flood risk and drainage. These policies assert that proposals should be directed away from areas, which are at the greatest risk of flooding; and where development is permitted local planning authorities should ensure flood risk is not increased elsewhere.
- 9.58 The combined Flood Risk & Drainage Strategy (prepared by Ramboll) submitted with the application, demonstrates that:

⁸³ Full, Outline, Reserved Matters & Variation/Removal of Conditions Planning Applications - Is Your Application Valid?", September 2018, MCC

⁸⁴ Manchester City Council 'Core Strategy' (2012) – Policy EN18

⁸⁵ HM Government (2021) 'National Planning Policy Framework' - para 167

- The PDS lies within Flood Zone 1, where there is a low probability of flooding and the closest source of fluvial flooding, the River Medlock, is approx. 200m to the north.
- The majority of the PDS is at very low risk of surface water flooding, less than 0.1% of the total area, per year.
- The Proposed Development is class as 'Less Vulnerable'⁸⁶ and situated in Flood Zone 1, the sequential test is therefore passed and an exception test is not required.
- A number of recommended mitigation measures are proposed to ensure the development can remain safe across its lifetime, including linear interceptor drains, and the inclusion of a drainage strategy (as detailed in the report).
- Infiltration and discharge to watercourse are not viable discharge locations for the Proposed Development. As such it is proposed that the development will connect into the existing combined public sewer network.
- A review of potential sustainable drainage systems has been undertaken to identify the likely form of attenuation which could be included, and which methods are viable for the PDS. This review has been used to inform the Proposed Development and the incorporation of SuDs features, comprising rain gardens within the public realm works.
- The proposed foul drainage shall be split into two main systems: one serving each building. Each network shall be kept separate from surface water serving the development, until the point of discharge into the public sewer.

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

Ground Conditions

9.60 The Development Plan⁸⁷ and the Framework⁸⁸ identifies that priority will be given for the remediation of contaminated land and ensuring the development is suitable and safe.

9.61 The Contaminated Land Desk Study (prepared by Ramboll) identifies that:

- The previous and current uses of the PDS lead to a low to moderate risk of potential soil and/or groundwater contamination at the site.
- The site is not in an area affected by past coal mining activities.

⁸⁶ HM Government (2021) 'National Planning Policy Framework' – Annexe 3: Flood Risk Vulnerability classification.

⁸⁷ Manchester City Council 'Core Strategy' (2012) – Policies EN17, EN18 and DM1

⁸⁸ HM Government (2021) 'National Planning Policy Framework' - paras 120, 174, 183 and 184

- There is a moderate risk from UXO and a separate UXO risk assessment report has been commissioned to assess risks for intrusive ground investigation and development purposes.

9.62 In light of the above, a Phase 2 Site Investigation is recommended to be undertaken to inform the design and construction of the Proposed Development, and to identify any mitigation measures or remediation that may be required to reduce the potential risks from ground contamination. This is to be secured via a suitably worded planning condition.

9.63 Subject to the completion of a Phase 2 Site Investigation, the Proposed Development satisfies Core Strategy Policies EN17, EN18 and DM1 and paragraphs 120, 174, 183 and 184 of the Framework.

Highways and Transport

9.64 The Development Plan⁸⁹ indicates that new development should be located in accessible locations that are adequately served by existing highways and public transport and provide safe and secure access for pedestrians, cyclist and people with impaired mobility. The Framework⁹⁰ generally echoes this policy position while stating that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are 'severe'.

9.65 The Transport Statement and Framework Travel Plan (prepared by Vectos) demonstrates compliance with this policy position:

- The PDS benefits from being highly accessible to local public transport including bus stops along Medlock Street, Deansgate Train Station and Metrolink, and Oxford Road Train Station.
- The PDS is located in an area with Greater Manchester Accessibility Level (GMAL) rating of 8 ('excellent'), close to public transport services including bus, rail and tram.
- The PDS is within a 15-minute walk of cultural, leisure and open space facilities within the city centre and Hulme.
- A thorough review of baseline conditions and highway safety in the vicinity of the site has been undertaken, which has identified there are no existing safety issues that would call into question the suitability of the location for the Proposed Development.
- The Proposed Development will provide cycle parking for 42% of student accommodation units (434 spaces), which is considered as being relatively high for this type of development and will help promote travel by cycle.
- Due to the sustainable location of the site, the Proposed Development does not need to be facilitated by a high number of car parking spaces. Furthermore there are numerous off-site car parks within a short walk of the site. The proposed low

⁸⁹ Manchester City Council 'Core Strategy' (2012) – Policies T1, T2 and DM1

⁹⁰ HM Government (2021) 'National Planning Policy Framework' - paras 111

level of parking for this development is therefore considered to be appropriate and justified. Additionally, it is unlikely that the majority of student occupants will have regular use of a vehicle.

- 9.66 The existing site is used for a hotel and associated surface car parking for 119 spaces and therefore has an established history of generating multi-modal trip movements on a daily basis, including vehicle trips. A Traffic Impact Assessment has been undertaken to forecast trip generation of the Proposed Development, to assess the likely impact on the highway network, car parking and public transport. It is concluded the Proposed Development will result in a reduction of over 100 vehicle movements per day. There is forecast to be one additional HGV serving the site each day. This reduction in vehicle movements will represent an improvement in the traffic environment and this will complement the public realm improvements. Furthermore, with the Manchester Universities and Manchester city centre within a 10-minute walk of the PDS, it is expected that the overwhelming majority of trips will be made on foot.
- 9.67 The Framework Travel Plan (prepared by Vectos) (FTP) seeks to build upon the sustainable travel credentials that the site has in order to further improve the management of travel to and from the site. The FTP provides a strategy to reduce the potential traffic impacts of the development on the local environment, improve the management of travel to and from the site, and promote sustainable modes of travel. The measures include providing travel information packs for occupants, implementing initiatives to raise the awareness of sustainable travel, potential use of local car clubs, and promoting cycling.
- 9.68 In light of the above, the Proposed Development satisfies Core Strategy Policies T 1, T 2, DM 1 and paragraphs 110 to 113 of the Framework.

10. The Benefits of the Proposed Development

- 10.1 The preceding sections of this Planning and Tall Building Statement have considered the Proposed Development against the prevailing planning policy framework and other material considerations. This section brings together those findings and considers whether, on balance, planning permission should be approved for the Proposed Development.

The Planning Appraisal

- 10.2 Having regard to the relevant statutory and policy framework for the determination of the application (see Section 4), it is concluded that
- (a) The Proposed Development is in accordance with the Development Plan and its vision, objectives and policies;
 - (b) There are a series of material considerations which weigh strongly in favour of the Proposed Development.
- 10.3 The Proposed Development achieves a number of far-reaching benefits to both the immediate site and wider city centre context. However, the overarching benefits are attributed to the provision of new large floorplate office space that is in proven demand, along with 1,014 student beds in easy walking distance to a number of University campuses and able to release traditional housing stock back to the market. Both of these supply-demand benefits, also bring about significant benefit through employment growth – in both construction and operation – and through considerable added expenditure into the local markets.
- 10.4 To summarise, the benefits of the Proposed Development are as follows:

Social Benefits

- **Public Realm Improvements** – the proposed scheme will contribute towards the improvement of the surrounding public realm and the regeneration of the First Street area, including the creation of a new public space and facilitating an east-west connection to help integrate Great Jackson Street and First Street SRF area. Also improving connectivity north-south, proving enhanced links to the city centre and Hulme.
- **Regeneration** – the proposed development will contribute toward meeting the aspirations of a range of the Councils regeneration and growth strategies in supporting the development of Grade A office accommodation and of the city's Universities, through enhanced student offering and encouraging graduates to remain in the city to live and work after graduating.
- **Outward Facing** – the scheme will deliver an outward-facing development, maximising active frontages and creating an address along Medlock Street.

- **Community Hub** – the proposed development includes the creation of a community space intended for the community to take ownership and control of the space to use as the community sees fit.
- **Public Art installation** – the proposed development includes a 'blank' 9-storey elevation, to be filled by a large public-art installation. The artist will be selected through a competition process, engaging with the community and continue Manchester public art scene through the First Street Area. Exact details of selecting artist are yet to be decided.
- **Enhancing Housing Choice** – as outlined above, the scheme can help to 'release' non-PBSA residential accommodation (including rented stock in the city centre and family housing in suburbs close to the universities) to the general housing market by attracting students out of this stock. In addition, a range of unit sizes and types are proposed to create a diverse and mixed student resident population.

Environmental Benefits

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

Economic Benefits

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

- **Construction Phase**
 - Significant investment made during construction, directly supporting 1,430 person-years of employment.
 - The Proposed Development will generate 305 direct FTE employment opportunities, each year, of which 105 will be local to Manchester. A further 150 indirect and induced FTE could be annually supported across Greater Manchester through economic multiplier effect, of which 35 could be local to Manchester.

- Total net additional contribution of c. £197.9 million GVA to the Greater Manchester economic, including £175.6 million concentrated in Manchester.
- **Operational Phase**
 - Deliver a large-footprint commercially let Grade A office development in a location identified as being appropriate for such uses in the First Street Regeneration Area.
 - Over 1,000 students accommodated in PBSA contributing to a transition away from student HMOs and supporting universities and sustainable communities.
 - A total of 2,210 gross direct on-site FTE jobs and 2,060 direct, indirect and induced net additional FTE jobs for Greater Manchester residents, including 810 jobs for residents of Manchester.
 - Annual net additional contribution of £198.4 million GVA to the Greater Manchester economy, including £164.7 million concentrated in Manchester.
 - Annual expenditure of £3.3 million generated by 1,014 students per academic year, with their visitors contributing a further £530,000.

