iQ Student Accommodation

Weston Halls and Pendulum Hotel, Manchester

Planning and Tall Building Statement

December 2025

Turley

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Executive Summary

1. This Planning and Tall Building Statement has been prepared in support of a full planning application submitted on behalf of iQ Student Accommodation (iQ) for the phased redevelopment of Weston Halls and the Pendulum Hotel. The Proposed Development seeks to deliver a landmark, high-density purpose-built student accommodation (PBSA) scheme comprising 2,511 bedspaces with high-quality amenity provision. It is being brought forward by iQ, a leading national operator with a significant long-term presence in Manchester.

A strategic and sustainable brownfield regeneration opportunity

2. The Site is a highly sustainable, strategically located brownfield opportunity within Manchester's Southern Arc. It sits that the intersection of several major regeneration areas including the Oxford Road Corridor, ID Manchester / Sister, Circle Square and Mayfield. These are areas where substantial investment, growth and intensification are already underway.

3. The Site's redevelopment has been anticipated through a previous draft development framework (Charles Street and Granby Row Development Framework), and Manchester City Council's May 2023 Executive Report identifies the Site within the city's pipeline of PBSA supply.

4. The Proposed Development is therefore coming forward in a context where significant change is both expected and encouraged.

Addressing an acute need for purpose-built student accommodation

5. Manchester faces one of the most significant shortfalls of PBSA in the UK. Analysis by Cushman & Wakefield demonstrates a sustained and growing imbalance between student numbers and dedicated accommodation. This is driven by significant growth in higher education enrolment and the net loss of PBSA through closures of ageing stock. With a student-to-bed ratio of 2.32:1, more than 35,000 students are unable to access PBSA, resulting in displacement into the private rented sector, pressure on general housing availability and implications for both the student experience and the wider community.

6. The Proposed Development delivers 2,511 high-quality PBSA bedspaces in a highly accessible city centre location, making a substantial and timely contribution to meeting this need. In doing so, it also eases pressure on general housing, helping to support more balanced communities and increasing capacity within the private rented sector for non-student households.

A distinctive and high-quality design

7. The proposals represent a significant uplift in design quality on this prominent city centre site. The development comprises a carefully considered arrangement of four buildings whose proportions, architectural language and materials have been shaped

through a detailed understanding of the Site's role within the Southern Arc and its relationship with neighbouring buildings.

8. The slender tower forms, refined grid-based facades and coherent hierarchy of heights create an elegant and contextually appropriate cluster that will make a positive contribution to Manchester's evolving skyline.

9. A key component of the scheme is the delivery of 4,155sqm of high quality landscaped external space, representing over half of the entire site and achieving over 1,000% biodiversity net gain. This scale of landscape provision is exceptional for a city centre urban context and will create a richly planted, biodiverse environment that significantly enhances the character, amenity and visual quality of the Site and its surroundings.

Significant public benefits and a clear planning balance

10. The proposals will deliver a wide range of social, economic and environmental benefits. These include major investment in a strategic location undergoing regeneration, the release of private rented housing capacity through the delivery of new PBSA, long-term operational employment and significant construction phase economic activity, together with a safe, well-managed and highly sustainable living environment for students.

11. The redevelopment also removes outdated, energy-inefficient buildings and replaces them with a modern, sustainable scheme aligned with Manchester's wider regeneration objectives.

12. While the development will result in some limited effects on the setting of the Whitworth Street Conservation Area, this harm has been assessed as low level less than substantial and is decisively outweighed by the significant public benefits set out above, consistent with the requirements of national planning policy.

Conclusion

13. The Proposed Development represents an ambitious, design-led and policy-aligned regeneration of a strategically important brownfield site. It responds directly to demonstrable need in the most suitable of locations, supports Manchester's higher education and innovation sectors, and delivers substantial public benefits.

14. For these reasons, the application represents a highly sustainable, strategic and policy-aligned development of a prominent city centre site and should be approved without delay.

1. Introduction

1.1 This Planning Statement has been prepared by Turley on behalf of iQ Student Accommodation ('iQ') in support of an application for full planning permission for the removal of Weston Halls and Pendulum Hotel and the construction of a purpose-built student accommodation ('PBSA') development on land at Sackville Street, Manchester ('the Site').

1.2 The description of development ('the Proposed Development') is as follows:

"Phased development comprising:

(a) Partial removal of existing structures and erection of two buildings comprising purpose-built student accommodation (sui generis), one of 50 storeys and one of 17 storeys with an 8-storey link, together with associated amenity space, external landscaping, highways works, and change of use of the Pendulum Hotel to purpose-built student accommodation; and

(b) Removal of remaining existing structures and erection of two buildings comprising purpose-built student accommodation (sui generis), one of 33 storeys and one of part-24 and part-8 storeys with a 1-storey link, together with associated amenity space, external landscaping, and highways works.

1.3 This Planning Statement and accompanying documents (as described below) are intended to assist Manchester City Council ('MCC') (as the Local Planning Authority ('LPA')) and other stakeholders in understanding the Site and the Proposed Development, the prevailing planning policy framework and development plan compliance, and the weight to be applied to other material considerations.

About iQ Student Accommodation

1.4 iQ has been a leading part of the UK's education ecosystem since 2007, providing high-quality, ANUK-accredited purpose-built student accommodation (PBSA). With over 80 sites in 29 cities, iQ offers a home-from-home environment to more than 35,000 students and continues to grow, with a pipeline of 5,000 additional bed spaces.

1.5 In Manchester, iQ operates over 4,800 beds across six properties and is actively reinvesting in the city's student housing infrastructure. Through the enhancement of existing assets and delivery of new developments, iQ is committed to reinvigorating its portfolio and making a meaningful contribution to addressing the growing demand for PBSA. This long-term investment strategy ensures that Manchester remains a key focus for iQ, supporting the city's universities and student community.

1.6 The landmark Echo Street development (Chandos House) will add 1,224 beds in September 2026, designed to the highest specification with ensuite rooms, exceptional social spaces, study areas, a gym, creative studios, and facilities that foster wellbeing and community. As an owner-operator, iQ places resident experience and wellbeing at the heart of its developments, investing in design, security, and social programming to help students thrive.

1.7 The Proposed Development, delivering over 2,500 PBSA beds, represents a significant enhancement of a key asset within iQ's Manchester portfolio and reinforces its commitment to providing outstanding accommodation within immediate proximity to the city's universities.

This Application

1.8 This application is accompanied by a comprehensive suite of drawings and documents. The supporting Covering Letter provides a full list of these for consideration.

Environmental Impact Assessment

1.9 Schedule 2 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (hereafter referred to as the 'EIA Regulations') identifies projects where an Environmental Impact Assessment (EIA) is required. The EIA Regulations implement the requirements of the European Community's Directive on Environmental Assessment (85/337/EEC), as amended by the Council Directive No. 97/11/EC and 2011/92/EU. Further guidance is provided in the National Planning Practice Guidance (PPG).

1.10 In September 2025, iQ submitted a request for Scoping Opinion under Part 4, Regulation 15 of The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended)[1]. MCC issued a Scoping Opinion on 18th November 2025. Chapter 2 of the Environmental Statement provides an overview of the MCC Opinion. The EIA, which accompanies this planning application, has been prepared in accordance with the Scoping Opinion.

This Planning Statement

1.11 The purpose of this Planning Statement ('this Statement') is to describe the Site and the Proposed Development and consider the degree to which development accords with the Development Plan and lent support by / conflicts with other material considerations, including the presumption in favour of sustainable development set out in national planning policy.

1.12 Whilst this Statement summarises the key elements and findings of the other supporting documents, it is important the application submission be read as a whole.

1.13 The remainder of this Statement is structured as follows:

- **Section 2 – Strategic Context**: confirms the strategic context to the proposals, including the acute need for purpose-built student accommodation and the strategic location of the Site, demonstrating it is a suitable location for the Proposed Development.

- **Section 3 - Site and Surroundings**: describes the site and surroundings.

[1] LPA Ref: EIASCO/25/009

- **Section 4 – Pre-application consultation:** outlines the consultation undertaken with Manchester City Council and key stakeholders including members of the public, ward Councillors, and Historic England.

- **Section 5 - Proposed Development**: provides a detailed description of the proposals.

- **Section 6 - Planning and Regeneration Policy Context**: describes the regeneration and planning policy context of the development.

- **Section 7 - The Strategic Case for Development**: considers the strategic case for the Proposed Development.

- **Section 8 – Achieving Well Designed Places**: addresses the acceptability and quality of the Proposed Development's design.

- **Section 9 - Community and Amenity Considerations**: contains a comprehensive assessment of the impact of the Proposed Development on the community surrounding the Site and relates to the operation and management of the Proposed Development, and pertinent environmental and technical topics affecting amenity.

- **Section 10 - Environmental Appraisal**: provides a comprehensive assessment of the environmental considerations relevant to the Proposed Development against national and local planning policy considerations beyond those covered in Section 9.

- **Section 11** – **Summary of benefits:** Provides an overview of the substantial social, environmental and economic benefits arising from the scheme.

- **Section 12 – Planning Balance and Conclusion**: presents overall conclusions and highlights the significant social, economic, and environmental benefits arising as a result of the Proposed Development in favour of granting planning permission without delay.

2. Strategic Context

Higher Education context and need for purpose-built student accommodation

2.1 Manchester remains one of the UK's largest and most dynamic higher education centres. In 2022/23 the city accommodated approximately 88,000 full-time students, with over 76,500 enrolled at The University of Manchester (UoM) and Manchester Metropolitan University (MMU). Growth has been both substantial and sustained, with full-time student numbers increasing by 19% since 2018/19. In addition, there has been particular significant expansion in the non-EU international cohort (69% across the same period).

2.2 This pressure is reinforced by very high application volumes. UoM received 92,500 applications for 2024 entry, the highest of any UK university. While MMU accepted more than any other UK institution. These indicators underline Manchester's continued national and international competitiveness and demonstrate the strength of future demand.

2.3 However, key to maintaining the attraction of the city's HEIs is no doubt the availability and quality of its student accommodation options. This is also fundamental to student well-being and has a direct influence on the wider housing market in the city.

Current provision

2.4 Cushman & Wakefield's assessment (submitted in support of this application) identifies that in 2025/26 Manchester will have approximately 26,385 PBSA bedspaces. This represents a net reduction of 2% since 2020 due to the closure of older stock. Of the current supply, the private sector provides around 20,000 bedspaces, with iQ being the second-largest operator in the city. University-owned accommodation accounts for a further 6,370 bedspaces, much of which is ageing and no longer aligned with contemporary student expectations.

2.5 Demand continues to exceed PBSA supply. According to HESA data reviewed by Cushman & Wakefield, approximately 27,840 students from UoM and MMU currently live in the private rented sector – a 22.7% increase since 2017/18. The majority of this growth has occurred in central and south Manchester, with significant concentrations in areas such as Fallowfield, where traditional HMO stock is no longer meeting the scale or quality of modern need.

2.6 This displacement of students into general rented housing reduces availability for the wider population and places additional pressure on neighbourhoods with already constrained housing markets. Cushman & Wakefield's analysis also demonstrates a clear migration of students from poorer-quality HMOs in the south of the city towards higher-quality private rented accommodation in the city centre. Further intensifying competition for general needs housing.

Student-to-bed ratio and forward demand

2.7 Manchester's current student-to-bed ratio is 2.32:1, meaning approximately 35,500 students are unable to access PBSA. This represents a 75% increase in unmet demand since 2019. Even if all PBSA schemes currently under construction or with planning

permission were delivered (c. 18,073[2] bedspaces in the pipeline, including 13,245 with consent), the ratio would only fall to around 2.0:1, still above the national position.

2.8 The Cushman & Wakefield analysis applies a conservative annual growth rate of 1.5% to forecast future PBSA demand. On this basis, the demand pool is expected to exceed 70,000 PBSA bedspaces by 2030. This analysis identifies a sustained and structural need for further high-quality PBSA in locations with easy access to the universities.

Strategic Implications

2.9 Manchester City Council's most recent Executive reports on PBSA in Manchester[3], confirm that:

- Demand for PBSA is expected to continue to rise.
- High-quality, well-located PBSA development is required to support the universities growth.
- PBSA is essential to reducing pressure on the private rented sector so that more general needs housing can be made available for non-student populations.
- Major strategic sites, such as the Weston Halls and Pendulum Hotel site, play a key role in meeting this need, as identified by Manchester City Council.

Conclusion on need

2.10 The evidence demonstrates a significant ongoing shortfall in PBSA provision in Manchester, driven by sustained growth in student numbers, the closure of older PBSA stock, and continued reliance on private rented accommodation. The Proposed Development will deliver a substantial high-quality contribution to meeting housing need, reducing pressure on the wider housing market and supporting the continued success of Manchester's higher education sector.

2.11 Furthermore, Manchester City Council's 2023 Executive Report identified the Site as part of the city's PBSA supply pipeline, recognising it as a suitable and deliverable location for new purpose-built student accommodation. Its inclusion within the Council's identified pipeline confirms the strategic role the Site can play in meeting future PBSA demand and supports the case for its timely delivery as part of Manchester' wider accommodation strategy.

Strategic Site Context

2.12 The Site occupies a prominent location within an area of Manchester City Centre that is undergoing and will continue to undergo transformational change as part of the City's comprehensive regeneration. **Figure 2.1** identifies the location of the Site and its relationship with the following strategic areas:

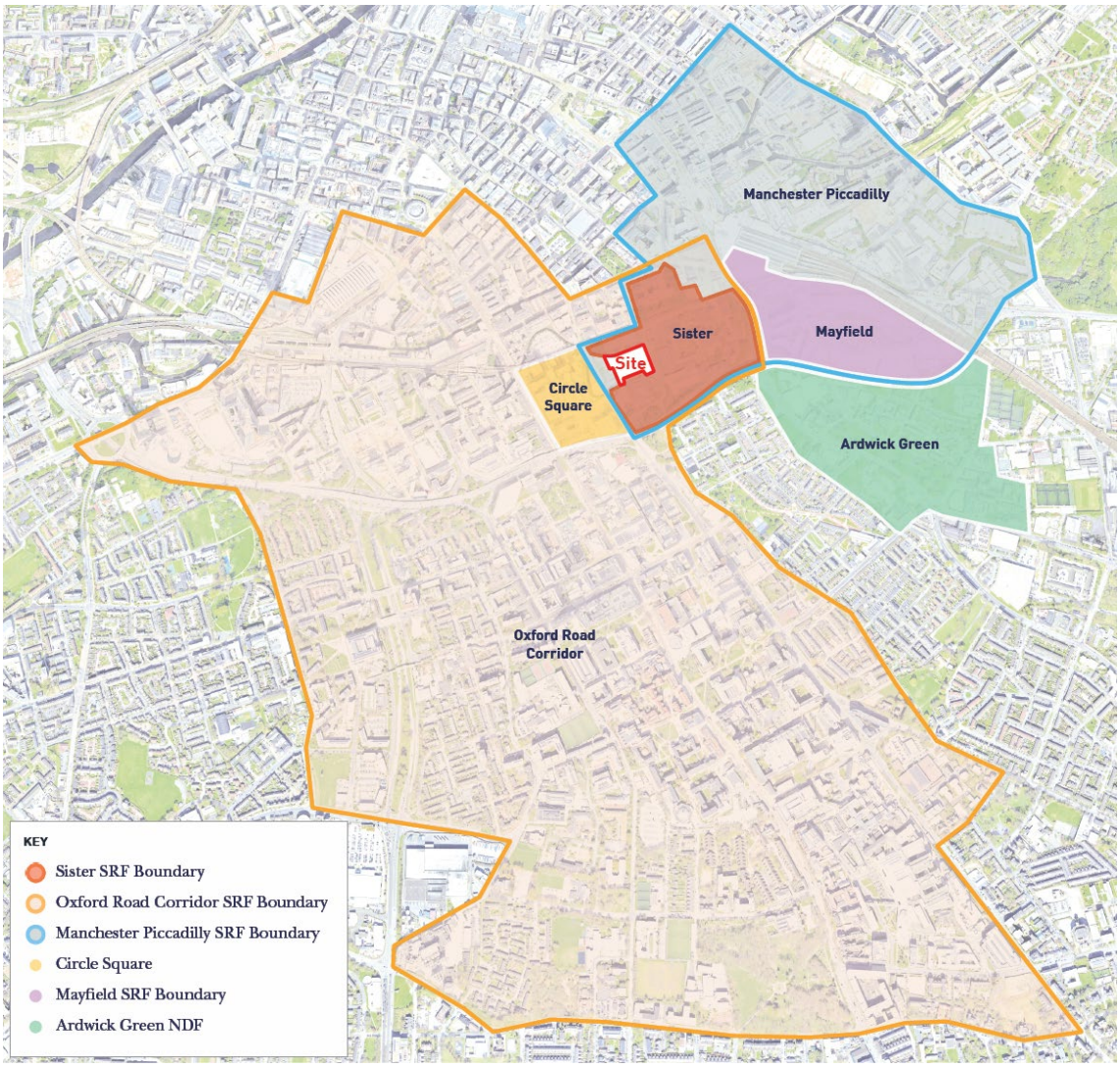
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[2] Including the Weston Halls and Pendulum Hotel site / proposed development

[3] Economic and Executive Committee Report on Purpose Built Student Accommodation in Manchester (May 2023); Resolution of Manchester City Council Executive relating to Purpose Built Student Accommodation (December 2020)

- **iQ's Charles Street and Granby Row draft Development Framework area –** Site located within the south-east of the framework area, summary provided further below (boundary not shown on Figure 2.1).
- **Corridor Manchester Strategic Spatial Framework area –** Site located within the northeastern corner of the framework area, summary provided further below.
- **ID Manchester / Sister Regeneration Framework area –** Site located to the north, south and west of the boundary, summary provided further below.
- **Mayfield Strategic Regeneration Framework area –** Site lies c. 330m to the west.
- **Circle Square Development / First Street Regeneration Framework area –** Site lies c. 100m to the east.

Figure 2.1: The Site's Strategic Context



Charles Street & Granby Row Development Framework

2.13 The proposed redevelopment of the Weston Halls and Pendulum Hotel site has been many years in the making – with the aspiration originally envisaged through the draft Charles Street & Granby Row Development Framework ('the Development Framework'), which was approved for public consultation by MCC in September 2020; however, never formally approved or adopted.

2.14 Since then, the development landscape and market conditions have changed, particularly post-pandemic, such that it is no longer appropriate to progress the Development Framework as originally intended. Nevertheless, certain principles remain relevant as contextual background and help illustrate the long-standing strategic potential of the Site.

2.15 In particular, the draft Development Framework identified:

- **A strategic regeneration opportunity –** recognising the Site's highly prominent location within the Oxford Road Corridor and its position at the interface of major regeneration areas including Sister, Circle Square, Mayfield and Piccadilly.
- **A role within the "Southern Arc" –** where tall, high-density development establishes a strong southern edge to the city centre.
- **Capacity for significant scale –** noting that existing buildings were under-developed and the Site not comprising an effective use of land relative to surrounding sites and identifying the potential for tall, high-quality buildings appropriate to a key gateway location.
- **The potential to knit together surrounding regeneration areas –** through improved pedestrian and public realm connections and the repair of local townscape and urban grain.
- **PBSA as an appropriate and anticipated use –** aligned with MCC's policy framework and reflective of the Site's adjacency to the universities and wider knowledge economy.
- **A requirement for high-quality design –** including distinctive architectural language, strong materials specification and a development that reflects the area's strategic importance.
- **An expectation of low-carbon and climate-resilient development –** in support of Manchester's ambition to become zero-carbon by 2038.

2.16 Although the Development Framework did not progress, the Proposed Development is consistent with these core principles. It brings forward a high-density, design-led PBSA scheme on a key strategically located site, within a highly sustainable location, delivering regeneration and townscape benefits aligned with the strategic function of the area.

Affordable Housing Contribution

2.17 The draft Development Framework included a commitment from iQ to release the land at Victoria Park for affordable housing. Due to the changes in circumstances with the delivery of the Development Framework, it is no longer possible to commit to the release of the Victoria Park Area for the delivery of affordable housing as originally envisaged.

2.18 Notwithstanding that, the Proposed Development represents iQ's commitment to significant and long-term investment in Manchester and recognises the shared responsibility to deliver spaces that reflect the needs of Manchester's changing population. Which includes the provision of new affordable housing and other housing options in areas of highest demand.

2.19 iQ remains committed to supporting the delivery of affordable housing within the city and will therefore be providing a voluntary financial contribution towards affordable housing. This will enable MCC to direct funding towards priority locations and delivery objectives identified in the Manchester Housing Strategy (2022 – 2032). This approach ensures flexibility and achieves effective affordable housing outcomes across the city.

2.20 As this financial contribution is being offered on a voluntary basis, it does not form part of the planning balance and is **not to be afforded any weight in the determination of the application**. It is noted here for transparency and completeness only. It will be committed to through a Section 106 obligation.

The Corridor Manchester Spatial Framework ('CMSF')

2.21 'Corridor Manchester' is identified as a strategically important economic contributor and key growth area within the city. The CMSF recognises the importance of the city's educational institutions in helping Manchester achieve world-renowned status as a destination of choice for students across the globe.

2.22 Ensuring the delivery of infrastructure suitable for world-renowned Higher Education Institutions and City is therefore pivotal for the delivery of the overarching vision for the City. This is further reflected in the CMSF:

"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[4]."

2.23 The Corridor will continue to be 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. Corridor Manchester already contains one of the largest higher-education campuses in the UK with nearly 70,000 students studying at the UoM, MMU

[4] CMSSF, 2018 (para. 3.58)

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.

2.24 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.

2.25 However, the CMSF recognises that Manchester is operating in a highly competitive higher education market and that the city must 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.

2.26 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.

2.27 The CMSF 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.

ID Manchester / Sister Strategic Regeneration Framework

2.28 The Site sits immediately to the south of Plot H addressed by the North Campus / ID Manchester (now Sister) Strategic Regeneration Framework (SRF), originally published in 2017 and updated in 2023. The SRF establishes a long-term vision for the comprehensive regeneration of the former university campus, promoting its transformation into a major mixed-use innovation district centred around research, technology, commercial workspace, residential accommodation, leisure uses and significant new public realm.

2.29 The area is identified as one of the Manchester's key strategic regeneration opportunities, with the capacity to deliver substantial employment growth, new homes, and enhanced connectivity between Piccadilly, Mayfield and the Oxford Road Corridor.

2.30 Across both the 2017 and 2023 iterations, the SRF consistently promotes high-density, design-led development, a permeable and walkable urban structure, and a diverse mix of uses that support activity throughout the day and evening. It emphasises the

important of strong public realm, improved north-south and east-west connections, and built form that reflects the strategic city centre location. These principles underpin the ambition to deliver a distinctive, vibrant and sustainable innovation district capable of accommodating more than 10,000 jobs alongside new homes and community facilities.

2.31 Although the Site lies outside of the administrative boundary of the SRF, its immediate proximity to Plot H and the Charles Street frontage places it within the wider transition zone between the ID Manchester area and the wider Oxford Road Corridor. As such, the SRF provides helpful contextual guidance regarding the scale, density, mix of uses and urban character expected in this part of the city centre.

2.32 These principles, alongside MCC's wider city-centre strategies, have been taken into account in the evolution of the design of the Proposed Development.

Summary

2.33 In summary, the evidence demonstrates a clear and sustained requirement for additional high-quality PBSA within Manchester, driven by continued growth in the city's higher education sector and the significant shortfall in dedicated student housing. The Proposed Development responds directly to this need and will make a substantial contribution towards addressing the current and emerging imbalance between supply and demand.

2.34 The Site forms part of a strategically important area of the city centre, where high-density development has long been anticipated, not least it's location within the Corridor where PBSA is directed and seen as the optimal location for such development. Although the originally approved draft Development Framework is not being taken forward, it recognised the potential of this location for significant redevelopment and identified principles relating to scale, mix of uses and urban character that remain relevant contextual guidance.

2.35 Similarly, the proximity of the Site to the ID Manchester / Sister SRF area locates it at the threshold of a major strategic regeneration district, where mixed-use, design-led development and increased residential presence are actively encouraged.

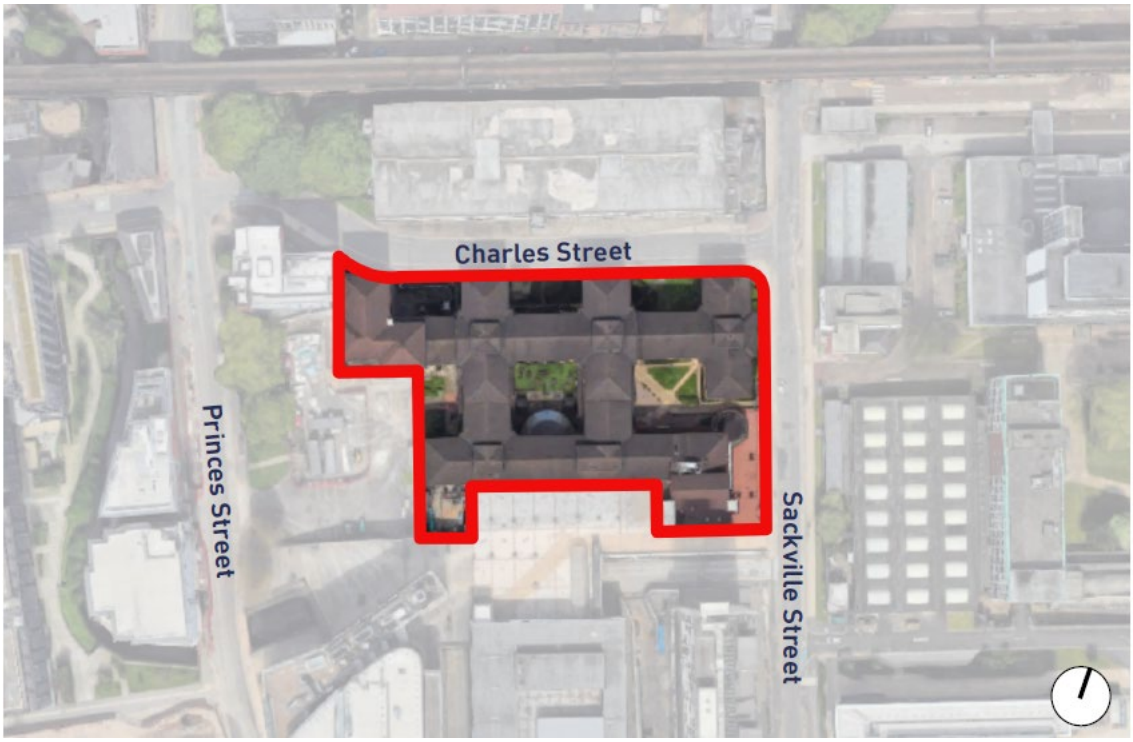
2.36 Collectively, these strategic documents confirm that the Site is well placed to accommodate a high-density student accommodation scheme and that the Proposed Development aligns with the long-term vision for growth, regeneration and intensification in this part of the city centre. The Proposed Development has been informed by these contextual frameworks and represents an appropriate, sustainable and policy-aligned response to both the city's wider regeneration ambitions and its demonstrable need for high-quality student accommodation.