10.6 Furthermore, through the release of student HMOs as a direct result of the proposed development up to 290 homes will be made available for 665 new residents resulting in the following economic benefits:

- Up to £360,000 per annum in Council Tax revenue collected by MCC following the re-occupation of former student HMOs
- Up to £5.2 million in retail and leisure expenditure generated by new occupants of former student HMOs.
- Up to 30 jobs in industries such as hospitality and retail through the expenditure of new occupants.

Summary of benefits

- 10.7 The Proposed Development represents a significant investment into Manchester city centre. It will deliver high quality office accommodation and PBSA that will meet identified needs, support growth objectives and deliver an integrated and cohesive community.
- 10.8 It will make a substantial contribution to the ongoing regeneration and transformation of the First Street area. The Proposed Development is accompanied by robust and compelling evidence to demonstrate the schemes compliance with local planning policy, with justification that sets out the significant need for new high quality office and student accommodation in this highly sustainable location.

11. Conclusion

- 11.1 This Planning Statement has been prepared by Turley on behalf of Dominvs Group Ltd and Premier Inn Hotels Ltd to support an application for full planning permission, to include the demolition of the existing hotel building and erection of two buildings. The Office building will deliver 36,494 sqm (GIA) of large floorplate office accommodation, across 13 storeys, with the PBSA building providing 1,014 new beds through a range of cluster and studio units, along with 293 sqm of flexible community space, across 37 storeys.
- 11.2 Section 6 demonstrated extensive policy support for the principle of the Proposed Development within the Development Plan. In summary, the scheme:
- (a) Aligns with the adopted Development Plan's vision for the city centre, by supporting its future growth and expansion, in particular, the regeneration of the First Street area;
 - (b) Contributes to the delivery of office floorspace in a location identified as appropriate for such developments. Such provision will meet an identified need and assist the city in attracting and retaining those businesses which create high value jobs and in-turn drive the economic and future success of the city;
 - (c) Delivers much-needed student accommodation, to meet an ever-expanding student population in a high-demand location. Providing greater student choice through high-quality suitable alternatives to shared housing. Thereby, helping to draw students out of HMOs, releasing this housing stock for local residents – this being a key policy objective and one which would convey social, economic and environmental benefit;
 - (d) The proposal complies with Core Strategy Policy H12, the Development Plan policy of the greatest relevance. Each criterion is satisfied;
 - (e) Contribute towards the improvement of the surrounding public realm and the regeneration of the surrounding area;
 - (f) Directly responds to and contributes to the sustainable development of the City.
- 11.3 Section 7 reiterates the emphasis placed on high-quality design within the Development Plan, particularly in the city centre. In this context, Section 7 demonstrates (with reference to the D&AS) that the Proposed Development represents a high-quality and carefully considered proposal which is appropriate for the location of the PDS at a gateway into the city centre. It also demonstrated that the proposal will accord with more general design policies, which require the use of suitable materials that are sympathetic to their surroundings and buildings of an appropriate mass and scale.
- 11.4 Overall, the Proposed Development will make a significant contribution to the evolution and ongoing regeneration of Frist Street as a unique, attractive and distinctive place and to the ongoing transformation of the wider city centre. The development will deliver a high-quality new space that aligns with the policies in the Development Plan, the

Framework and Council ambitions for First Street. This weighs strongly in support of the proposal.

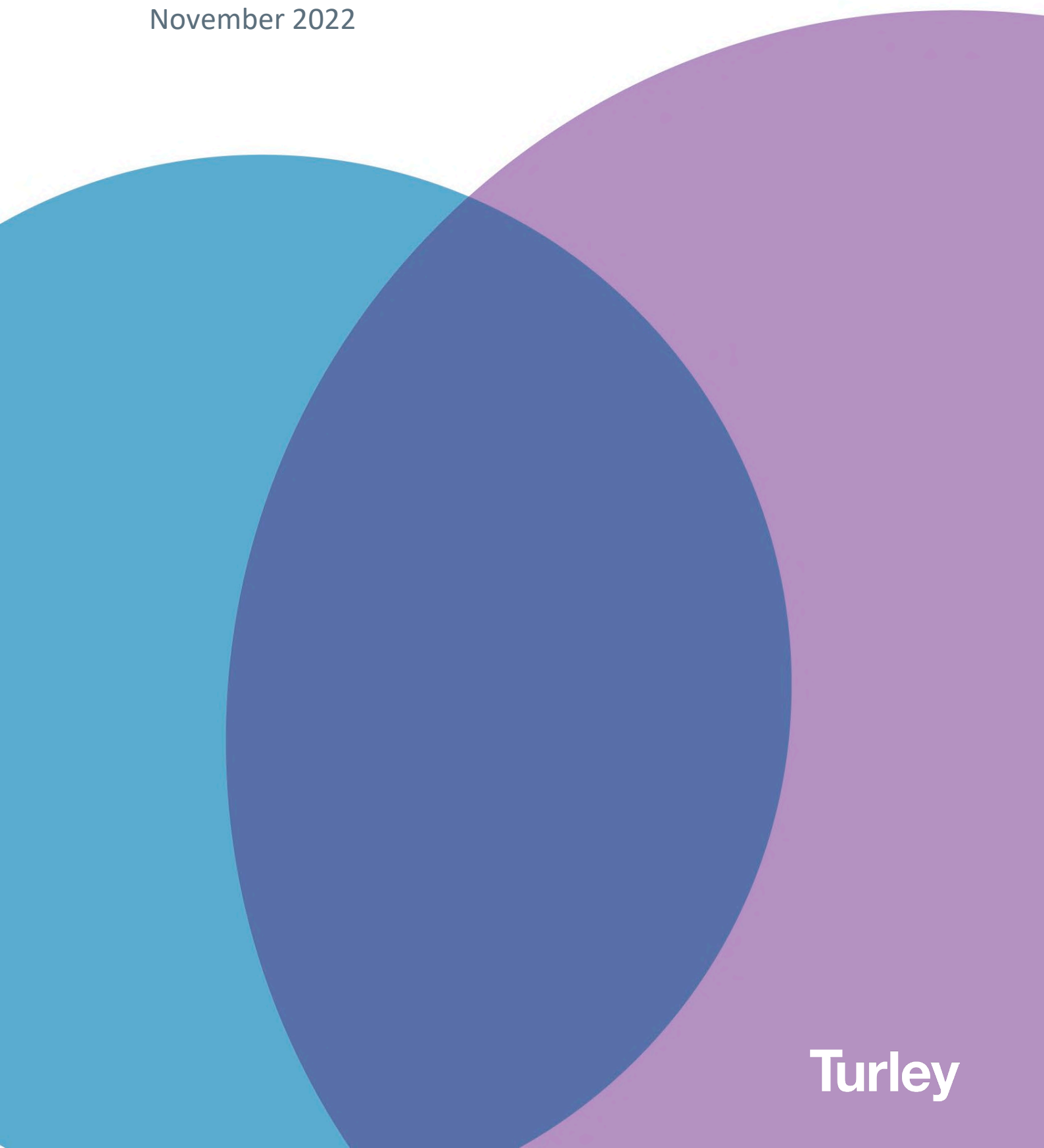
- 11.5 Section 8 considers amenity issues pertinent to the Proposed Development. The Proposed Development will cause limited adverse impacts on the amenity of the surrounding residents, including temporary effects from noise during construction, and some impacts on daylight and sunlight. The Proposed Development will deliver a scheme that brings a number of benefits to the local community, including improvements to the public realm, access to open space, the planting of quality trees, a well-designed development, and supporting economic growth. Therefore, no unacceptable impacts on amenity as measured against the requirements of relevant Development Plan policies will arise from the Proposed Development.
- 11.6 Section 9 considers the suitability of the Proposed Development and its accordance with other policies of the Development Plan. It satisfies the requirements of relevant economic, environmental and social policies of the Development Plan, including those relating to design, ecological impacts, traffic and transport, flood risk and drainage, noise and air pollution, built heritage, wind conditions, and visual impact. No unacceptable impacts as measured against the requirements of relevant Development Plan policies will arise from the Proposed Development.
- 11.7 It has also been demonstrated that the proposals are entirely consistent with the overarching goals of the Framework in securing sustainable development. This being a material consideration to be afforded weight
- 11.8 The primacy of the development plan prevails in the context of this application, with which the scheme has been proven to comply in full. Assessment against the Council's regeneration plans for this part of the city centre, as reflected in the First Street SRF and Corridor SSFW, only reinforce the wider positive regeneration case in favour of the scheme and help to reveal the added benefits it can deliver in the context of the Council's priorities for these locations.
- 11.9 Planning permission should therefore be granted without delay, in accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004 and Paragraph 11 of the Framework.