3. Site and Surroundings

The Site

3.1 The Site comprises of approximately 0.73 hectares ('ha') of land. It is bound by Charles Street to the north; Sackville Street to the east; a raised platform to the south which connects to University of Manchester (UoM) buildings (George Begg Building, John Garside Building and Faraday Tower) to the south; and a surface-level car park and Hotel Ibis Manchester Centre Princess Street to the west, which front onto A34 Princess Street. The location of the site is shown in **Figure 3.1** below.

Figure 3.1: Site Location



Source: *Design and Access Statement, prepared by Simpson Haugh, page 12*

3.2 The Site comprises two interconnected building blocks with a shared main entrance, courtyard design, and limited degree of landscaping.

3.3 The buildings comprise of:

- Weston Hall, which is a part 5, part 6 storey purpose built student accommodation development comprising of 528 bed space. The Echoes Day Nursey occupies part of the ground floor of Weston Hall under an occupational lease and is accessed from Charles Street.

- The Pendulum Hotel, which is a part 5, part 6 storey hotel with 117 rooms and a conference centre and is part of the University of Manchester (UoM) campus buildings.

3.4 Whilst well maintained these buildings are of very limited architectural quality and contribute little to the surrounding townscape or sense of place. Their mass and configuration acts as a barrier to pedestrian movement and conflicts with the urban grain of the surrounding area.

Figure 3.2: Weston Halls and Pendulum Hotel from Sackville Street



Source: *Google Earth*

3.5 The existing main entrance to both buildings is located at Sackville Street. Weston Halls can also be access via two pedestrian gate accesses located on Charles Street. There is also a ramped and staired access adjacent to Drover Lane that provides pedestrian access to Pendulum Hall, the aforementioned UoM buildings and A34 Princess Street. However, this is not included as part of the Site boundary.

3.6 There is a notable level change (c.3 metres) across the Site moving from Sackville Street on the eastern boundary to Princess Street on the western boundary.

3.7 A culverted section of the River Medlock runs beneath the southern area of the Site; easements for which will need to be respected during the detailed design and construction process.

Site Surroundings

3.8 As set out in Section 2, the Site occupies a prominent location within a significant area of regeneration and redevelopment within Manchester City Centre.

3.9 Beyond Charles Street to the immediate north of the Site lies the Charles Street Multi-Storey Car Park, and three commercial and retail units. The Charles Street site is located within Development Zone H of the ID Manchester SRF. The site is subject to a full planning application[5] for its demolition which is intended as an initial phase of development designed to facilitate its redevelopment as envisaged within the ID

[5] LPA Ref: 143741/FO/2025

Manchester SRF. At the time of writing this Statement detailed proposals for its redevelopment are being prepared by third parties.

3.10 The UoM Sackville Street campus area is located to the immediate east and south of the Site and comprises of the Manchester Institute of Biotechnology (John Garside Building), George Begg Building, Masdar Building (Graphene Engineering Innovation Centre) and the Faraday Tower all of which are located within Development Zone M of the ID Manchester SRF. The Faraday Tower is subject to a full planning application[6] which seeks permission for its demolition to facilitate its redevelopment as envisaged within the ID Manchester SRF.

3.11 Beyond Princess Street to the west lies Princess House and Montana House, two existing residential developments of 10 and 12 storeys, respectively.

Accessibility

3.12 The Site benefits from a highly sustainable location within Manchester City Centre. In particular the site is located equidistance between Manchester Piccadilly Railway Station (c. 350m to the north-east) and Manchester Oxford Road Railway Station (c. 350m west). The close proximity to key railway stations facilitates access to local and northern regional destinations including Leeds, Liverpool, Sheffield, Newcastle, and York; and national destinations including London Euston, Birmingham, Bristol, and Scotland.

3.13 Piccadilly Metrolink stop is also located within Manchester Piccadilly Railway Station and at Piccadilly Gardens, providing regular services into the city and surrounding areas in Greater Manchester. St Peter's Square Metrolink stop is also located c. 600m to north-west of the Site.

3.14 A free city centre bus service runs to and from Manchester Piccadilly Train Station and provides access to the wider city centre. The Site is also in close proximity to prominent bus routes into and out of the city centre. Oxford Road is located c. 250m west where bus services provide frequent services (approximately every 5 minutes) into the City Centre and further afield including Altrincham, Chorlton, East Didsbury, Manchester Royal Infirmary, Withington. London Road (c. 300m to the east) has bus services providing frequent access into the City Centre (approximately every 5 minutes) and further afield including Stockport, Stepping Hill, and Hazel Grove.

3.15 In addition to the Site's proximity to sustainable modes of public transport, the Site is also well positioned in respect of the highway network, and dedicated cycle infrastructure. Oxford Road is one of Manchester's flagship cycle corridors – whereby dedicated segregated cycle lanes provide access south form the City Centre through the University core south towards Fallowfield, Withington, Didsbury.

3.16 The Site is within easy walking distance to both UoM and Manchester Metropolitan University (MMU) campuses to the south of Mancunian Way. UoM's Oxford Road

[6] LPA Ref: 143769/FO/2025

Campus and MMU's All Saints Campus are all located within 300 - 500m south-west of the Site.

Environmental and Ecological Designations

3.17 The Environment Agency Flood Map for Planning[7] identifies that the majority of the Site as Flood Zone 2, with some area's fallings within Flood Zone 1. The Site is also subject to areas which are identified to be at a low, medium, and high risk of surface water flooding.

3.18 The Site is not subject to any Environmental Designations such as Site of Special Scientific Interest (SSSI's), Ramsar Sites or Local Wildlife Sites[8]. The Site largely comprises of hard standing associated with the existing built form, with some small areas of vegetation associated with the development which are of negligible ecological value.

3.19 The Site is located within the Greater Manchester Air Quality Management Area ('AQMA').

Historical Designations

3.20 The Site is not located within a designated Conservation Area. The Whitworth Street Conservation Area is located circa. 60m to the north of the Site.

3.21 There are no listed buildings or structures situated within the Site. The Site is in close proximity to a number of listed buildings, with the Grade II 'Renold Building, UMIST Campus'[9], circa 60m to the east of the Site, the Grade II 'Lass O Gowrie Public House'[10] is situated circa 80m to the west of the Site, he Grade II Altrincham Railway Viaduct[11] is situated 50m to the north of the Site, beyond which are listed buildings contained within the Whitworth Street Conservation Area.

Relevant Planning History

The Site

3.22 The Site's planning history is largely limited to development associated with the construction of Weston Halls student accommodation building and the Pendulum hotel and conference facility[12].

3.23 In July 1998, an application[13] was approved for the erection of 12 additional student flats, with associated facilities, 39 additional hotel rooms, new bar, new hotel reception, offices and a conference centre lecture theatre.

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7 Get flood risk information for planning in England - Flood map for planning - GOV.UK

8 Magic Maps

9 List Entry Number: 1491623

10 List Entry Number: 1293175

11 List Entry Number: 1200837

12 LPA Ref: 035997 and 037976

13 LPA Ref: 053948/FO/CITY2/98

3.24 The Site was also included in the red line for the UMIST North Campus in 1999[14], for the erection of life sciences research building on six floors incorporating laboratory space, support areas, office accommodation, meeting, and seminar rooms. While the red-line boundary encompassed the Site, the proposals did not seek to redevelop the Site. The red-line boundary also included the John Garside Building, which was subsequently developed under a separate planning application[15].

Surrounding Area

3.25 The planning history surrounding the Site is reflective of its location within a significant area of regeneration and redevelopment within Manchester City Centre. The planning history of the surrounding is complex and for the sake of brevity, the full planning history of those areas will not be listed.

3.26 However, **Table 3.1** below identifies several key planning applications within the surrounding area that demonstrates the range and scale of major development brought forward in recent years, and that other sites are actively being brought forward for development. A corresponding plan is provided at **Figure 3.3.**

Table 3.1: Summary of relevant planning history surrounding the site.

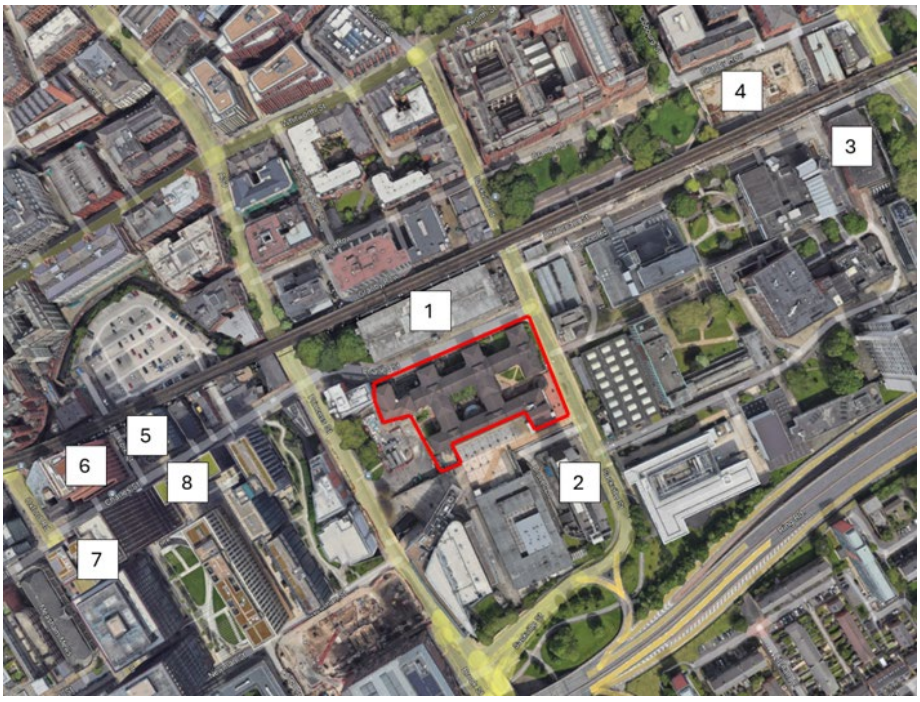
LPA Reference	Brief summary of description of development	Decision
(1) 143741/FO/2025 Plot H, Charles Street Car Park	Demolition of existing multi-storey car park and associated commercial units (retail and sui generis bar uses) to prepare site for future development.	Pending
(2) 143769/FO/2025 Faraday Building, Sackville Street	Demolition of Faraday Tower to ground floor slab level and works to remediate/make safe the retained structure (including the erection of a perimeter hoarding) to prepare site for future development.	Approved – 21/11/2025
(3) 143024/FO/2025 Sister, Plot C, Altrincham Street	Phased development for a mixed-use scheme comprising commercial space, offices, community uses, and ancillary uses and amenity space.	Minded to approve at planning committee – subject to S106
(4) 136874/FO/2023 Echo Street	3 interlinked towers ranging from 27, 21 and 16 storeys together with intermediary link buildings (15 and 11 storeys) to form Purpose Built Student Accommodation (Sui Generis) with associated amenity space and external landscaping and other associated works	Approved – 13 Sep 2023

14 LPA ref: 055968/FO/CITY2/99

15 LPA Ref: 066430/FO/CITY2/02

LPA Reference	Brief summary of description of development	Decision
(5) 138808/FO/2023 Charles Street and York Street	Erection of 15-storeys to provide purpose-built student accommodation along with site preparation works, works over the public highway and other associated works.	Approved – 31 Jul 2024
(6) 122644/FO/201916* 60 Charles Street (Maldron Hotel)	Erection of 16 storey building plus plant level comprising a 278 room hotel (Use Class C1) with associated ancillary space.	Approved -31 May 2019
(7) 116450/FO/2017* BBC Site, Oxford Road	Erection of part 17, part 37 storey building to comprise 417 residential apartments with associated uses and ancillary space.	Approved – 12 Sep 2017
(8) 114863/FO/2016*	Erection of 18 storey serviced apartment building (384 units) with ancillary retail (A1, A2, A3, A4), residents' hub and associated access and landscaping.	Approved – 09 Mar 2017

Figure 3.3: Surrounding planning history context plan.



Summary

- The Site is situated within an area of Manchester City Centre that is undergoing, and will continue to undergo, transformational change as development is delivered in the identified Strategic Regeneration Areas.

16 *as amended

- The Site comprises of two interconnected building blocks which are used for purpose-built student accommodation and a hotel and conference centre and are of very limited architectural quality and contribute little to the surrounding townscape or sense of place.

- The Site constitutes a highly sustainable location which is served by a variety of public transport including, rail, bus and the Metrolink; and is also within walking and cycling distance to local services and facilities.

- The Site is subject to environmental and ecological designations consistent with its previously developed nature and urban location; with such designations, or the absence of, demonstrating that the Site is suitable for the redevelopment proposed.

- The Site in and of itself is not subject to any heritage designations but is within proximity to several listed buildings and the Whitworth Street Conservation Area.

4. Pre-application Consultation

Stakeholder and Community Consultation

4.1 The submission of this planning application has been supported by a comprehensive consultation process which demonstrated a wide-reach and regular opportunity for participants to feedback prior to submission of the application. This consultation exercise is documented in detail in the Statement of Community Engagement. A summary is provided below.

4.2 To promote the pre-application consultation and encourage feedback, a range of digital and physical engagement methods were deployed, including:

- Meetings with officers at Manchester City Council (MCC) – discussed further below.
- Pre-application engagement with Historic England, including two meetings.
- Meetings with Piccadilly ward member Cllr Sam Wheeler on Tuesday 18th November, and Executive Member for Housing and Regeneration Cllr Gavin White on Wednesday 3rd December.
- Delivering 735 targeted letters to immediate site neighbours and also to local businesses with information about the proposals and ways to feedback to the project team.
- Liaison with existing staff and users of the nursery and the Pendulum Hotel, informing them of the proposals and the timeline of next steps moving forward.
- Email notification to neighbouring Deansgate ward members, the local MP and local interest groups on consultation launch, informing them of the proposals and directing comments to the website.
- Hosting a dedicated project website at www.westonandpendulum.co.uk detailing the proposals, frequently asked questions and answers, and encouraging visitors to submit their feedback via various contact methods.
- Deploying a paid-for social media advertising strategy on Facebook and Instagram to promote the proposals, the consultation and webinar.
- Hosting an online public webinar on Tuesday 25th November 2025, where members of the project team presented the proposals and took questions from the public. A recording of the webinar was placed on the website, which is still available to view.

4.3 The consultation ran for two weeks from Tuesday 18th November to Tuesday 2nd December.

4.4 The pre-application consultation undertaken on the proposals reached a wide audience to encourage participation in the process:

- The dedicated consultation website received over 1,300 visitors during the consultation period. 34.7% of visitors came to the website via social media; 40.1% of visitors arrived directly; and 2.88% were directed via search engine.

- A recording of the live public webinar was uploaded to the website following the event, which 6 people attended on the day. At the time of submission, it has been viewed an additional 63 times.

- Across Facebook and Instagram, the paid-for social media adverts generated 37,492 views in total, which reached 27,050 accounts and generated 375 clicks to the consultation website.

- A media release was also shared with Place North West upon launch, which has over 40,000 followers on its social media platforms and over 300,000 monthly readers. At the time of writing this report there were ~30 comments on the Place North West article about the scheme as well as ~40 comments on the online forum Skyscraper City.

4.5 From this activity, 38 individual submissions of feedback were received through the online feedback form, phone calls and project email inbox during the consultation window. At the time of writing this report, a further 2 late responses have been received via the contact email reiterating the same themes and feedback shared by other respondents.

4.6 The most prevalent of the themes raised throughout the feedback channels referenced overshadowing and loss of light concerns, appropriateness of development, opposition to student accommodation, community engagement process, design quality, construction impacts and local infrastructure.

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

4.8 Overall, it is considered that the multi-channel engagement and consultation undertaken with the local community and other key stakeholders has been proactive, accessible and meaningful at this stage in the process. Utilising a combination of engagement approaches has ensured a broad reach and meaningful participation, and the exercise has gathered early feedback from the local community.

Manchester City Council

4.9 Four pre-application meetings have taken place with Manchester City Council planning officers regarding the Proposed Development, commencing in Summer 2025. These meetings have been useful in obtaining feedback on matters relating to issues such as the offering of accommodation, design, public realm, accessibility, and community/ political engagement. The design of the scheme has responded to feedback received during these meetings.

Historic England

4.10 During the evolution of the Proposed Development two meetings were also held with Historic England. Their written advice was provided on 05 December 2025 (**Appendix 1)**, and concluded that [**our emphasis added**]:

"The height and density of the proposed development will likely alter the setting of some parts of the Whitworth Street Conservation Area and will alter how the grade II listed buildings are experienced from some directions. However, taking into account the scope of our remit, we are satisfied that th**e impact on historic environment is likely to be limited**."*

4.11 Historic England also requested an additional viewpoint to be located at the entrance to Oxford Road Station at the top of the slope, to assess views towards the site with the Former Refuge Assurance Company Offices in the foreground. This is included in the planning submission and has been assessed.

5. Proposed Development

5.1 This section provides and overview of the Proposed Development and it should be read in conjunction with the supporting architectural drawings and Design and Access Statement produced by Simpson Haugh, and the landscaping drawings produced by Planit.

5.2 The description of development is as follows:

"Phased development comprising:

(a) Partial removal of existing structures and erection of two buildings comprising purpose-built student accommodation (sui generis), one of 50 storeys and one of 17 storeys with an 8-storey link, together with associated amenity space, external landscaping, highways works, and change of use of the Pendulum Hotel to purpose-built student accommodation; and

(b) Removal of remaining existing structures and erection of two buildings comprising purpose-built student accommodation (sui generis), one of 33 storeys and one of part-24 and part-8 storeys with a 1-storey link, together with associated amenity space, external landscaping, and highways works.

Design Development

5.3 The Proposed Development is the product of an iterative design process that has evolved through close engagement with the design and technical team, MCC as the LPA and other key stakeholders including Historic England throughout the pre-application period. The design evolution is discussed in detail in the Design and Access Statement prepared by Simpson Haugh.

5.4 It is considered that the Proposed Development delivers an optimised design solution for the Site which responds appropriately to regenerative opportunity that exists through the comprehensive redevelopment of the Site. It seeks to optimise the opportunity to deliver a 'landmark' high-density development reflective of the Site's strategic location within the Southern-Arc of development in the city, while being fully respectful of its context and influences.

Proposed Development

5.5 The Proposed Development comprises the full demolition and redevelopment of the Weston Halls and Pendulum Hotel and the construction of 4 no. purpose-built student accommodation ('PBSA') buildings ranging from 1 – 50 storeys in height, on a phased basis.

Summary of Use and Amount of Development

5.6 The composition of the Proposed Development is set out within the accompanying Accommodation Schedule, produced by Simpson Haugh.

For ease a summary of the use and amount of development proposed is presented in **Table 4.1** below:

Table 5.1: Summary of the use and amount of development proposed

Scheme Specific	Quantum				
Site Area	0.73ha				
Floorspace to be demolished	**Phase A:** 5,410 sqm (GEA) **Phase B:** 15,687 sqm (GEA) **Total: 21,097 sqm (GEA)**				
Bedrooms Lost through demolition	**PBSA**	**Hotel**	**Total**		
	528	118	646		
Proposed Building Heights (Storeys)	**Phase A:** 50 storeys, 17 storeys, with an 8-storey link **Phase B:** Part-33 storeys, part-24, and part 8-storey, with a 1-storey link				
Quantum of Beds	**Phase A:** 1,296 (new build), 368 (existing), 93 (newly created in WP), 55 (hotel conversion) (Net additional 1,284) **Phase B:** 1,215 (Net additional 699) **Total: 2,511 (Net additional 1,983)**				
Bedroom Type	**Bedroom Type**	**Phase A**	**Phase B**	**Total**	**Percentage**
	Studio	464	472	936	32.6%
	Cluster	672	631	1,303	51.8%
	Twodio	160	112	272	10.8%
Accessible Bedrooms[17]	**Studio**	65	53	118	4.7%
Internal Amenity Space	2,538sqm of supporting amenity spaces is proposed, comprising of a gym, study spaces, extensive lounges, and private and social dining.				
External landscaping	4,155 sqm				

[17] Included within the overall number of Studios.

/ amenity space	
Proposed Floorspace	**Phase A:** 43,567 sqm (GIA) **Phase B:** 36,859 sqm (GIA)
Total Proposed Floorspace	**Total: 80,426 sqm (GIA) and 89,287 sqm (GEA)**
Landscape	The buildings enclose a large south facing 3,276 sqm of landscape park for use by the students.
Car Parking Spaces	No car parking is proposed given the sustainable location of the site.
Cycle Parking Spaces	**Phase A:** 84 **Phase B:** 60

5.7 The scheme is proposed to be delivered in two phases. An overview of the elements of each phase is provided below in **Table 5.2** and represented diagrammatically in the Design and Access Statement at page 63.

Table 5.2: Overview of phased development.

	Phase A		Phase B	
	Building 1	Building 2	Building 1	Building 2
Total Beds	1,068 beds	228 beds	821 beds	394 beds
Storeys	51 storeys	17 storeys	35 storeys	18 storeys
Details	• Basement plant • Ground floor, including amenity • 49 upper storeys • Additional amenity at levels 2, 5, 11, 21, 31	• Ground floor, including amenity • 16 upper storeys • Additional amenity at levels 2, 5, 8, 11	• Ground floor, including amenity • 32 upper storeys • Additional amenity at levels 2, 5, 11, 21, 31	• Basement plant • Ground Floor, including amenity • 17 upper storeys • Additional amenity at levels 2, 5, 8, 11

5.8 A summary of the respective phases of development is presented below.

Phase A

Demolition, Making Good and Conversion of Weston Halls and Pendulum Hotel

5.9 To facilitate Phase A of the Proposed Development, the partial demolition of 2,720 sqm of Weston Hall and 2,690 sqm of the Pendulum Hotel (5,410 sqm) is proposed- as shown in the accompanying architectural drawings[18]. This demolition will result in the loss of 160 PBA bed spaces and 60 hotel rooms.

5.10 During this phase of development, the undemolished elements of the Weston Hall will be retained for the provision of 368 PBSA bed spaces. A further 93 PBSA bed spaces will be created within Weston Hall through the internal reconfiguration of existing space within the lower ground and ground floor.

5.11 It is proposed that the retained element of the Pendulum Hotel will also be converted (representing a material change of use) to form an additional 55 PBSA bed spaces. There will be no remaining hotel rooms.

5.12 To facilitate the above works and the ongoing operation of the existing development where demolition occurs the facades will be made good to match the existing façade appearance. The works in these locations include new brickwork walls to match adjacent existing walls; the introduction of new fritter windows and doors to match the upper window appearance; and the introduction of a new main entrance and landscape ramp to provide level access to the existing finished floor level.

5.13 In total 516 PBSA bed spaces within the existing buildings, as noted above, will remain operational throughout Phase A of the development. 12 bed spaces will be lost as a result of the partial demolition of Weston Hall and Pendulum Hotel. The proposed approach seeks to ensure that the loss of PBSA bed spaces during the first phase of development is kept to an absolute minimum.

New Build

5.14 During Phase A the following development is to be constructed:

- **Building 1:** a 50 storey tower + basement (189.50m AOD) located to the south-east corner of the Site. Building 1 has a Gross Internal Area ('GIA') of 34,675sqm.
- **Building 2:** a 17 storey + basement (89.950 m AOD) located to the north-east corner of the Site. Building 2 has a GIA of 8,892 sqm. Building 1 and B are physically connected by an 8 storey link that creates a visual separation between the two buildings.

5.15 The overall GIA of Phase A is 43,567 sqm.

5.16 A total of 1,296 bed spaces is provided throughout Phase A, with the accommodation mix presented in **Table 5.3** below. The accompanying Accommodation Schedule

[18] Drawing references: 10346-SHA-ZA-A-B5D8-JC20-XP-B1-001; 10346-SHA-ZA-A-B5D8-JC20-XP-00-001; 10346-SHA-ZA-A-B5D8-JC20-XP-01-001; 10346-SHA-ZA-A-B5D8-JC20-XP-02-001; 10346-SHA-ZA-A-B5D8-JC20-XP-03-001; 10346-SHA-ZA-A-B5D8-JC20-XP-04-001; 10346-SHA-ZA-A-B5D8-JC20-XP-05-001; 10346-SHA-ZA-A-B5D8-JC20-XP-RF-001

presents a detailed breakdown of the composition of each level of development within Building 1 and 2.

Table 5.3: Phase A – Accommodation Mix

Phase A	Building 1	Building 2	Total	%
Studio	342	57	399	30.8%
Accessible Studio	54	11	65	5.1%
Cluster	672	0	672	51.8%
Twodios	0	160	160	12.3%
Total Bed Spaces	1,068	228	1,296	100%

5.17 Studios are one-bed units and range in size from more compact to larger arrangements to meet a range of different needs and budgets of future occupiers. A number of studios throughout the scheme can also accommodate the needs of accessible students as noted in M4(2). One of the accessible studios will be fully fitted out upon completion, with the remaining studios being adaptable to the specific requirements of the residents.

5.18 Clusters are arranged to comprise either 5 or 6 bedrooms, all of which share a communal kitchen. All cluster bedrooms are provided with en-suite bathroom pods.

5.19 Twodios are similar to the cluster bedroom in provision but are paired with shared access to a kitchen and dining facility. This typology provides a middle ground between fully private studios and larger cluster flats, fostering a sense of connection while maintaining a high standard of individual accommodation.

5.20 The proposed mix of accommodation is intended to appeal to a broad cross-section of the student market in Manchester accessible at various price points.