Appendix 1: Tall Building Statement

Appendix One - Tall Building Statement

One Medlock Street, Manchester

November 2022



Turley

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Client

Dominvs Group Ltd & Premier Inn Hotels Ltd

Our reference

DOMM3002

October 2022

1. Introduction

- 1.1 This Tall Building Statement ('TBS') has been prepared by Turley on behalf of Dominvs Group and Premier Inn Hotels Ltd ('the applicants'). The TBS is in support of an application for full planning permission for the redevelopment of the existing Premier Inn hotel site on Medlock Street comprising the demolition of the existing building and erection of two buildings; a 13 storey commercial development and a 37 storey purpose built student accommodation ('PBSA') development with associated community uses at ground floor level (hereafter referred to as the 'the Proposed Development').
- 1.2 This statement will follow the structure set out in the Historic England Advice Note 4, with reference to the guidance contained in the CABE "Guidance on Tall Buildings" which was published in 2007 and the Manchester City Council (MCC) Core Strategy (2012).

MCC Core Strategy (2012)

- 1.3 Policy EN2 of the Core Strategy defines tall buildings, as:
- "Substantially taller than their neighbours and/or which significantly change the skyline"*
- 1.4 Whilst there are other tall buildings within the area surrounding the Proposed Development Site ('PDS') at present and others to be delivered through the development pipeline (as referenced and analysed in the Environmental Statement (ES)), it is acknowledged that elements of the Proposed Development will be of a larger scale than the existing building on site, and taller than much of its surroundings.
- 1.5 As will be explained in subsequent sections of this TBS, the PDS is located in an area which is undergoing transformational change as part of the vision and strategic objectives of the First Street Strategic Regeneration Framework (FS SRF) which continues to be realised.
- 1.6 This part of Manchester city centre has and will see considerable densification, a feature of which will be the emergence of buildings of a scale and height commensurate with that proposed at the PDS, particularly given the PDS proximity to the Great Jackson Street Strategic Regeneration Framework Area and the adjacent River Street Purpose-Built Student Accommodation development. It is therefore important that the appropriateness of the Proposed Development (in terms of its scale and height) is judged based on how well it will assimilate into not only the existing cityscape but the cityscape which will emerge in the short-to-medium term.
- 1.7 Policy EN2 sets out criteria for which tall buildings will be supported, these include:
- It is demonstrated that they are of excellent design quality;
 - They are appropriately located;
 - They contribute positively to sustainability;

- They contribute positively to place making, for example as a landmark, by terminating a view, or by signposting a facility of significance; and
- They will bring significant regeneration benefits.

- 1.8 Suitable locations include sites within the city centre and locations easily served by public transport nodes.
- 1.9 It is evident from the Planning Statement and the Design and Access Statement (submitted to support the planning application) that the Proposed Development is of excellent design quality, is appropriately located in a highly accessible location, will contribute positively to place-making through the delivery of a landmark development and will deliver significant regeneration benefits to the wider area. The Proposed Development is therefore compliant with Policy EN2.

Guidance on Tall Buildings

- 1.10 English Heritage produced an advice note on Tall Buildings (Historic England Advice Note 4: Tall Buildings) published in December 2015. This advice note updates and supersedes the joint advice published by the Design Council and CABE in 2007.
- 1.11 Advice Note 4: Tall Buildings sets advice on tall buildings. This is summarised in Figure 1.1 below:

Figure 1.1: Extract of Historic England Advice Note 4



- 1.12 The Advice Note goes further to establish what is required of planning applications for tall buildings, in relation to heritage assets. This states that a Design and Access Statement (D&AS) should inform all tall building proposals.
- 1.13 Further, it states that a high-quality scheme will have a positive relationship with:
- Topography
 - Character of place
 - Heritage assets and their setting
 - Height and scale of development

- Urban grain and streetscape
- Open spaces
- Rivers and waterways
- Important views including prospects and panoramas
- The impact of the skyline

1.14 The guidance contained within the Guidance on Tall Buildings (2007) provided a set of criteria against which to assess and evaluate tall building proposals as follows:

- Relationship to context
- Effect on the historic context
- Effect on world heritage sites
- The relationship to transport infrastructure
- The architectural quality of the building
- The sustainable design and construction of the proposal
- The credibility of the design
- The contribution to public space and facilities
- The effect on the local environment
- Contribution made to the permeability of the site
- The provision of a well-designed environment

1.15 The assessment section of this report will assess the Proposed Development against this evaluation criteria.

2. Assessment

Relationship to context

- 2.1 This criterion requires applicants to consider the relationship of the building to its surrounding context, including natural topography, scale, height, urban grain, and streetscape and built form, open spaces, rivers and waterways, important views, prospects and panoramas and the effect upon the skyline.
- 2.2 The Proposed Development has carefully considered the relationship of the surrounding existing buildings, particularly those identified as sensitive receptors. The Environmental Statement (ES) assess the likely significant environmental effects of the Proposed Development. In doing so it describes the baseline environmental conditions; the options for development which have been considered and discounted to date; the design of the Proposed Development; and an assessment of likely significant environmental effects during the construction and operational phases of the Proposed Development in each identified environmental topic area.
- 2.3 Building heights within the immediate vicinity of the PDS range from 4 – 32 storeys. The redevelopment of the First Street Strategic Regeneration Framework Area (FS SRF) area could in time see the delivery of buildings of 40 storeys plus. Beyond the site's immediate context developments of up to 64 storeys are located within close proximity to the PDS, within the adjacent Great Jackson Street Strategic Regeneration Framework Area,.
- 2.4 Development of this scale is considered to respond appropriately to the PDS strategic location as a key gateway into Manchester City Centre. The scale of the Proposed Development is designed to complement the ring of high-rise development already established and coming forward along the Mancunian Way.
- 2.5 The D&AS describes how the scale, mass and form of the Proposed Development has evolved appropriately in response to the PDS immediate and wider context. Key features of the design which demonstrate its responsiveness include:
- The tallest element of the residential building has been designed to step away from River Street and step up towards the Mancunian Way to provide a generous set back from the existing residential development 'City Road South'.
 - The commercial element seeks to respond to the emerging density of commercial development within the FS SRF. The building responds to the site context by providing a building of similar height to the approved the One City Road's¹ development on the adjacent side of Medlock Street.
 - The architectural quality and high-quality finish of the Proposed Development relates to the high quality of the developments emerging within the FS SRF area.

¹ LPA Ref: 128002/FO/2020

- The proposal includes a public pocket park along River Street which will enhance the street scene and provide a well-designed outdoor space.

Effect of historic built environment

2.6 This criterion requires applicants to consider the effect of the proposals on the historic buildings, sites, landscapes and skylines. It requires applicants to ensure that any tall building proposals preserve and/ or enhance historic buildings, sites, landscapes and skylines. It also requires that tall building proposals consider:

- World Heritage Sites
- Scheduled Ancient Monuments
- Listed Buildings
- Registered Parks and Gardens
- Archaeological Remains

2.7 The application is supported by a Heritage Assessment (**Appendix ?** of the ES) which presents an NPPF compliant assessment of the impact of the Proposed Development on the setting and significance of the nearby listed buildings and conservation areas and an assessment of likely significant environmental effects.

2.8 Chapter 11 of the ES (Townscape and Visual Impact Assessment) presents an assessment of the impact of the Proposed Development upon the townscape qualities of this part of the city centre and of its visual impact. The assessment considers the visual impact of the development from representative viewpoints.

2.9 A summary of these assessments in relation to the criterion above is presented below:

- The Proposed Development will be distanced from the majority of heritage assets and although visible from them to varying degrees, it will appear as a backdrop and in combination with other existing and proposed tall buildings.
- The Proposed Development will be clearly visible in views westwards from a grouping of identified heritage assets. The PD would not impede the experience of or ability to appreciate their industrial significance, individually or collectively, due to distance and orientation.
- The Proposed Development will sustain the significance of the heritage assets identified in the Assessment and will make a positive contribution to local character and distinctiveness.
- The Proposed Development when fully constructed will positively enhance the townscape of the area and views.

2.10 Having regard to the conclusions of the Built Heritage Assessment and Chapter 11 of the ES Volume 1 it can be concluded the Proposed Development presents an appropriate design solution that would contribute positively to the city's skyline and not negatively impact the setting of the surrounding built historic environment.

Effect on World Heritage Sites

2.11 The Proposed Development is not within or in close proximity to a World Heritage Site.

The relationship to transport infrastructure

- 2.12 This criterion requires applicants to consider how the scheme relates to the local transport infrastructure and its level of accessibility.
- 2.13 A Transport Statement and Framework Travel Plan have been prepared to assess the impacts of the Proposed Development and are submitted to support this application.
- 2.14 The Transport Statement demonstrates that due to the location of the development and the accessibility of the site by public transport, the proposal is not expected to result in material changes in local network traffic condition within the city centre.
- 2.15 The Transport Statement concludes that the site is within a highly accessible location, confirming that the PDS is served by a wide range of sustainable modes of transport (tram, train, bus, and cycle route), being in very close proximity to the Metrolink service and Oxford Road Railway Station. It is also within walking distance of key services and facilities in the city centre. The Proposed Development will also include a sufficient provision of secure cycle storage facilities for residents and visitors to store their bicycles (284 cycle spaces for the office development and 434 student cycle spaces).
- 2.16 A low number of parking spaces is provided as part of the proposal, which is considered acceptable due to the sustainable location of the Proposed Development.
- 2.17 Having regard to the PDS's highly sustainable location, it is considered that the development of the proposed height is appropriate in this location. Achieving a dense scheme makes efficient and effective use of the site in this regard.