5.21 A total of 1,405 sqm of internal amenity space is provided within Phase A. This equates to 1.09m2 of amenity space per student room. 479 sqm of amenity space is provided in Building 1. 926 sqm of amenity space is provided in Building 2.

5.22 The amenity areas are positioned across different levels in Building 1 and 2 to create a vertical network of spaces to support both academic focus and social interaction. These spaces include dedicated study spaces offering a mix of private study booths and collaborative group areas, as well as private dining rooms that students can book for shared meals and small gatherings. The layered approach to the location of amenity spaces ensures that high-quality communal facilities are easily accessible to residents regardless of their floor level.

Phase B

Demolition of remaining Weston Halls and Pendulum Hotel

5.23 To facilitate the readying of land for Phase B the remaining built form (15,687 sqm) of Weston Hall and the Pendulum Hotel will be demolished – as shown on the accompanying architectural drawings[19].

New Build

5.24 Phase B of the development comprises of:

- **Building 1**: a 32 storey tower (137.150m AOD) (including Ground Floor) located to north-west corner of the Site. Building 1 has a GIA of 23,865 sqm.

- **Building 1**: a part 23 storey (110.600m AOD) and part 8 storey building. A single storey link physically connects Building 1 and Building 1 whilst creating a visual separation between the two buildings. Building 1 has a GIA of 12,993 sqm.

5.25 The overall Gross Internal Floor Area ('GIA') of Phase B is 36,859 sqm.

5.26 A total of 1,215 bed spaces is provided throughout Phase B, with the accommodation mix presented in **Table 5.4** below. The accompanying Accommodation Schedule presents a detailed breakdown of the composition of each level of development within Building 1 and 2.

Table 5.4: Phase A – Accommodation Mix

Phase **B**	B**uilding 1**	B**uilding 2**	Total	%
Studio	159	260	319	30.8%
Accessible Studio	31	22	53	5.1%
Cluster	631	0	631	51.8%
Twodios	0	112		12.3%
Total Bed Spaces	821	394	1,215	100%

5.27 A total of 1,134 sqm of internal amenity space is provided within Phase B. This equates to 0.93 sqm per student room.473 sqm of amenity space is provided in Building 1.

5.28 The approach to phasing of the external landscaping is set out below.

[19] Drawing references: 10346-SHA-ZB-A-B5D8-JC20-XP-B1-001; 10346-SHA-ZB-A-B5D8-JC20-XP-00-001; 10346-SHA-ZB-A-B5D8-JC20-XP-01-001; 10346-SHA-ZB-A-B5D8-JC20-XP-02-001; 10346-SHA-ZB-A-B5D8-JC20-XP-03-001; 10346-SHA-ZB-A-B5D8-JC20-XP-04-001; 10346-SHA-ZB-A-B5D8-JC20-XP-05-001; 10346-SHA-ZB-A-B5D8-JC20-XP-RF-001.

Scheme Proposal

Design, Scale and Massing

5.29 Within the draft Development Framework, building height parameters for the Site of between 18 – 48 storeys were established to deliver a landmark development which connects to the height of the adjacent developments and completes the edge of high-density development in this area of the City Centre.

5.30 In keeping with the recognition of the suitability of the Site to accommodate a high density development, the Proposed Development comprises of the construction of 4 no. PBSA buildings ranging from 17 – 50 storeys in height.

5.31 The tower elements of the proposal (50 (Building 1) and 33 (Building 1) storeys) have intentionally been positioned to the south east and north west of the site in response to the Sister ID Masterplan, and emerging proposal for Plot H, the Charles Street Car Park site.

5.32 The series of smaller buildings of varying height address the interface with Charles and Sackville Street. They have been designed to reinforce the street edge and street pattern and intertwine the development with the urban fabric through the adoption of intersecting city grids to maximise connectivity with surrounding streets.

5.33 This is discussed further in the accompanying Design and Access Statement. The scale, massing and form is shown on the accompanying elevation drawings.

Architecture and Materiality

5.34 Reflective of the opportunity to create a landmark development the Proposed Development is of a distinctive quality and character which is expressed through its architectural design, language and the high-quality materials chosen.

5.35 The proposed architectural design and choice of materials have taken inspiration from Manchester's historic buildings that are built from the Manchester red brick, and that adopt a strong façade rhythm and hierarchy with larger facades broken up with subtle bands to express the transition between base, middle, and a decorative top.

5.36 Each phase comprises of two distinct blocks, differentiated by both mass and materiality; the reflective taller towers and the textured, low level buildings. Within each phase, the two masses are connected by a planar glass element, providing a visual separation between the primary buildings while maintaining a cohesive composition.

Figure 5.1: Indicative CGI of the Proposed Development (viewed from Princess Street)



5.37 An overview of key design features of the Proposed Development is provided below. The detailed rationale for the architectural design and materiality is presented within the accompanying Design and Access Statement.

Tower Elements

5.38 The tower elements feature a strong, expressed grid over a reflective glass facade, highlighted in a bronze finish. The sculptural, scalloped form of the grid creates dynamic shadows and highlights, adding depth and visual interest to the design.

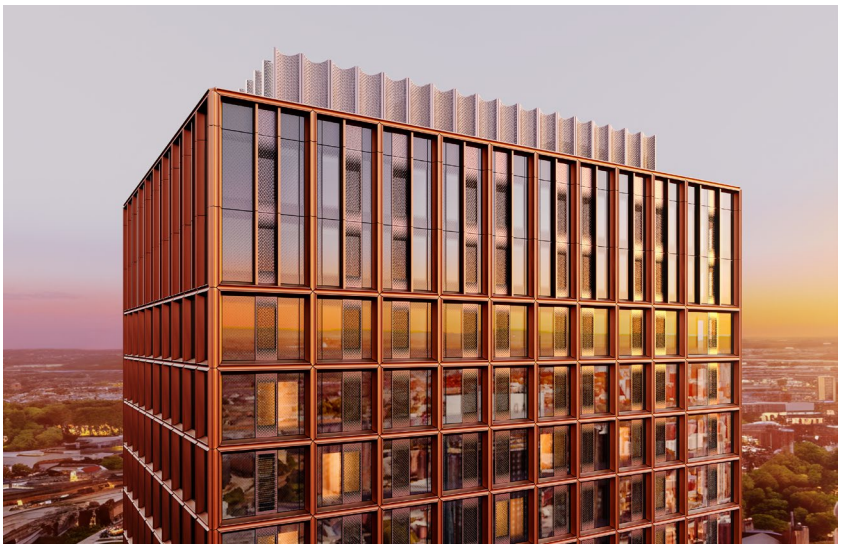
5.39 The tower material comprises of unitised curtain walling with a mixture of fritted vision units to disguise the interior furniture. To add texture, fritted glass spandrel panels and a coherent interlocking rings motif finished in an anodised aluminium vale are proposed. Over the unitised walling an expressed curved bronze anodised aluminium grid has also been applied to create a link between the grid of the lower rise buildings with the vertical scalloped concrete.

5.40 To define the amenity space at ground level and interface with the ground the expressed grid has been extended vertically.

5.41 In the back of house areas, a decorative metal panel is proposed to conceal ventilation louvres. These panels seek to provide these areas with an attractive and cohesive appearance, adding visual interest through refined detailing, layered depth across the facade, and carefully considered pattern whilst retaining the functionality requirement.

5.42 The top of the building culminates in a serrated anodised perforated metal crown which is to be set back from the primary façade to conceal the BMU, plant and stair core overrun to provide a visual contrast to the main tower (**Figure 5.2**).

Figure 5.2: Tower parapet details



Lower Elements

5.43 The lower elements also incorporate a scalloped form, articulated in precast concrete. A rhythmic pattern is created by the grid form and reflects the internal room layout. It has been designed to reinforce the connection between the façade and the building's function.

5.44 The facade is finished in a natural terracotta tone, complemented by bronze-coloured window frames and a patterned veil that enhances texture and detail. Each pre-cast panel incorporates purge vent units set behind an outer perforated aluminium screen. The panel also includes clear glazed units, and a tight ribbed profile. This composition seeks to creates a strong, gridded aesthetic, with varying degrees of relief and modelling across each panel to produce a rhythmic and visually engaging elevation. The horizontal lintel to each storey is a curved concrete element that compliments the vertical scalloped piers.

5.45 Some areas of the façade of the lower elements incorporate solid panels to conceal core walls or to accommodate locations where bedroom modules differ. The introduction of the solid panels seeks to maintain visual clarity and are to be recessed precast panels which will add depth and enhance contrast.

5.46 The façade of lower block (Building 2) of Phase A folds inward to begin articulating the location of the development's main entrance on Charles Street to create a strong visual contrast and a clear cue to its location.

5.47 The back of house areas will be detailed in the same way as confirmed in paragraph 5.41 above.

5.48 The parapet detail of the lower elements comprises the straited concrete cill used on the standard bays with an increased height to provide permanent edge protection and to conceal the roof finish and rooftop plant behind. The vertical piers are clad in dark bronze aluminium to enhance their sense of solidity. Decorative screens are also proposed to conceal taller plant equipment and the maintenance stair core. This panel is to be finished in decorative bronze anodised metal. This parapet detail is shown in **Figure 5.3.**

Figure 5.3: Lower Building Parapet Detail



Landscape Strategy

5.49 The accompanying Design and Access Statement and landscape drawings detail the rationale underpinning the design and materiality of the proposed landscaping strategy.

5.50 The proposal has been fundamentally shaped by a landscape led approach. A total of 4,155sqm of high-quality external amenity space is delivered across the Site, representing over half of the overall site area. This generous landscape strategy is highly unusual in a dense, urban context and delivers a rich, layered environment including biodiverse planting, tree canopy cover, outdoor seating, informal recreation areas and green edges that soften the scale of the built form. The landscape is integral to the character and identity of the development and provides a high-quality setting for all four buildings.

5.51 The proposed landscape strategy is replicated in **Figure 5.4** below:

Figure 5.4: Proposed landscape strategy (prepared by Plan-it).



5.52 The landscaping arrangement is organised into two distinct spaces, defined by the change in level across the Site which includes the northern section – a space offering a network of active and quiet areas where students can socialise, play, study and dwell – and the lower woodland edge – located around three metres beneath the northern section and made accessible by both stepped and level pathways.

5.53 Alongside the two distinct spaces the landscaping scheme also encompasses 6 key character areas, as described below:

- *The Yard:* A focal point for the external amenity area and is a flexible space to allow for different layouts to meet user needs.
- *Sunny Terrace and Quiet Zone:* comprises of spaces designed to allow students to dwell, study and relax.
- *The Glade:* is designed to provide a large, open, and flexible space comprising of a recreational lawn, raised seating and study desks that allows students to play games, sports and relax.
- *The Corridor:* Provides the connection to the other character areas of the landscaping scheme.
- *Woodland Edge:* Situated to the south of the Site, the edge has softer look and feel and compromises of woodland trees and wildflower planting, compacted gravel.

5.54 The majority of areas of landscaping / external amenity space will be for student use only, for safety and wellbeing reasons. However, the woodland edge has been designed to enable a future opportunity to connect to the wider ID Manchester SRF area once the raised podium is demolished. At this point, this element of the landscaping scheme would become publicly accessible.

5.55 The proposed landscape strategy incorporates a mix of 95no. multi-stem and single-stem tree species. A range of different planting typologies have also been selected for use across the site. The new trees and planting areas seek to expand the diversity of species, contributing to the development's biodiversity – which ultimately results in a biodiversity net gain of over 1000% being achieved as a result of the Proposed Development.

Landscape Phasing

5.56 Given the phased nature of the development a phased approach to the landscaping solution is proposed which seeks to deliver elements within Phase A that can be retained once Phase B is complete. The proposed phasing of the landscaping solution is provided in the accompanying landscaping general arrangement drawings[20].

5.57 The proposed interim landscape elements will achieve the aims of creating high-quality spaces within the courtyard, with the capacity to accommodate user requirements in the interim period.

Operation and Servicing

5.58 The iQ Student Operation and Management Plan and the Waste and Servicing Strategy prepared by SLR (ref: 410.065757.00001 rev 02) details procedures for servicing, deliveries, collections, and general housekeeping and are summarised below.

Operation and Management

5.59 The proposed development will be operated and managed by iQ, who currently operate over 4,800 beds across six different properties, with their Echo Street development (IQ Chandos House) set to open in September 2026 which will provide an additional 1,224 beds spaces.

5.60 The comprehensive iQ Student Operation and Management Plan submitted alongside the planning application confirms that a highly experienced operational team will be on site including an Operations Manager, Assistant Managers, Customer Service Assistants, Maintenance Technicians, housekeeping staff. The accommodation will be staffed 24/7, seven days a week. Outside of core operational hours (08:00 to 20:00 Monday – Friday) the development will have on-site security staff.

5.61 Details relating to the term time check-in and check-out procedures are set out within the Plan. Prior to arrival, residents will be asked to complete an online pre-arrival questionnaire which requires them to define an arrival date and time to enable iQ to forward-plan and ensure an appropriate number of staff are available on site to assist with arrivals and importantly to ensure the process is staggered and carefully managed

[20] Drawing references: 3489-PLA-XX-XX-DR-L-0001; 3489-PLA-XX-XX-DR-L-0002; and 3489-PLA-XX-XX-DR-L-0003.

to minimise disruption. At the end of the year, although tenancy periods will end formally on the same day, iQ experience is that students will often leave once their examination results are known and these will be announced to varying timetables, thus iQ envisage that check-out will be staggered.

5.62 Other elements of the Operation and Management Plan include transportation, maintenance, housekeeping and servicing, health and safety, community, complaints, and behaviour.

5.63 The Waste and Servicing Strategy prepared by SLR, also confirms that where deliveries to occupants from online courier and food delivery companies are made, these trips are largely expected using bicycle couriers. In these instances, bicycle couriers would park in the visitor cycle parking that is made available within the landscaped areas to ensure the safe and tidy parking of courier bikes.

Refuse Storage and Waste Management

5.64 The Waste and Servicing Strategy for the Proposed Development has been developed together by iQ and a waste management specialist, SLR, and is submitted in support of this planning application.

5.65 The strategy considers the waste storage requirement based on MCC's guidance; this demonstrates that a bin store of 577 sqm accommodating 278 1,100 litre Eurobins and 52 240 litre food bins would be required to accommodate the waste generated from the Proposed Development. In practical terms the Proposed Development cannot accommodate this volume of waste storage. Therefore, SLR propose an alternative strategy as described below.

5.66 The alternative strategy used by SLR is based on a typical weekly waste generation rate per bed space as presented in the MCC Guidance GD04. This identifies that a total of 69 1,100 litre Eurobins and 17 240 litre Eurobins are required to accommodate the waste generated on the basis of collections every two days for all waste types.

5.67 There are 4 Bin Stores located at ground floor level of each respective block of development within Phase A and Phase B. Two bin stores are provided for within Phase A and two stores within Phase B. The Waste Strategy and Proforma confirms the exact number of bins to be provided.

5.68 Each bin store would be ventilated, have impervious floors, bump strips to avoid damage to doors and walls, be appropriately ventilated and to assist in cleaning, the bin stores will benefit from a water outlet. It will be the responsibility of the on-site management team to keep the bin stores and transfer routes clean.

5.69 The Proposed Development benefits from three Loading Bay locations – through the use of one (1) existing loading bay along Charles Street and the creation of two (2) new ones, with one on Charles Street and one along Sackville Street. Refuse will be collected. The building management team will move the bins into a refuse holding area on collection days.

On-site parking

Car Parking

5.70 Given the highly sustainable location of the Site, the Proposed Development will be 'car-free' and no car parking spaces provided on site – this replicates the car parking arrangements of the existing buildings where there is no proposal for direct vehicle access into the site.

Cycle Parking

5.71 The Proposed Development will benefit from cycle parking spaces, as follows:

- Phase A: 84 spaces
- Phase B: 60 spaces
- Total: 144 spaces

5.72 These will be provided in external cycle stores consisting of Sheffield stand style cycle hoops with capacity for 4 spaces, and double-stacked cycle storage within a steel frame and a green roof.

Pedestrian Access

5.73 Pedestrian access will be taken from Charles Street either via the main entrance to Phase A, Building 2 or via a dedicated secure entrance gate off Charles Street into the central courtyard from which access can be gained into both Phases A and B of the development.

Sustainability and Energy Efficiency

5.74 The Proposed Development has been designed to minimise energy demand in line with the Net Zero Design Guide.

5.75 The proposed development incorporates a fabric first approach using passive energy techniques available in the construction industry to reduce its ongoing requirement to consume energy to heat, ventilate, and light the building. An overview of the design approach to minimise energy demand is provided in Table 3 of the accompanying Energy and Carbon Statement. This includes:

- The sizing and orientation of windows to balance heat gain, heat loss and internal daylight in occupied spaces.
- Unheated spaces are grouped, with plant rooms and bin stores placed together on the ground floors of the buildings.
- A chosen building fabric specification and air tightness that exceed the Part L 2021 requirement.
- Use of mechanical ventilation with heat recovery (MVHR) will be used in all rooms and purge ventilation will be provided by openable windows to optimise natural ventilation, giving occupants final control over their room's environment.

5.76 This demonstrates that a highly efficient fabric design which exceeds the thermal properties set out within the Building Regulations Part L 2021 has been chosen

5.77 The Proposed Development achieves reductions of 9.4% and 12.6% for Phases A and B respectively when comparing to the results of Part L 2021 Target Primary Energy Rate.

5.78 A total of 649sqm of Solar PV array is proposed across the two phases which equates to 136kWp, generating the following per year per phase of development:

- Phase A – 44,039kWh / 44MWh
- Phase B – 45,924kWh / 46MWh

5.79 The Proposed Development is targeting BREEAM Excellent.

Phasing and Delivery

5.80 As highlighted in Paragraph 5.7 above, given overall scale of the Proposed Development and the desire to retain accommodation throughout the build iQ propose to construct and deliver the schemes in two phases – Phase A and Phase B.

5.81 The construction period for the proposed phased development is envisaged as follows:

- **Phase A:** Removal of existing structures, site preparation and construction of the proposed development is anticipated to commence in 2027, with Phase A of the Proposed Development anticipated to be completed and operation for the academic year 2031/32.
- **Phase B:** Phase B of the Proposed Development is anticipated to be completed and operation for the academic year 2034/35.

Summary

- The Proposed Development will comprise the demolition of Weston Hall and the Pendulum Hotel, and the development of 2,511 PBSA bed spaces together with associated amenity space, external landscaping, and highways works.
- The Proposed Development is to be delivered in two phases. Phase A retains 500 PBSA bed spaces within the retain element of Weston Hall and the Pendulum Hotel and the creation of 1,296 PBSA bed spaces. Phase B comprises the demolition of the remaining elements of Weston Hall and the Pendulum Hotel and the creation of 1,215 PBSA bed spaces.
- The architectural approach combines tall, reflective tower elements with lower, textured buildings, using materials inspired by Manchester's historic red-brick character and structured façade rhythms. Design features include sculpted bronze-finished grids on towers, terracotta-toned precast concrete on lower blocks, integrated ventilation screens, and carefully detailed parapets and crowns to conceal plant while maintaining a cohesive, high-quality visual identity.

- The scheme will deliver a high-quality and comprehensive landscape strategy—with two main level-defined spaces and six-character areas—designed to create an ambitious, biodiverse student neighbourhood featuring social, study, recreational and woodland zones.

- The development will be professionally operated by iQ with 24/7 staffing, robust student management procedures, and a specialist waste strategy featuring ground-floor bin stores, frequent collections, and dedicated loading bays to ensure efficient, well-managed operations and minimal disruption.

6. Planning and Regeneration Policy Context

6.1 This section outlines the key planning policies and guidance relevant to the proposed development. It provides the relevant context for the following sections that appraise the acceptability of the application proposals. **Appendix 2** of the Planning Statement sets out the policies and guidance in further detail.

6.2 Section 70(2) of the Town and Country Planning Act 1990 ('TCPA') and Section 38(6) of the Planning and Compulsory Purchase Act ('PCPA') requires that planning decisions be taken in accordance with the adopted Development Plan unless material considerations indicate otherwise.

6.3 The adopted Development Plan comprises:

- The Manchester Core Strategy ('CS') (2012) and Addendum (2024)
- Places for Everyone Joint Development Plan ('PfE') (2024)
- Saved policies of the Manchester Unitary Development Plan ('UDP') (1995)
- Greater Manchester Waste Development Plan (April 2012)
- Greater Manchester Minerals Plan (April 2013).

6.4 Other material considerations include:

- The National Planning Policy Framework ('the Framework') (December 2024)
- Resolution of Manchester City Council Executive relating to Purpose Built Student Accommodation (December 2020 and May 2023)
- The Corridor Manchester Strategic Spatial Framework (March 2018)
- Greater Manchester Housing Strategy 2019 – 2024 (2019)
- A Greater Manchester Vision for Housing (2019)
- Greater Manchester Strategy (2017)
- Guide to Development in Manchester Supplementary Planning Document (2007)
- Green and Blue Infrastructure Strategy (2015 – 2025)
- Our Manchester Strategy – Forward to 2025
- Manchester Climate Change Framework (2020 – 2025)

6.5 The relevant context of the Development Plan and material considerations is set out below. **Appendix 2** provides a more detailed summary of policies and planning guidance pertinent to the Proposed Development.

6.6 The Core Strategy references and aligns with the Framework 'presumption in favour of sustainable development'[21]. This means that planning applications that accord with the policies in the Development Plan should be approved without delay unless material considerations indicate otherwise.

6.7 For the purposes of this planning application, it is acknowledged that MCC is progressing with an emerging Local Plan ('the emerging plan') to provide an up-to-date strategy for guiding development across the City over the next 15 years (to 2040). However, given the early stage of its preparation, no weight can be afforded to the

[21] HM Government (2021), National Planning Policy Framework, para. 11

policies of the emerging Local Plan as a material consideration in the determination of this application. Notwithstanding this, its relevance to the Proposed Development is considered briefly below for brevity.

Strategic Policy Considerations

The Vision and Role of Manchester

6.8 The Core Strategy identifies that the vision for Manchester is to for it to be a sustainable and accessible City in the front rank of cities in Europe and the World[22] with a growing economy driven by the strength of the Regional Centre and Manchester Airport which supports a successful City Region[23].

6.9 This is reinforced through Spatial Objective 2 of the Core Strategy 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.*'

6.10 The Core Strategy recognises that the knowledge-based economy flourishes within an entrepreneurial community, characterised by a fully skilled, inclusive working population[24] and that graduates choosing to stay in Manchester offer a great opportunity for improving expertise and innovation in knowledge-based industries[25].

6.11 In the same vein, PfE recognises that the Core Growth Area of Greater Manchester[26] (including Manchester City Centre) offers the conditions to boost its role as Global City. By the end of the plan period, PfE seeks for Greater Manchester to be a top global city[27] that is capable of competing internationally for investors, visitors, businesses, skilled workers, academic talent, and students[28].

6.12 The high concentration of knowledge-based activities[29] within Manchester City Centre, as part of the Core Growth Area which is identified as providing the greatest growth potential and best opportunity to increase the international competitiveness of the city region. The central theme to the PfE spatial strategy is to make the most of the key locations and assets based-placed to support economy growth as part of the delivering inclusive growth across the City Region[30]. The key locations and assets identified include the universities and the knowledge economy and the associated high concentration of students, research activity, and scientific institutions. The Oxford Road Corridor is identified an internationally important location in this regard[31].

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22 Manchester City Council (2012), 'Core Strategy', para. 4.1
23 ibid
24 Ibid
25 Core Strategy, para 2.10
26 Greater Manchester Combined Authority (2024), 'PfE', para 2.10
27 PfE, para 2.17
28 PfE, para 2.18
29 PfE, para 4.29
30 PfE, para 4.1
31 PfE, para 4.3

6.13 Not only is this emphasised throughout the City Council's commentary on the changing context of the city in relation to PBSA (see Para's 6.29 – 6.38 below), but also across numerous key policy documents including the Oxford Road Corridor Manchester Strategic Spatial Framework[32], iD [Sister] Manchester Strategic Regeneration Framework[33], the Greater Manchester Strategy[34], the Manchester Strategy[35] and Manchester's Economic Recovery and Investment Plan[36].

6.14 The Corridor Manchester Strategic Spatial Framework (CMSSF) recognises the importance of the City's educational institutions in helping Manchester achieve world-renowned status as a destination of choice for students across the globe.

6.15 Ensuring the delivery of infrastructure suitable for world-renowned Higher Education Institutions and City is therefore pivotal for the delivery of the overarching vision for the City. This is further reflected in the CMSSF:

'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'[37]

6.16 Manchester's Economic Recovery and Investment Plan was prepared to provide a positive statement on the future of Manchester's economy and its people and how the City Council is responding to the challenges and impacts from Covid-19. The document highlights that the Oxford Road Corridor is one of the major economic drivers for the City and City Region[38] and that *"the city's graduate retention and highly skilled talent pool form one of the primary drivers for investment and growth"*[39].

This application is to be considered within the context of the local and regional strategic vision for Manchester, and the recognised role of the knowledge-based economy and related industries in achieving its ambition to become a global city.

Core Development Principles

6.17 Policy SP1 of the Core Strategy provides an overarching framework for the consideration of all proposals in the City. It states that:

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32 Oxford road Corridor Partnership (2018), Oxford Road Corridor Strategic Spatial Framework

33 Bruntwood SciTech and The University of Manchester (2023), ID Manchester Strategic Regeneration Framework

34 GMCA (2017), 'Greater Manchester Strategy', para 1.1

35 Manchester City Council (2016), 'Our Manchester –The Manchester Strategy', pg. 34

36 Manchester City Council, Manchester's Economic Recovery and Investment Plan (2020)

37 Corridor Manchester Strategic Spatial Framework, 2018, para 3.58

38 Manchester City Council, Manchester's Economic Recovery and Investment Plan, pg. 11

39 ibid

Development in all parts of the City should:

- *Make a positive contribution to neighbourhoods of choice including:*
  - *creating well-designed places that enhance or create character.*
  - *making a positive contribution to the health, safety, and well-being of residents*
  - *considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity, or income.*
  - *Protect and enhance the built and natural environment.*
- *Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible.*
- *Improve access to jobs, services, education, and open space by being located to reduce the need to travel and provide good access to sustainable transport provision.*

Site Specific Policies

Regional Centre

6.18 The Site is situated within the Regional Centre, as outlined on the Proposals Map of the Manchester Core Strategy. This area encompasses the highest concentration of economic activity within the Manchester City Region, including the City Centre and its surrounding areas, which host significant employment hubs and are well-connected to other key parts of the Regional Centre[40].