The architectural quality of the building

- 2.18 The PDS's location as a key gateway into the city centre; its position within the FS SRF; and the identified long-standing development opportunity presented by the PDS requires a carefully considered design approach to be taken.
- 2.19 Collectively, these considerations have underpinned the design evolution of the Proposed Development. The architectural design of the Proposed Development is fully expressed within the accompanying D&AS, which demonstrates that:
- The elements of the Proposed Development are arranged parallel to Medlock Street defining the edge of the site and creating outward-looking buildings with active frontages to the surrounding streets.
 - The PBSA building, as the tall element of the Proposed Development, is to be stepped block with the height situated away from the residential development of City South, and facing the Mancunian Way. The positioning of height is designed to complement the ring of high rise development already established along the city's ring road including the River Street Development and the Great Jackson Street Towers.
 - The residential building is articulated as two distinct primary forms. An inset between the tower element and the northern element enhances the separation and helps to define them as distinct elements.

- All residential apartments to meet and/or exceed Manchester's the Space Standards².
 - The material chosen for the Proposed Development allows the development to respond to the established and emerging context of the area. For the office building, the architectural expression is determined by the corten steel structure which celebrates the primary form of construction. The residential building in its prominent gateway location will be lighter weight in appearance and will have a strong identity of its own. The lower buildings on the other hand will form clear relationships with the existing context including the surrounding residential buildings.
- 2.20 The considerations listed above demonstrate that the Proposed Development responds positively to its surroundings and is of a suitable high-quality design.
- 2.21 The Proposed Development represents a landmark development of high architectural quality along with a high-quality public realm which is wholly reflective of the prominence of the site as a key entrance point into the city centre. It capitalises on the site's prominent gateway location and will positively facilitate the enhancement of connections between Hulme and the city centre through the delivery of an outward-facing development designed to have active frontages and create addresses along Medlock Street.
- The sustainable design and construction of the proposal**
- 2.22 This criterion requires tall buildings to set exemplary standards in design because of their high profile and local impact.
- 2.23 The Proposed Development sets high design standards, which are set out within the D&AS, the Environmental Standards Statement (ESS) and Energy Strategy which accompanies this planning application.
- 2.24 The ESS confirms that the design of the Proposed Development conforms to best practice sustainability criteria applicable to this development. Key sustainability features of the Proposed Development include:
- A commitment to building design in accordance with the principles of the energy hierarchy, using fabric efficiency measures and low carbon and renewable technologies;
 - The incorporation of water efficiency measures in design to reduce potable water consumption;
 - The incorporation of SuDS measures to reduce surface water run-off in the form of raingardens within the Public Realm;
- 2.25 The Energy Strategy confirms that the Proposed Development seeks to reduce demand for energy and offset carbon emissions by the incorporation of passive measures being: high levels of thermal insulation and low air leakage exceeding the requirement by

² Manchester City Council Residential Quality Guidance, March 2017

Building Regulations, apprising the shape and form of the two blocks to optimise solar gain and adopting appropriate glass to wall ratios in the façade design.

- 2.26 Beyond the passive measures, the design intent is to provide energy-efficient systems and solutions to meet the demand of the buildings. These passive measure include mechanical ventilation heat recovery (MVHR) for both buildings - localised units per apartment in the residential element and centralised air handling units in the commercial building with heat recovery thermal wheels. These systems recover warm moist air from the occupied spaces and recover the energy to heat up the colder air in the colder months to reduce the heating demand of the building
- 2.27 The Proposed Development demonstrates that a range of measures have been embedded which seeks to ensure the delivery of a sustainable development in accordance with local and national objectives.
- 2.28 In addition to the energy measures incorporated, the Proposed Development seeks to make effective use of previously developed land and is situated in a highly sustainable location. In order to maximise the PDS location, the Proposed Development incorporates secure cycle storage for residents/occupants. The Framework Travel Plan established a strategy for the Proposed Development which seeks to promote and maximise the use of sustainable travel patterns.

The credibility of the design

- 2.29 This criterion acknowledges that tall buildings can be expensive to build but expects that the architectural quality is not diluted through the process of procurement, detailed design and construction.
- 2.30 [Placeholder – Dominvs and Premier Inn Hotels bio]
- 2.31 The intention is to seek an alternative use on the freehold site, returning capital to the business to invest in its estate across the city and elsewhere.
- 2.32 The Proposed Development has been designed to the highest standard; this is evident through the development of the architectural plans and drawings which have been considered by Places Matter! Design Panel. Overall, the Panel was supportive of the scheme and felt that the massing of the development worked and the intention to make Medlock Street a 'city street' was fully supported. The design of the scheme has evolved in response to comments received by the Panel. This is detailed within the D&AS.
- 2.33 The Proposed Development has also evolved positively to feedback received from the local community during the comprehensive programme of pre-application stakeholder and community consultation.
- 2.34 The scheme has also been subject to pre-application discussion with Senior Officers of MCC and has responded positively to constructive feedback.
- 2.35 The Proposed Development has been developed with input from a highly experienced and comprehensive team of specialist consultants who are experienced in advising on

all aspects of tall buildings and hold the relevant technical qualifications to do so. The team comprises:

Discipline	Company
Applicant, Site Owner	Premier Inn Hotels Ltd
Applicant, Developer and Operator	Dominvs Group Ltd
Architect	John Matthews Architects
Landscape Architect	Planit-IE
Planning Consultant	Turley
Archaeology	Salford Archaeology
Townscape and Visual Impact	Planit-IE
Built Heritage	Turley
Air Quality	Greengage
Noise & Vibration	Cundall
Wind Microclimate	Architectural Aero
Daylight/ Sunlight	GreyScanlanHill
Socio-Economics and Human Health	Turley Economics
Climate change	Turley Sustainability
Office/Student Need	Cushman & Wakefield
Ground Conditions	Ramboll
Flood Risk and Drainage	Ramboll
Transport	Vectos
Ecology	Greengage
Arboriculture	Greengage
Sustainability	Greengage/Ridge
Solare Glare	GrayScanlanHill
Crime Impact	Greater Manchester Police

- 2.36 The D&AS expresses how the design of the Proposed Development responds appropriately and positively to the PDS and FS SRF area.
- 2.37 The Proposed Development presents a unique project which will maximise the development potential of the PDS, respond to market demand, embrace the Site's unique heritage and contribute towards the delivery of key MCC's policy objectives and other statutory requirements.

The contribution to public space and facilities

- 2.38 This criterion requires developments to interact with and contribute positively to the surroundings at street level, particularly in relation to the public realm.
- 2.39 The Proposed Development achieves this objective by seeking to:
- Define the edge of the site and create outwards looking buildings that provide active frontages to the surrounding streets including Medlock Street and River Street.
 - Deliver a high-quality public realm, including a 'Pocket Park' for users to sit and stroll. Public realm improvements are also achieved by reducing the width of the River Street vehicular carriageway to incorporate newly widened footways, new trees and rain gardens.
 - Seamlessly integrate into the wider pedestrian improvement works at the junction of Mancunian Way/Medlock Street to integrate pedestrian connectivity from Hulme, the site, and into the city centre.
- 2.40 The Proposed Development will provide a significant contribution to the wider Public Realm of the FS SRF area. The high-quality public realm scheme will play an important role in knitting together developments on both sides of Medlock Street and facilitating a joined-up, walkable city.
- 2.41 The overall quality of the design is exceptionally high and the resultant built environment created will be a significant improvement on the existing situation. The outward-looking scheme maximises the PDS landmark location as a key gateway within the FS SRF area and Manchester City Centre.

The effect on the local environment

- 2.42 This criterion requires an assessment of environmental factors such as microclimate, overshadowing, vehicle movements and the environment and amenity of those in the vicinity of the building.
- 2.43 Assessments have been undertaken in respect of ecology, townscape and views, built heritage, air quality, noise and vibration, wind and microclimate, daylight and sunlight, solar glare, socio-economics, human health, and climate change to establish the impact which the Proposed Development will have on the local environment.
- 2.44 Some of these assessments are presented as individual chapters within the Environmental Statement (ES Volume 1). A summary of their conclusions is provided within the Non-Technical Summary (ES Volume 3). Other assessments are presented as stand-alone reports to support the planning application and a summary of these assessments is detailed within Chapter 7 and 8 of the Planning and Tall Buildings Statement.
- 2.45 The assessments demonstrates that:

- The PDS possesses only common and widespread habitats of little ecological value, and also has negligible potential to support all notable and/or protected species, besides nesting birds.
- The Proposed Development will sustain the significance of the heritage assets identified in the Assessment and will make a positive contribution to local character and distinctiveness.
- The Proposed Development when fully constructed will positively enhance the townscape of the area and views.
- The Proposed Development will result in a reduction in the landscape value of tree stock on site in the short to medium-term. However, the replacement planting proposed will be of higher quality than those removed, and the long-term management of the trees will restore the landscape value of tree stock on site as the planting matures.
- Through good site practice and the implementation of suitable mitigation measures, the effect of dust and particulate matter released from construction activities will be effectively mitigated.
- Whilst there will be some noise effects arising during the construction of the Proposed Development, the effects will only occur during intermittent phases of the construction programme and will be controlled and limited as much as possible through measures adopted through the DMP and CEMP. There will be no noise impacts as a result of the operation of the development.
- Overall, wind levels are considered acceptable for the intended uses and users of the site and surrounding area subject to the incorporation of identified mitigation into the Landscape Strategy which will be delivered/implemented pursuant to a planning condition. Some areas will experience exceedances in comfort levels at some limited points during the year. However, all wind levels within the site and surrounds are safe for all users.
- Overall, only a small portion of existing windows will experience a reduction in existing daylight and sunlight levels, which will be mostly notable at River Street Development and City South Development. The scheme has been designed to reduce effects on daylight and sunlight as far as possible, including 'stepping back' the tallest element of the proposal towards the Mancunian Way and away from the longer term residents of the City South Development.
- The only occurrences of glare occurring in the Central and Paracentral areas of vision at receptors was at Macintosh Mill. However, this instance would only occur in the morning during the summer months, and glare experienced would only be very brief in direction and occur before 6am. As a result of this, the occurrence of glare within the central vision is considered not be significant.
- The Proposed Development includes the delivery of a high quality public realm, including a 'Pocket Park' for users to sit and stroll. The delivery of a high quality public realm along River Street can be used by existing and new residents of the

surrounding area. The public realm will support the creation of a new community and its future well-being.

- The Proposed Development will help support economic growth and recovery ambitions through providing high-quality office accommodation with the potential to attract new occupiers in target sectors such as business, financial and professional services in an accessible location which will offer job opportunities to residents of Manchester and the wider city region.
- It is concluded that potential effects in relation to climate change adaptation have been discounted following the design of the Proposed Development which ensures it is resilient to changes in the future climate, such as summertime overheating within buildings and impacts to species and habitats provided as part of landscaping.

- 2.46 Collectively the assessments of environmental factors demonstrate that the scheme will not result in any materially significant adverse effects subject to specified mitigation measures.

Contribution made to the permeability of the site

- 2.47 This criterion requires a contribution to be made to the permeability and legibility of the wider area and opportunities to offer improved accessibility. As described above, the Proposed Development delivers a high-quality public realm designed to significantly enhance connectivity from the PDS and surrounding areas with the city centre and Hulme. The Proposed Development ties into the wider improvement scheme at the junction of Medlock Street/Mancunian Way. The active street frontages of the outward-looking building will bring enhance activity and natural surveillance to the area, and create active streets along River Street and Medlock Street. The reduction of River Street along with the incorporation of the 'Pocket Park' maximises opportunities for new public spaces and will further facilitate east-west connections designed to integrate the Great Jackson Street SRF area, the FS SRF area and beyond.
- 2.48 This enhancement of the site's permeability fully aligns with the development principles established for the PDS through the FS SRF and will provide a significant contribution to the overall environment.

The provision of a well-designed environment

- 2.49 This criterion requires the quality of life of those who use the buildings, including function, fitness for purpose, and amenity to be taken into consideration. Further, it requires local authorities to consider a range of broader issues including ease of access, means of escape and public safety requirements.
- 2.50 The PDS location within the city centre and proximity to key amenities are of great importance. The Proposed Development responds appropriately to the PDS location and will provide a well-connected development that provides access to employment and social opportunities – all within walking distance.
- 2.51 The Proposed Development will deliver high-quality internal and external amenity spaces. The commercial building includes external terraces to provide amenity space for occupants. A range of amenity features are also included within the residential

element, this includes a large area of residential amenity space which overlooks the new pocket park along River Street and Edge Street, a dedicated gym facility as well as a cinema room for residents on the first floor, and amenity space and a roof terrace with views towards Manchester City Centre at the 11th floor.

- 2.52 The development will meet the relevant Building Regulations requirements relating to building safety and risk, including in respect of accessibility and emergency access and egress.

3. Conclusion

- 3.1 This TBS has taken into consideration all the criteria set out within the CABE Guidance on Tall Buildings (2007) and the Historic England Advice Note 4: Tall Buildings. It has concluded that the Proposed Development has taken account of each criterion through the various reports included within the planning application and assessments in the Environmental Statement.
- 3.2 In summary, the TBS concludes the Proposed Development achieves the following:
- The PDS is sustainably located in relation to transport infrastructure, being in a very accessible part of the city centre and is therefore suited to very high-density development;
 - The Proposed Development is of an appropriate architectural style which is consistent with and reflects the high-quality developments emerging within the FS SRF area;
 - The Proposed Development is deliverable and the architectural design is appropriate for its intended purpose;
 - The Proposed Development embraces the surrounding public realm providing an active frontage and enhancing and enlivening the street scene;
 - The Proposed Development will not result in any materially significant adverse effects subject to specified mitigation measures.
 - The Proposed Development will replace buildings which detract from the experience and environmental quality of the locality;
 - The Proposed Development will meet the needs of its user groups (both active and passive).
- 3.3 Overall, the Proposed Development would deliver a high-quality addition to the City and achieves full compliance with respect to the MCCs policies for the development of tall buildings.

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Appendix 2: Planning application document schedule

Architectural Drawings and Plans

Reference	Drawing/Plan Title	Author
100_B1_02_2200	Block B Ground Floor GA Plan	JMA
100_B1_02_2200M	Block B Mezzanine Floor GA Plan	JMA
100_B1_02_2201	Block B First Floor GA Plan	JMA
100_B1_02_2202	Block B 2nd-10th Floor GA Plan	JMA
100_B1_02_2211	Block B 11th Floor GA Plan	JMA
100_B1_02_2212	Block B 12th-17th, 19th-24th, 26th-36th Floor GA Plan	JMA
100_B1_02_2218	Block B 18th & 26th Floor GA Plan	JMA
100_B1_02_2237	Block B 37th Floor GA Plan	JMA
100_B1_02_2238	Block B Roof GA Plan	JMA
100_B1_04_2202	Proposed Elevation Block B East (Service Area)	JMA
100_B1_05_2200	Block B Section BB	JMA
100_B1_10_4201	Block B Bay Study 01 Long Tower Elevation	JMA

100_B1_10_4202	Block B Bay Study 02 Short Tower Elevation	JMA
100_B2_02_2199	Block A Basement GA Plan	JMA
100_B2_02_2200	Block A Ground Floor GA Plan	JMA
100_B2_02_2201	Block A First Floor GA Plan	JMA
100_B2_02_2202	Block A 2nd-11th Floor GA Plan	JMA
100_B2_02_2212	Block A 12th Floor GA Plan	JMA
100_B2_02_2213	Block A 13th Floor GA Plan	JMA
100_B2_02_2214	Block A Roof Plan GA	JMA
100_B2_04_2203	Proposed Elevation Block A West (Service Area)	JMA
100_B2_05_2201	Block A Section CC	JMA
100_B2_10_4200	Block A Bay Study 01, River Street	JMA
100_B2_10_4201	Block A Bay Study 02, Medlock Junction External Balcony	JMA
100_MP_00_1000	Existing Site Location Plan	JMA
100_MP_00_1001	Existing Site Plan	JMA
100_MP_00_1100	Demolition Site Plan	JMA
100_MP_00_1200	Proposed Site Plan	JMA

100_MP_02_2200	Ground Floor Proposed Site Plan	JMA
100_MP_02_2201	First Floor Proposed Site Plan	JMA
100_MP_02_2238	Roof Plan Proposed Site Plan	JMA
100_MP_04_1200	Existing Site Elevation North (River Street)	JMA
100_MP_04_1201	Existing Site Elevations East (Medlock Street)	JMA
100_MP_04_1202	Existing Site Elevations South (Mancunian Way)	JMA
100_MP_04_1203	Existing Site Elevations West (Edge Street)	JMA
100_MP_04_2200	Proposed Site Elevations North (River Street)	JMA
100_MP_04_2201	Proposed Site Elevations East (Medlock Street)	JMA
100_MP_04_2202	Proposed Site Elevations South (Mancunian Way)	JMA
100_MP_04_2203	Proposed Site Elevations West (Edge Street)	JMA
100_MP_05_2200	One Medlock Street Section AA	JMA
2072-PLA-XX-XX-DR-L-0011	Phasing Plan 01 – Office Building	Planit I.E
2072-PLA-XX-XX-DR-L-0012	Phasing Plan 02 – PBSA Building	Planit I.E

Landscape Drawings and Plans

Reference	Drawing/Plan Title	Author
2071-PLA-XX-XX-DR-L-003	Landscape Masterplan GA	Planit I.E.
2071-PLA-XX-XX-DR-L-1000	Hardworks	Planit I.E.
2071-PLA-XX-XX-DR-L-2000	Softworks	Planit I.E.