6.19 The Spatial Objectives of the Core Strategy outline that the Regional Centre will remain the primary focus for business, retail, higher education, leisure, cultural, and tourism development, reinforcing its position as the central employment hub and key economic driver of the City Region[41]. Specifically, the Regional Centre will serve as the focal point for economic and commercial growth, retail, leisure, and cultural activities, alongside the development of high-quality urban living[42].

6.20 The Core Strategy highlights that housing is an appropriate land use within the Regional Centre[43]. It recognises the crucial role of housing in supporting sustainable economic growth and regeneration, while emphasising the need for housing developments to complement the centre's overall economic character. Depending on the site and its location, higher-density residential developments will be considered suitable.

City Centre

6.21 The application site is within the defined City Centre boundary, as outlined on the Proposals Map of the Manchester Core Strategy.

6.22 The City Centre plays a critical role as the economic driver for the City Region and serves as the primary focus for employment growth[44]. The Core Strategy highlights that

40 Core Strategy', Para. 8.14
41 Core Strategy', Spatial Objective (SO) 2
42 Core Strategy', Policy SP1
43 Core Strategy, Policy EC3
44 Core Strategy, Policy CC1

the majority of employment space growth in the City Centre will be achieved through large-scale regeneration projects, aimed at utilising existing City Centre land more efficiently. This includes the Corridor Manchester area, which is des distinguished by major institutions such as the University of Manchester and Manchester Metropolitan University.

6.23 The Core Strategy indicates that the City Centre will experience the highest level of housing development in the city[45]. Development will comprise apartment schemes and MCC will encourage accommodation of a high standard which offers accommodation to suit a range of occupants. Additionally, the Core Strategy recognises the City Centre as a suitable area for purpose-built student accommodation[46].

6.24 PfE underlines that If Greater Manchester is to flourish in the long run, then it will need to make the most of its key assets and advantages, which can differentiate it from other places. It identifies that Manchester City Centre is one of the key locations and assets that will enable it to do so.

6.25 The role of the City Centre is translated into strategic policies within PfE with Policy JP-Strat 1 confirming that it forms part of the Core Growth Area. The policy states that the Core Growth Area will be protected and enhanced, with sustainable development supporting major growth in jobs and providing opportunities for local communities.

6.26 PfE Policy JP Strat 2 confirms the role of the City Centre as *"the most significant economic location in the country outside of London will be strengthened considerably"*[47]. It is also recognised that there is a *"significant opportunity to maximise the use of previously developed land"*[48] to help facilitate the delivery of a range of new homes so people can live close to jobs, education, and amenities. The ambition to ensure the continued economic growth of Manchester City Centre, particularly, the role universities have in developing Manchester and Greater Manchester as a globally important city and city region, is clear.

Policy relating to the proposed use – Purpose Built Student Accommodation

6.27 Planning policy related to PBSA is presented in Core Strategy Policy H12. The full policy wording is presented 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.*

45 Core Strategy, Policy CC3
46 Core Strategy, Policy H1
47 Places for Everyone Plan for Greater Manchester, page 52
48 Places for Everyone Plan for Greater Manchester, page 52, para. 4.29

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."*

6.28 Priority is afforded to projects that are integral to the universities' redevelopment plans or are being developed in collaboration with the universities, provided they align with Manchester City Council's regeneration objectives.

Evidence relating to PBSA

6.29 An interim review Core Strategy Policy H12 and matters influencing PBS delivery has been undertaken by the MCC in advance of the progression of the emerging Local Plan for Manchester.

6.30 A report to the MCC'S Executive Committee in November 2019 summarised contextual changes in the PBSA market and presented a series of additional criteria against which applications for PBSA could be considered whilst still recognising the primacy of Core Strategy Policy H12 criteria. The proposed criteria were the subject of public consultation.

6.31 The report identified a number of issues in the PBSA market, including a low level of dedicated stock relative to the size of the City's student population and that the stock that was available was generally of a lower quality and expensive.

6.32 The report noted that this was resulting in students relying on the mainstream housing market in Manchester to meet their accommodation needs, with very high incidences of HMOs in the southern suburbs of the City and students also occupying city centre build to rent apartment schemes in and around Oxford Road. MCC was able to point to high incidences of Council Tax exemption and a significant loss of income for the City Council. Further it was noted that the high reliance on the mainstream housing market was having a detrimental impact on affected communities and the private rental market, pushing up rents, and preventing dwells more suited to families and other 'permanent' households from occupying these dwellings.

6.33 In December 2020, a further report was presented to the Executive Committee providing a summary of the consultation responses and recommending that members endorse the additional criteria for use as material considerations in the determination of PBSA schemes by the Planning and Highways Committee. The Executive Committee resolved to support the recommendation whilst acknowledging that the additional criteria do not affect the primacy of the development plan, Policy H12.

6.34 The additional criteria presented was as follows:

(a) The starting point for all student residential schemes should be that they contribute to delivering the regeneration objectives for the city; supporting employment growth, graduate and talent retention, place making and the city's international reputation.

(b) 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, in order to maximise the growth potential of the Corridor, recognising the limited availability of land. Student accommodation should, therefore, be in the right locations, in appropriate numbers, and only where it supports wider growth.

(c) As shown by the evidence, Manchester is one of the most expensive cities in the UK for PBSA. A more diverse pipeline of new PBSA is now needed to help

stabilise rental growth. It is critical to ensure there is a residential market, which meets the needs of students at an affordable price.

(d) The overall quality of Manchester's PBSA stock is poor compared to other cities. For Manchester to remain competitive as a world class education hub, with an accommodation offer to match, the current level of poor quality accommodation needs to be addressed. New stock in appropriate locations represents an opportunity to deliver an improved student experience, which better reflects Manchester's institutions and its educational reputation overall, and also helps to contribute to sustainability targets. All PBSA must be of a high quality, providing a high standard of living, within close proximity to the city's higher education institutions.

(e) Linked to the above, purpose built accommodation should consider the welfare and wellbeing of students as a major factor, in both design and management. Ensuring that student accommodation is delivered in safe and secure locations, and with appropriate management and facilities, will be a fundamental consideration for any PBSA proposals. Location of accommodation close to University facilities is a critical issue in ensuring the safety and wellbeing of students.

(f) It is currently voluntary for private developers who build and operate PBSA to sign up to the three codes of practice required for higher education providers, which aim to ensure that accredited student accommodation is safe, good quality and reputable. These are:

- The Universities UK/GuildHE Code of Practice for University Managed Student Accommodation.

- The ANUK/Unipol Code of Standards for Larger Residential Developments for Student Accommodation Managed and Controlled by Educational Establishments.

- The ANUK/Unipol Code of Standards for Larger Developments for Student Accommodation NOT Managed and Controlled by Educational Establishment

It is suggested that the principles included within these three codes of practice should be adopted for all new PBSA developments, whether private sector or educational establishment led.

(g) It should also be noted that owners of PBSA are not required to pay business rates on this accommodation, meaning that they currently do not make a direct tax contribution to the place making or management of the areas in which they are located, despite the additional management issues that can arise from a concentration of student tenants. There may be opportunities to look at reducing the impact of this through the planning process, as part of the renewed Local Plan policies.

(h) Density of student accommodation will be essential to deliver the level of new high quality accommodation needed within the context of scarce land availability both in the Oxford Road Corridor area and the wider city centre.

(i) Given the current climate emergency and Manchester's commitment to be carbon neutral by 2038, it is increasingly important that the location of student accommodation in Manchester should continue to be driven by proximity to university campuses, reducing the need to travel, and to sustainable modes of transport. This supports existing green travel plans.

6.35 In May 2023, a further report was presented to the Executive Committee. The report identifies that there is a need for the provision of 750 additional bed spaces (on top of existing provision) in the city per annum up to 2030 reflecting the under-provision in the City relative to the size of its student population. It further identifies a pipeline of sites which are potentially capable of accommodating this requirement – which included the Site which is the subject to this Planning Application.

6.36 The report noted that:

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

6.37 The Report concludes that there is a clear need for additional Purpose-Built Student Accommodation in Manchester. However, this new accommodation needs to be provided in appropriate locations in line with Policy H12.

6.38 Policy H12 therefore remains relevant – and indeed is the most relevant policy - to the appropriateness of the Proposed Development.

Other Relevant Policies

Design

6.39 The Framework emphasises that the creation of high-quality buildings and spaces is essential to the objectives of the planning and development process, with good design being a crucial element of sustainable development[49]. Development should be aesthetically pleasing, enhance the overall quality of the area, and be sensitive to local character. It should also foster a strong sense of place, maximise the site's potential, and create environments that are safe, inclusive, and accessible[50].

6.40 The objective to achieve well-designed places is also reflected in local planning policies. In particular, the Core Strategy[51] seeks to ensure that all new development across the City:

49 Paragraph 131, National Planning Policy Framework

50 Paragraph 135, National Planning Policy Framework

51 Core Strategy, Policy SP1

- 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.
- Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible, and
- Improve 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.

6.41 All new development in Manchester is required to follow seven principles of urban design[52], 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
- Diversity: a place with variety and choice.

6.42 The application site is situated within two defined Character Areas[53]:

- *The City Centre Character Area* – a particularly dense environment that accommodates a wide and closely integrated range of uses including commercial, civic, and residential activities. New development should consider the City's heritage and continue the rich pattern of activity in the core area, seek opportunities to create landmark buildings whilst also contributing positively to the experience of all at street level and provide new areas of meaningful open space, and the maintenance and improvement of the City's permeability should be considered in all proposals.

- The Corridor (Higher Education Precinct (HEP)) Character Area - home to prominent educational and medical institutions along a linear route, featuring a mix of large-scale buildings. New developments in this area should align with the substantial scale and character typical of major City institutions, offering opportunities for innovative and contemporary architectural designs.

6.43 The CMSSF confirms PBSA schemes should deliver 'added value' beyond simply the numerical provision of accommodation. Design is encouraged to reflect and showcase the world-leading activities and opportunities within the Oxford Road Corridor and at the Universities, thus enhancing the public realm through well-planned and designed streetscape.

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52 Core Strategy, Policy EN1

53 ibid

6.44 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.

6.45 PfE highlights that improvements to the public realm, walking and cycling infrastructure, and green spaces will enhance the City Centre's character and environmental quality, positioning it to compete globally for investment, businesses, skilled workers, residents, and tourists.

Tall Building Policies

6.46 The Core Strategy[54] defines tall buildings as buildings which are substantially taller than their neighbourhoods and/or which significantly change the skyline.

6.47 Support will be given to tall buildings where it can be demonstrated that:

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

6.48 The fundamental design objective is 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.

6.49 The City Centre is identified as a suitable location for tall buildings, with particular encouragement given to non-conservation areas and sites which can easily be served by public transport nodes.

6.50 To be read alongside this policy is the advice note prepared by Historic England (HE) on Tall Buildings (Historic England Advice Note 4: Tall Buildings) published in March 2022. The advice note confirms a number of factors to be taken into account when determining the impacts a tall building could have upon the environment (particular the historic environment). This includes quality of places, heritage, visual, functional, environmental and cumulative.

Transport and Accessibility

6.51 National planning policy highlights that major developments should be directed to locations that are, or can be made, sustainable by minimising the need for travel and providing a genuine range of transport options[55]. In assessing planning applications, local authorities must ensure that opportunities to encourage sustainable transport

54 Core Strategy, Policy EN2

55 Para. 117, National Planning Policy Framework

modes are maximised, safe and appropriate access to the site can be provided, and any significant impacts on the transport network are effectively mitigated[56].

6.52 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 emissions[57]. All new developments should be easily accessible to good public transport links to the City Centre and Regional Centre[58].

6.53 PfE seeks to create an accessible, low-carbon Greater Manchester with world-class connectivity. It supports reducing travel needs by concentrating development around key services and promoting walking, cycling, and public transport. The PfE aims to prioritise sustainable transport infrastructure, social inclusion, and environmental sustainability, with a focus on pedestrians, cyclists, and public transport users[59].

6.54 PfE also places a focus on designing streets that enhance quality of place and promote walking, cycling, and public transport. Streets will be accessible and welcoming, with improvements to walking and cycling routes, public transport facilities, green spaces, and seating. The PfE aims for safety, mobility, and social interaction while reducing barriers and vehicle traffic impacts. It supports a multi-modal transport approach, integrating sustainable transport options, shelter, and spaces for services, play, and socialising, while ensuring new infrastructure accommodates utilities and digital connectivity[60].

Development Management Policies

6.55 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 generation[61].

- Consider the potential effects of new development proposals likely to be generators of noise and the implications of new developments being exposed to existing noise[62].

- Support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance[63].

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56 Para. 115, National Planning Policy Framework
57 Core Strategy, Policy T1
58 Core Strategy, Policy T2
59 PfE, Policy JP-C1
60 PfE, Policy JP-C5
61 Core Strategy, Policy DM1
62 Core Strategy, Policy DM1
63 Unitary Development Plan Policy DC26.1

- 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 space[64].

- Direct development 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 Infrastructure[65].

- 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 City[66].