Environmental Statement

Volume	Title	Author
Volume 1	Non-Technical Summary	Temple
Volume 2	Chapter 1: Introduction	Temple
Volume 2	Chapter 2: The Site	Temple
Volume 2	Chapter 3: EIA Methodology	Temple
Volume 2	Chapter 4: Alternatives Considered and Design Evolution	Temple
Volume 2	Chapter 5: The Proposed Development and Demolition and Construction Overview	Temple
Volume 2	Chapter 6: Socio-Economics and Health	Temple
Volume 2	Chapter 7: Air Quality	Temple
Volume 2	Chapter 8: Noise and Vibration	Temple
Volume 2	Chapter 9: Wind Microclimate	Temple
Volume 2	Chapter 10: Daylight, Sunlight, Overshadowing, Solar Glare and Light Pollution	Temple
Volume 2	Chapter 11: Built Heritage	Temple
Volume 2	Chapter 12: Climate Change	Temple
Volume 2	Chapter 13: Effect Iterations	Temple
Volume 2	Chapter 14: Summary of Mitigation Measures and Residual Effects	Temple
Volume 3	Townscape and Visual Impact Assessment	Temple
Volume 4	Appendix A: EIA Scoping Report, EIA Scoping Opinion and Glossary of Terms and Abbreviations	Temple
Volume 4	Appendix B: Drawings Forming the Basis of Assessment	Temple
Volume 4	Appendix C: Air Quality	Temple
Volume 4	Appendix D: Noise and Vibration	Temple
Volume 4	Appendix E: Wind Microclimate	Temple

Volume 4	Appendix F: Daylight, Sunlight, Overshadowing, Solar Glare and Light Pollution	Temple
Volume 4	Appendix G: Built Heritage	Temple

Supporting Planning Documents and Technical Reports

Title	Reference	Author
Design and Access Statement		JMA
Planning & Tall Building Statement	DOMM3002	Turley
Archaeological Desk Based Assessment	SA/2019/46	University of Salford
BREEAM Preassessment Report	October 2022	Ridge
Broadband Connectivity Assessment	Issue: 1.0	GTech Surveys
Circular Economy Statement	DOMM3002	Turley
Contaminated Land Interpretative Report	5811-RAM-XX-XX-RP-YE-00002	Ramboll
Contaminated Land Desk Study	5811-RAM-XX-XX-RP-YE-0001	Ramboll
Crime Impact Statement	2019/0490/CIS/03	Greater Manchester Police
Energy Strategy Report	18.10.2022	Ridge
Environmental Standards Statement	October 2022	Ridge
Fire Strategy Statement	FS 001.1	Design Fire Consultants
Combined Flood Risk and Drainage Strategy	5811-RAM-XX-XX-RP-D-0001	Ramboll
Geo-Environmental Factual Report	MAN.160.001.GE.R.001.A	Enzygo
Office Market Report	October 2022	Cushman & Wakefield
Outline Construction Management Plan	One Medlock Street	Cumming
Socio-Economic Regeneration Impact Statement	DOMM3002	Turley
Statement of Community Engagement	DOMM3002	Turley
Student Accommodation Management Plan	One Medlock Street	CRM Students
Student Need Assessment	October 2022	Cushman & Wakefield
Arboricultural Impact Assessment	Version 1	Amenity Tree Care

Tree Survey and Constraints Report	One Medlock Street	Amenity Tree Care
Television and Radio Reception Impact Assessment	Issue 1.0	GTech Surveys
Ventilation Strategy Report	October 2022	Ridge
Waste Servicing Strategy	VN91290	Vectos
Green and Blue Infrastructure Strategy	2071-ID-000-09-02	Planit I.E
Geotechnical Interpretative Report	5811-RAM-XX-XX-RP-GE- 0001	Ramboll
Framework Travel Plan	VN91290	Vectos
Transport Assessment	VN91290	Vectos
Local Labour Agreement		Dominvs

Appendix 3: Relevant Planning Policy Summary

Planning Policy Context

Introduction

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

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

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

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

- In determination of planning applications other material considerations can be utilised, including;
 - The National Planning Policy Framework, updated 2021
 - Resolution of Manchester City Council Executive on PBSA (December 2020)
 - The emerging Manchester Local Plan review, set to replace the Core Strategy and the UDP¹
 - The emerging Places for Everyone Plan (2021)
 - First Street Strategic Regeneration Frameworks (2015, 2018 and 2020)

¹ The revised Local Plan will replace the Core Strategy and Unitary Development Plan policies and will be set in the context of the emerging Places for Everyone (PFE).

- Oxford Road Corridor Strategic Spatial Framework Area (March 2018) & Oxford Road Corridor Strategic Regeneration Framework (SRF) Guidance (2019)
- Guide to development in Manchester SPD (April 2007)
- Green and Blue Infrastructure Strategy 2015 – 2025
- Our Manchester Strategy – Forward to 2025
- Manchester Residential Quality Guidance (March 2017)
- Manchester Climate Change Framework 2020 – 2025 (February 2020)

The Development Plan

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

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

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

Proposals Map

The adopted Proposals Map forms part of Manchester's Development Plan and shows both Core Strategy and extant Unitary Development Plan policies.

Figure 1.1: Proposals Map



(Source: Manchester City Council Local Development Framework Area Map Browser)

Manchester Core Strategy

The CS was adopted in 2012 and sets out the long-term spatial vision and policies for the City for duration of the plan period (2012 to 2027). In accordance with Paragraph 47 of the National Planning Policy Framework² ('the Framework') due weight should be afforded to Policies within the CS according to the degree of consistency with the Framework.

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

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

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

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

Spatial Objective 2 (Economy) is of relevance to the proposals. The objective is intended to support a significant further improvement of the City's economic performance and spread the benefits of this growth across the City to reduce economic, environmental and social disparities, and to help create inclusive sustainable communities. The Regional Centre will

² Revised July 2021

continue to act as the main focus for business, retail, higher education, leisure, cultural and tourism development, to further develop its role as the main employment location and primary economic driver of the City region.

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

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

Spatial Principles

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

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

Spatial Locations

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

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

- The city centre is identified as a key location for major employment growth, particularly offices or other commercial development, with approximately 33ha to be developed for employment growth across the plan period. The focus for employment growth within the city centre will be B1a high density offices and the Council will give particular encouragement and support for development in a range of location across

the city centre and fringe, this includes The Corridor (Oxford Road Corridor, Great Jackson Street and First Street) (CS Policy EC 1 and CC 1)

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

Purpose Built Student Accommodation

Policy H 12 (Purpose Built Student Accommodation) states that the development of PBSA should be close to the University campuses or within areas with high frequency public transport routes. Policy H12 establishes criteria which the City Council use to assess all proposed PBSA. For ease of reference the Policy wording is provided in full below:

"The provision of new purpose built student accommodation will be supported where the development satisfies the criteria below. Priority will be given to schemes which are part of the universities' redevelopment plans or which are being progressed in partnership with the universities, and which clearly meet Manchester City Council's regeneration priorities.

- 1. Sites should be in close proximity to the University campuses or to a high frequency public transport route which passes this area.*
- 2. The Regional Centre, including the Oxford Road Corridor, is a strategic area for low and zero carbon decentralised energy infrastructure. Proposed schemes that fall within this area will be expected to take place in the context of the energy proposals plans as required by Policy EN 5.*
- 3. High density developments should be sited in locations where this is compatible with existing developments and initiatives, and where retail facilities are within walking distance. Proposals should not lead to an increase in on-street parking in the surrounding area.*
- 4. Proposals that can demonstrate a positive regeneration impact in their own right will be given preference over other schemes. This can be demonstrated for example through impact assessments on district centres and the wider area. Proposals should contribute to providing a mix of uses and support district and local centres, in line with relevant Strategic Regeneration Frameworks, local*

plans and other masterplans as student accommodation should closely integrate with existing neighbourhoods to contribute in a positive way to their vibrancy without increasing pressure on existing neighbourhood services to the detriment of existing residents.

5. Proposals should be designed to be safe and secure for their users, and avoid causing an increase in crime in the surrounding area. Consideration needs to be given to how proposed developments could assist in improving the safety of the surrounding area in terms of increased informal surveillance or other measures to contribute to crime prevention.

6. Consideration should be given to the design and layout of the student accommodation and siting of individual uses within the overall development in relation to adjacent neighbouring uses. The aim is to ensure that there is no unacceptable effect on residential amenity in the surrounding area through increased noise, disturbance or impact on the streetscene either from the proposed development itself or when combined with existing accommodation.

7. Where appropriate proposals should contribute to the re-use of Listed Buildings and other buildings with a particular heritage value. 33 8. Consideration should be given to provision and management of waste disposal facilities, that will ensure that waste is disposed of in accordance with the waste hierarchy set out in Policy EN 19, within the development at an early stage.

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

10. Applicants/developers must demonstrate to the Council that their proposals for purpose built student accommodation are deliverable''

Manchester City Council's Executive Committee conducted a review of Policy H12 and the delivery of PBSA and considered two reports on this matter in November 2019 and December 2020.

Following the Council's consultation on the Policy H12 review ³(as detailed in Section 3), the Executive committee endorsed the Officer's recommendation to have regard to a number of policy ideas as material considerations when determining planning applications for PBSA; these do not supersede, replace or outweigh Policy H12. The policy ideas build upon the existing H12 criteria and are briefly summarised below:

- Student accommodation schemes should contribute to delivering regeneration benefits; support employment growth, graduate and talent retention, place making and the city's international reputation;
- The approach needs to be within the context of the approved Corridor Spatial Framework which establishes the principle that development of land in the Oxford Road Corridor should prioritise commercial or educational/research use. Student accommodation should, therefore, be in the right locations, in appropriate numbers, and only where it supports wider growth;

³ Officers Report to Executive Committee November 2019

- To meet the needs of students, stabilise rental growth and provide an affordable accommodation offering, a more diverse pipeline of new PBSA is needed;
- All PBSA must be of a high quality, providing a high standard of living, within close proximity to the city's Higher Education Institutions;
- PBSA should consider the welfare and wellbeing of students as a major factor, in both design and management. Ensuring student accommodation is delivered in safe and secure locations, and with appropriate management and facilities. Location of accommodation close to University facilities is a critical issue in ensuring the safety and wellbeing of students;
- All new PBSA development to adopt the principles in the following codes of practice; 1) The Universities UK/GuildHE Code of Practice for University Managed Student Accommodation, 2) The ANUK/Unipol Code of Standards for Larger Residential Developments for Student Accommodation Managed and Controlled by Educational Establishments, 3) The ANUK/Unipol Code of Standards for Larger Developments for Student Accommodation NOT Managed and Controlled by Educational Establishment;
- Consideration of place making opportunities to contribute to the management of areas in which the proposed PBSA is located.

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

Economy Policies

Policy EC1 (Employment and Economic Growth in Manchester) identifies the City Centre as a key location for employment growth, particularly office use (formerly Class B1a). The Council will also support significant contributors to economic growth and productivity including health, retailing, cultural and tourism facilities and other employment generating uses mainly in the City Centre. Policy EC1 identifies that design must make the best possible use of a site or building in terms of efficient use of space.

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

City Centre Policies

CC 1 (Primary Economic Development Focus: City Centre and Fringe) identifies the city centre as a strategic economic location and focus of employment growth in the City and City Region whereby high-density, commercially-led mixed use schemes are appropriate. A variety of high quality accommodation types, sizes and foot-plates will be encouraged to

boost investment by local, national and international businesses. The Council will offer particular support for high-density offices within “The Corridor”, which includes the First Street area (the location of the Proposed Development).

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

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

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

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

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

Transport Policies

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

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

Place Making and Sustainable Design Policies

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

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

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

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

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

city centre is identified as a priority area for open space, in particular to enhance the quality of existing areas and integrate new facilities within the character of the area.

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

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

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

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

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

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

Development Management and Planning Obligations

Policy PA 1 (Developer Contributions) suggests that, where needs arise as a result of development, the Council will seek to secure planning obligations, Community Infrastructure Levy regulations or successor regulations / guidance. The Council may seek contributions for affordable housing, education, health and wellbeing facilities, community facilities, provision of Green Infrastructure, public realm improvements, protection or enhancement of cultural heritage or environmental value, safety and security

improvements, training and employment initiatives, highways improvements and / or climate change mitigation / adaptation. These issues are addressed in accordance with guidance in Strategic Regeneration Frameworks and local circumstances.

Policy DM 1 (Development Management) sets out that development should have regard to a number of aspects, for which more detailed guidance may be given within a supplementary planning document. Examples of aspects to consider include accessibility, open space provision, amenity and design (scale, appearance, local character) amongst others. For new residential development, developers will be required to demonstrate that sustainable construction techniques are incorporated. For new commercial development developers must demonstrate best practice which will include the application of the Building Research Establishment Environmental Assessment Method (“BREEAM”) standards.

Saved Unitary Development Plan

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

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

Policy E3.3 outlines that the Council will upgrade the appearance of the City’s major radial and orbital roads and rail routes. This will include improvements to the appearance of adjacent premises; encouraging new development of the highest quality and ensuring that landscape schemes are designed to minimise litter problems. The site lies to the north of the Major Road / Rail Environmental Improvement Corridor (Mancunian Way) where this policy applies.

Saved UDP Policies Map

As shown in the City Centre Map of City Centre Small Area Policies, the site lies within the boundary of Area 20 (RC20 Area 22 Chester Road/Medlock Street/Mancunian Way).

Figure 1.2: Map of City Centre Small Area Policies



RC20 Area 22 is identified as benefiting from locational advantages which are reflected in the extent of redevelopment that has already taken place. The Council would wish to exploit any further opportunities that exist, seeking to broaden the range of activities in the area and at the same time to generally upgrade the environment at these important entry points to the City Centre. It is noted that the specific nature of the activity is likely to be of less importance than the contribution it is able to make to the improvement of the area. Consequently, a whole range of activities would be considered appropriate, either in isolation or, preferably, as part of a development involving a mixture of uses.

Other Material Considerations

National Planning Policy Framework 2021

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

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

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

In achieving sustainable development Paragraph 8 of the NPPF notes that development can create a 'responsive' and 'competitive' economy through ensuring that development

is located within the right places. It should support strong, vibrant and healthy communities, and protect and enhance our natural, built and historic environment. The proposed development is in full accordance with the above requirements (where relevant).

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

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

For decision-taking this means:

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

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

- *the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or*
- *any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.”*

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

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

- Section 15: Conserving and enhancing the natural environment
- Section 16: Conserving and enhancing the historic environment

Achieving Sustainable Development

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

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

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

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

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

The proposal represent sustainable development as they deliver a high quality office development and student accommodation in an appropriate location which makes efficient use of land which is currently underutilised. The benefits associated with the development outweigh any adverse impacts and therefore, are in line with Paragraph 11, the proposal is in accordance with the development plan.

Decision Making

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

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

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

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

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

Building a strong, competitive economy

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

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

Ensuring the vitality of town centres

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

Promoting healthy and safe communities

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

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

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

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

Promoting sustainable transport

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

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

Paragraph 108 sets out that assessment of applications for development should ensure that: appropriate opportunities to promote sustainable transport modes can be taken up, given the type of development and its location; safe and suitable access to the site can be achieved for all users; and any significant impacts from the development on the transport network can be cost effectively mitigated to an acceptable degree.

Making effective use of land

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

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

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

Paragraph 122 states that planning decisions should support development that makes efficient use of land, taking into account: identified need for different types of housing and other forms of development; local market conditions and viability; availability and capacity of infrastructure and services; the desirability of maintaining an area's prevailing character and setting, or of promoting regeneration and change; and the importance of securing well-designed, attractive and healthy places.

Achieving well-designed places

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

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

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

Technical Considerations of the National Planning Policy Framework 2021

- **Air Quality-** The Framework requires that proposals must sustain compliance with and contribute towards relevant limit values or national objectives for pollutants⁴.
- **Biodiversity and Arboriculture-** The Framework make clear that proposals must aim to conserve and enhance biodiversity, and encourage opportunities to incorporate biodiversity in and around developments and integrate proposals with local habitats⁵.
- **Flood Risk and Drainage-** The Framework requires that proposals should be directed away from areas which are at the greatest risk of flooding; and where development is permitted, local planning authorities should ensure flood risk is not increased elsewhere⁶.
- **Ground Conditions-** The Framework is clear that planning decisions should ensure that sites are suitable for its new use taking account of ground conditions, land instability, and any proposals for remediation⁷.
- **Historic Environment-** The Framework outlines that where a development will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal⁸.

National Planning Policy Guidance

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

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

⁴ HM Government (2021), National Planning Policy Framework, para. 186

⁵ HM Government (2021), National Planning Policy Framework, para 174.

⁶ HM Government (2021), National Planning Policy Framework, para 159.

⁷ HM Government (2021), National Planning Policy Framework, para 183.

⁸ HM Government (2021), National Planning Policy Framework, para 201

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

Emerging Manchester Local Plan

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

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

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

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

Places for Everyone (August 2021 Draft)

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

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

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

The draft Places for Everyone Submission Plan was published August 2021 and submitted with associated documents to the Secretary of State for examination on 14th February 2022. The examination hearings concerning the plan will commence on Tuesday 1 November 2022 and are expected to conclude Thursday 30th March 2023.

Economic Growth

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

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

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

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

Sustainable Development

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

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

Office Development

Policy JP-J 3 states that at least 1,900,000 sqm of accessible new office floorspace will be provided in the Plan area over the period 2021-2037 to account for Manchester’s growing economy and population. The scale and quality of office provision is seen as vital in supporting numerous service sectors. The PfE Plan identifies that the continued growth of Manchester’s key sectors should be encouraged through the provision of office development supply in key locations such as the City Centre.

Purpose Built Student Accommodation

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

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

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

Development Frameworks

First Street Strategic Regeneration Framework (SRF) Area

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

The original FS SRF has since been superseded by subsequent SRF's. The endorsed FS SRF's⁹ represent the continued evolution of MCC's vision and aspiration for the First Street area. The SRF's collectively establish a regeneration framework for the area, building on its success and the unique development opportunity that exists to create a true neighbourhood of choice: where a new residential community can sit alongside further major-employment-generating uses and complement the high quality cultural and leisure offer. To achieve this, detailed site specific and more general guiding development principles are established within the endorsed SRF's which seek to influence the ongoing regeneration and development of the area.

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

2010 First Street Strategic Regeneration Framework

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

2012 First Street Strategic Regeneration Framework

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

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

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

⁹ 2015, 2018, 2020

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

FS SRF Development Areas



Source: First Street, Manchester Development Framework 2015

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

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

2015 First Street Strategic Regeneration Framework

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

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

Street area widened to incorporate development opportunities with the capacity to enhance the overall contribution of the area.

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

Expanded First Street Central Area



Source: First Street, Manchester Development Framework 2015

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

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

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

Update 2018 First Street Strategic Regeneration Framework

To further enhance and reflect the aspirations for the FSC area, a supplementary SRF updating the guiding development principles for the area was endorsed by MCC in 2018. This established the

principle of a higher scale and density of Grade A accommodation in the FSC area in light of finite resource of land within the city centre.

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

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

Guiding development principles for the PDS are identified within the SRF. It establishes that *'alternative uses, including residential, will only be deemed appropriate where they are demonstrated to facilitate delivery of commercial office floorspace, which should remain the predominant use on the plot; and where they meet the Council's planning and regeneration policies and objectives and complement the emerging context in this part of the area'*¹⁰.

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

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

The aspirations of sites to the west of Medlock Street are now being realised. The first scheme to obtain planning consent, following endorsement of the 2020 FS SRF Addendum, to the west of Medlock Street comprises the demolition of the City Road West office building and the erection of two commercial buildings of 11 and 14 storeys in height¹¹ which was granted planning permission in January 2021.

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

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

- The site could accommodate a large-footprint office building which should address the wider First Street masterplan.
- The site could also accommodate taller buildings either for residential or hotel use, reflecting its prominent location on the Mancunian Way and at the entrance point of the city centre;

¹⁰ First Street, Manchester Development Framework Update 2018, para 3.31, page 24.

¹¹ LPA Ref: 128002/FO/2020

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

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

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

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

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

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

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

The Oxford Road Corridor Strategic Spatial Framework Area, endorsed by MCC in March 2018 recognises Corridor Manchester as the most economically important area of Greater Manchester. In order to ensure this area reaches its full development potential and contributes to the economy of Manchester, the Spatial Strategic Framework (SSF) was prepared for the Corridor seeking to

strengthen the Corridor as a place to live, visit and work for students and knowledge workers from across the world. The SSF recognises that for the area to continue to be successful there needs to be a focus on the development of a cohesive, inclusive area. The development programme plans to deliver over 4 million sq ft of high-quality commercial, leisure, retail, and residential space.

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

Whilst the SRF relates to development principles for four key sites within the corridor¹², it is underpinned by the realisation that there is a finite resource of developable land available within the Oxford Road Corridor and an understanding that the available space must be utilised to properly leverage the important economic advantages and agglomeration opportunities associated with the Oxford Road Corridor. The SRF recognises this and states that:

“the likelihood is that, over the next 10 years space to grow is likely to become more and more of a significant challenge. This could not only limit the future growth potential of the Oxford Road Corridor Institutions and their drive for excellence, but also the scope for the City to attract new added value businesses and continue the significant employment and economic contribution that it makes to Manchester and the City Region”¹³.

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

Supplementary Planning Documents

Guide to development in Manchester SPD

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

Additional Guidance Documents

Green and Blue Infrastructure Strategy (2015 – 2025)

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

Our Manchester Strategy – Forward to 2025

¹² Upper Brook Street, Former Elizabeth Gaskell Campus, Wilmott Street and Birchall Way

¹³ Oxford Road Corridor Strategic Regeneration Framework (SRF) Guidance (2019) (page 6)

The Our Manchester Strategy document sets out a vision for the city will be viewed by 2025. The document details goals of sustainability, the creation of connections, low-carbon futures and equitability. The strategy identifies a number of priorities for the City including educational outcomes; population increases; employment opportunities; economy; and infrastructure, with equality and inclusion as a cross-cutting theme.

Manchester Climate Change Framework (2020 – 2025)

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

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

Appendix 4: Full Planning Application History

November 2022

Development	Planning Reference	Summary of Development	Distance from Site	Planning Status
One City Road 1 City Road East Manchester M15 4PN	128002/FO/2020	Full Planning Application for demolition of existing structures on site, erection of one 11-storey plus basement office building (Use Class E) and one 14-storey plus basement office building with ground floor commercial unit (Use Class E), landscaping, highways works, and associated works.	20 m 	Approved 26.01.2021
Plot 9 First Street Manchester M15 4FN	132600/FO/2021	Erection of a nine-storey building with rooftop plant and basement comprising office accommodation (Use Class E(c)) with ancillary facilities for occupiers including roof top terrace, winter gardens, gym/ yoga studio, basement car parking (26 spaces) and cycle parking (130 spaces) landscaping and other associated works	25 m 	Approved 14.04.2022
Land Bounded By River Street To The North, Plot 10 To The East, Hulme Street To The South And Medlock Street To The West Manchester	125833/FO/2019	Erection of a basement plus 11-storey building comprising office accommodation (Use Class B1), flexible commercial space (Use Classes A1 (Shops), A2 (Professional and Financial Services), A3 (Restaurants and Cafes), A4 (Drinking Establishments), B1 (offices), and D2 (Gymnasium), car parking, cycling parking and associated facilities, landscaping, and associated works	29m 	Approved 15.04.2020
Plot 11 First Street Comprising Land Bound By Hulme Street To The North, Wilmott Street To The East, The Unite Parkway Gate	125573/FO/2019	Construction of four buildings of heights varying from 10 storeys to 45 storeys together comprising Co-living bedspaces (use class sui generis) and associated amenity facilities, with ground floor commercial units (Use classes A3 (Café / Restaurant and D2 (Gym)), private amenity space and public realm comprising hard and soft landscaping, car parking and cycle facilities and other associated works.	45 m 	Approved 09.03.2021

Development	Planning Reference	Summary of Development	Distance from Site	Planning Status
Development And Mancunian Way To The South, And Medlock Street To The West Manchester				
First Street South (Plot 8)	115206/NMC/2017	Non Material Amendment to Planning Permission 111170/FO/2016/C1 to reduce proposed 26 storey Block 3 to 25 storeys, reduce proposed 23 storey Block 2 to 22 storeys and increase 8 storey Block 4 to 9 storeys. Reduction in floor to floor heights across all blocks by 75 mm, retaining floor-ceiling height of 2.5m. Removal of Building Maintenance Units in Blocks 1 and 4, minor changes to the apartment mix and minor elevational changes.	62m	Approved 03.02.17
First Street Manchester M15 4FN	111170/FO/2016/C1			Approved 30.03.16
Plot F Great Jackson Street Manchester M15 4AX	132199/FO/2021	Full planning permission for the demolition of existing structures and the erection of two 51-storey residential buildings (Use Class C3) across two phases, including residential amenity facilities, basement car parking, landscaping and public realm, servicing and access arrangements, highways alterations, and associated works.	100 m	Approved 01.07.2022
				
Olympia Trading Estate Great Jackson Street Manchester M15 4NP	116850/FO/2017	Demolition of the existing buildings on the site and construction of three residential buildings, 32, 26 and 18 storeys in height, comprising a total of 399 residential units (C3) and 50 retirement living units (C2) with roof top ancillary restaurant; 675 sqm of commercial floor space (Use Classes A1, A2, A3, A4, B1, D1 or D2); associated car and cycle parking within a basement level; public realm and landscaping; access and servicing arrangements; and other associated works.	240 m	Approved 03.05.2019
				
10-12 Whitworth Street West	111003/FO/2016/C1	Demolition of existing building at 10 - 12 Whitworth Street West, and redevelopment of the site for a new 35 storey residential building (Use Class C3) comprising 327	260 m	Approved 11.04.2016

Development	Planning Reference	Summary of Development	Distance from Site	Planning Status
Manchester M1 5WY		apartments, with associated residents' services, facilities and communal spaces: servicing, highways, public realm and associated works.		
Hotspur Press 2 Gloucester Street Manchester M1 5QR	120635/FO/2018	Part demolition and redevelopment and part retention and refurbishment of the former Hotspur Press Complex (Medlock Mill) to deliver 171 residential units (10 no. 1 bed, 1 person apartments, 49 no. 1 bed, 2 person apartments, 2 no. 2 bed, 3 person apartments and 110 no. 2 bed 4 person apartments) - Use Class C3, within refurbished mill space and 28 storey building (including two levels of basement), commercial floorspace (Use Classes A1 (shop), A2 (financial and professional services), A3 (restaurants and cafes), B1 (office), D1 (medical clinic, health centre, art gallery and museum only) and / or D2 (gymnasium or bowling alley only) together with servicing, access, landscaping including a new public space and pedestrian route between Gloucester Street and First Street, and other associated works	270 m 	Approved 30.10.2020
John Dalton West / John Dalton Tower Chester Street Manchester M1 5GD	125799/FO/2019	Demolition of existing John Dalton West Building and associated structures, and erection of a new 7 storey education building (Use Class D1) for the Faculty of Science and Engineering (comprising teaching and research spaces, academic offices, social learning areas, catering/kitchen facilities and an energy centre), physical connections to and external refurbishment of the John Dalton Tower, hard and soft landscaping works, car and cycle parking and associated works.	340 m 	Approved 12.03.2020
Land Known As Birley Plot E Stretford Road Manchester	120896/FO/2018	Construction of a part 6, part 11 and part 16 storey building comprising 491 student bedspaces (sui generis), amenity space, cycle parking, landscaping, and associated highways work.	350 m	Approved 09.10.2018

Development	Planning Reference	Summary of Development	Distance from Site	Planning Status
				
Land At Deansgate South Manchester	129406/FO/2021	Full planning permission for a 28-storey purpose built student accommodation building (Sui Generis)	355 m 	Appeal allowed 04.06.2021
Land Bounded By Trumpet Street, Albion Street & Great Bridgewater Street Manchester M1 5LE	133172/FO/2022	Erection of a 26 storey residential tower for 72 apartments (Use Class C3) with associated car parking, cycle parking, servicing, and associated landscaping works.	320 m 	Validated 09.03.2022 Awaiting decision
34 Great Jackson Street Manchester M15 4NG	129273/FO/2021	Demolition of existing structures and the construction of two residential buildings of 56 storeys (plus basement and roof plant) (use class C3), with ground floor commercial uses (use class E), car parking, cycle provision, landscaping, access and other associated works	270 m 	Validated 09.03.2021 Awaiting decision