- 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 itself[67].

- 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 assessment[68].

- 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[69].

Other Material Considerations

National Planning Policy Framework ('the Framework')

6.56 The Framework 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

64 Core Strategy, Policies EN4, EN6, EN8 and EN9.
65 Core Strategy, Policy EN14
66 Core Strategy, Policy EN15
67 Core Strategy, Policy EN16
68 Core Strategy, Policy EN18
69 Core Strategy, Policy EN19

- Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies in the Framework as a whole.

6.57 Key policies are considered below.

6.58 Paragraph 8 of the Framework incorporates three interconnected objectives which are mutually supportive of achieving sustainable development. These are:

- *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.

6.59 Paragraph 9 confirms that planning decision planning 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.

6.60 Section 11 seeks to ensure that planning policies and decision make effective use of land in meeting the need for homes and other uses through the redevelopment of previously developed or 'brownfield' land[70] where possible. It also confirms that planning decisions should support the development of underutilised land and buildings[71]. It confirms that substantial weight should be given to the value of using suitable brownfield land[72].

6.61 To promote sustainable transport, Paragraph 110 seeks to ensure that the planning system should seek to ensure that significant development should be focused on location which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. Paragraph 115 confirms that when considering development proposals, it should ensure that sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location and that any significant impacts from the development on the transport networks, or on highway safety can be mitigated. Ultimately, Paragraph 116 confirms

[70] Framework, para 124
[71] Framework, para 125(d)
[72] Framework, para 125(c)

that development should only be prevented on or refused on highways grounds if there would be an unacceptable impact on high safety, or the residual cumulative impact on the road network, following mitigation, would be severe.

6.62 Section 12 seeks to achieve well-designed places, with Paragraph 131 confirming that the creation of high quality buildings and places is fundamental to what the planning and development process should achieve.

6.63 Paragraph 161 identifies that the planning system should support the transition to net zero by 2025. Paragraph 164 seeks that new development should be planned for in ways that avoid increased vulnerability to the range of impacts arising from climate change, and that help to reduce greenhouse gas emissions.

6.64 Paragraph 180 confirms that inappropriate development in areas at risk of flooding should be avoided, and where necessary that development is made safe for its lifetime without increasing flood risk elsewhere.

6.65 Paragraph 187 confirms that planning decisions should contribute to and enhance the natural and local environment by conserving and enhancing biodiversity, and encourage opportunities to incorporate biodiversity in and around developments and integrate proposals with local habitats.

6.66 Paragraph 196 seeks that planning decisions ensure that sites are suitable for its proposed use taking account of ground conditions and any risks from land instability, and the need for mitigation including land remediation. Paragraph 198 seeks to ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development.

6.67 Paragraph 202 confirms that heritage assets are an irreplaceable resource, and should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations.

Summary of Key Policy Issues of Relevance

6.68 National planning policy sets out a presumption in favour of sustainable development and confirms that development that accords with relevant policies of an up-to-date development plan should be granted planning permission without delay. Similarly, there are a range of development management policies to evaluate the proposals against, as outlined above.

6.69 Core Strategy Policy H12 is the principal development plan policy of importance, and permits PBSA development proposals where it can be demonstrated that specific policy criteria can be met including the need for sites to be in close proximity to the University campuses and have a positive regeneration impact and where developments demonstrate a need for additional PBSA or they have entered into a formal agreement with a University, or another provider of higher education.

6.70 Whilst not affecting the primacy of the development plan, MCC's 2020 and 2023 Executive Committee reports established further criteria relevant to PBSA development which is a material consideration relevant to the determination of application. The further report presented to MCC's Executive Committee on the need for the provision of additional PBSA bed spaces identified the Site which is the subject to this Planning Application as one of the pipeline sites capable of accommodating this requirement.

6.71 The Framework and local planning policies require development to be of high-quality design, and to have regard to the prevailing character with the surrounding area, including the retention and improvement to assets with a heritage value.

6.72 Policies in the Core Strategy and Framework encourage development on previously developed land and support the development of underutilised land and buildings.

7. The Strategic Case for Development

7.1 This section of the Planning and Tall Building Statement demonstrates that the principle of the proposed development aligns with the adopted Development Plan, the Framework and other material considerations.

Contribution of the Knowledge-Based Economy in achieving the vision for Manchester as a Global City

7.2 The vision of the Development Plan for Manchester as part of the Core Growth Area of the City Region seeks to strengthen the City's global standing by maximising the role of its world-class higher education educational institutions and enhance Manchester's reputation as a destination of choice for students from across the globe.

7.3 The Proposed Development provides a direct replacement for existing out-dated stock that is reaching the end of its lifecycle, and that is not of a quality comparable to the quality of the City's higher education institutions. Furthermore, the current arrangement on the Site does not represent an optimal use of this important strategic location.

7.4 The Proposed Development supports the vision of the Development Plan by providing high-quality, purpose-built student accommodation in a prime location, close to leading universities and within the Oxford Road Corridor, an internationally significant hub for education and the knowledge economy.

7.5 The delivery of such accommodation will support the attractiveness of the city as a destination for higher education in a globally competitive education market.

7.6 Through doing so, the development will contribute to the quality of the offer associated with the knowledge-based economy and will help to position Manchester firmly among the leading cities in Europe and as a truly Global City as a destination for higher education.

7.7 The Proposed Development therefore aligns with ambitions for the City's Higher Education sector as expressed within the Core Strategy, the Corridor Manchester Strategic Spatial Framework (March 2018); Places for Everyone (2024) and other material considerations.

Suitability of the location of the Proposed Development

7.8 In accordance with the core development principles set out within Policy H12, Policy SP1 and Policies EC3 and CC3 of the Core Strategy, as well as PfE Policies JP Strat 1 and JP Strat 2 the Proposed Development:

- makes a positive contribution to neighbourhoods of choice through the reuse of underutilised land to deliver a well-designed development that meets the specific needs of students.

- delivers a type and form of high-density residential accommodation within the Regional and City Centre that is compatible with and complementary to the Sites strategic location in immediate proximity to higher education institutions and within the Oxford Road Corridor.

- is in a highly sustainable location where students can readily access both universities and city centre facilities, including via a range of modes of transport, including walking, cycling and bus.

- facilitates the increase in provision of high-quality student accommodation through the efficient and effective redevelopment of an existing sustainably located site that is already used for PBSA. The reutilisation of this existing PBSA site avoids the need to use other additional land within the City Centre, as part of the Core Growth Area.

- secures a significant concentration of PBSA that increases and diversifies the City's accommodation offer, which in turn helps to relieve demand on the mainstream housing market within the City and Regional Centre.

7.9 The Proposed Development therefore positively contributes to role of the City and Regional Centres, and the pivotal role of the Development Plan which seeks to considerably strengthen these significant economic locations.

The Use of Previously Developed Land

7.10 Planning policy and guidance encourages the use of previously developed land and underutilised land and buildings in locations that are accessible by a wide range of sustainable modes of transport.

7.11 The existing built form of the Site is of limited architectural merit and is of a density that does not make the most efficient or effective use of this prime city centre location. Situated within a strategically important part of the City Centre identified for significant regeneration, the Site currently underdelivers in terms of design quality, urban form, and contribution to the wider cityscape.

7.12 It is through the Proposed Development that there is a unique opportunity to optimise the use of this underutilised land within this strategically important location of Manchester City Centre.

7.13 The Proposed Development represents a significant investment by iQ. It is a contemporary, high-quality scheme that reflects Manchester's ongoing transformation. Through the proposed thoughtful design and efficient and effective use of land, the development will enhance the character and vitality of the area, support the city's wider regeneration objectives for this prominent and strategic location, and deliver long-term social, economic, and environmental benefits greater than would otherwise be realised.

7.14 The Proposed Development therefore maximises the use of previously developed land to deliver the vision for the City Centre and directly aligns with Policy CC8 of the Core

Strategy, Policy JP Strat 2 of PfE and Paragraph 11(d)(ii), Section 11 and Paragraph 129 of the Framework.

Principle of Purpose-Built Student Accommodation

Addressing Core Strategy Policy H12

7.15 Core Strategy Policy H12 is the principal development plan policy of importance to the Proposed Development. Policy H12 permits PBSA development proposals where it can be demonstrated that specific policy criteria can be met.

7.16 As a permissive policy that lends its support to PBSA development it follows that if each of the criteria are met, the proposals benefit from the support of Policy H12.

7.17 It is also necessary to give consideration to the additional criteria, endorsed by MCC's Executive in December 2020 ('Executive Criteria'), as a material consideration in the determination of PBSA development. Albeit it is recognised that the additional criteria do not affect the primacy of the development plan, Policy H12.

7.18 Through doing so it is necessary to highlight that the suitability of the Site for PBSA development is evidenced within MCC's Economic and Executive Committee Report on Purpose Built Student Accommodation in Manchester in May 2023 which identifies a pipeline of PBSA schemes and sites that are anticipated to deliver the required amount of PBSA up to 2030 – including iQ's Weston Halls and Pendulum Hotel site (referred to as 'Charles Street' site) – in locations that would be consistent with Policy H12.

7.19 The report therefore confirms that the Site is suitable for PBSA development as is proposed through this application. And indeed, as is self-evident, the site is already occupied by PBSA – the suitability of the use is established, this is only a matter of intensification.

7.20 Notwithstanding that, and for the avoidance of doubt an evaluation against the specified criteria of Policy H12, and the additional Executive Criteria is presented below. This demonstrates that the Proposed Development meets the specified policy criteria.

1. Sites should be in close proximity to the University campuses or to a high frequency public transport route which passes this area; and,
Also relevant is: Executive Criteria Criterion (b) - '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, in order to maximise the growth potential of the Corridor, recognising the limited availability of land. Student accommodation should, therefore, be in the right locations, in appropriate numbers, and only where it supports wider growth.'

Also relevant is: Executive Criterion (i) – 'Location is a key factor in ensuring the quality, security, sustainability and wellbeing benefits of accommodation. As a result, purpose-built student accommodation should be located in the areas immediately adjacent to the core university areas, principally the Oxford Road Corridor area.'

7.21 As detailed in Section 2 of this Statement the Site occupies a prominent strategic location within the Oxford Road Corridor, an area of the City Centre that is characterised by the major higher education institutions of University of Manchester and Manchester Metropolitan University. The University of Manchester Sackville Street campus area is also located to the immediate east and south of the Site.

7.22 By virtue of its location within the Oxford Road Corridor, the Site benefits from a range of close high frequency public transport routes. This includes high frequency bus services along Oxford Road providing connections in and out of the city centre. Both Manchester Piccadilly and Manchester Oxford Road train stations are also in close proximity to the Site, so is St Peter's Square Metrolink stop.

7.23 The first criterion of Policy H12 is therefore satisfied, as well as considerations (b) and (i) in the Executive Report.

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;
Also relevant is: Executive Criterion (i) - 'Given the current climate emergency and Manchester's commitment to be carbon neutral by 2038, it is increasingly important that the location of student accommodation in Manchester should continue to be driven by proximity to university campuses, reducing the need to travel, and to sustainable modes of transport. This supports existing green travel plans.'

7.24 With regard to the sustainability as a whole, the Site seeks to maximise the opportunity arising from the redevelopment of an existing PBSA site that is located within a highly accessible location which will all but eliminate the need for travel by private car given its immediate connectivity to high frequency public transport route and proximity to the universities and the City Centre. Furthermore, the Proposed Development represents an optimal use of currently underutilised land within a strategic location in the heart of the city centre.

7.25 The Proposed Development ensures that student accommodation in Manchester is in close proximity to university campuses, reduces the need to travel, and maximise the opportunity for use of sustainable modes of transport.

7.26 The Proposed Development has been designed to mitigate against the effects of climate change as far as flood risk is considered and will deliver measurable improvements in respect of flood compensatory storage. It also adopts a surface water drainage strategy that reduces the flood risk downstream by restricting the discharge rate into the River Medlock to greenfield runoff rates.

7.27 In respect of Climate Change Chapter 12 of the Environmental Statement concludes the effect of the Proposed Development on Green House Gas Emissions through all stages (demolition, construction and operation would minor adverse with no significant effects demonstrating that the Proposed Development complies with up-to-date policy and good practice reduction measures and makes a contribution to the national trajectory to net zero.

7.28 With regard to the sustainability as a whole, the Site is located within a highly accessible location given its proximity to the Oxford Road Corridor, Higher Education Institutions, Manchester City Centre, and key public transport nodes. The highly sustainable nature of the development is reflected in the car free nature of the Proposed Development.

7.29 The Proposed Development has been designed to be mitigated against the effects of climate change in respect of flood risk and will deliver measurable on-site biodiversity net gain.

7.30 The Proposed Development has been designed to minimise energy demand, and incorporates a fabric first approach to reduce its ongoing requirement to consume energy to hear, ventilate and light the building through high specification building fabric and energy efficient building services as part of a fully electric building. It also incorporates a solar PV array across both phases of development

7.31 The Proposed Development achieves reductions of 9.4% and 12.6% for Phases A and B respectively when compared with the Part L 2021 Target Primary Energy Rate. By targeting performance beyond the Part L 2021 requirements, and by implementing an all-electric building-services strategy, the Proposed Development can be considered 'net-zero ready' for operational energy once the UK National Grid further decarbonises.

7.32 The site is not within a connectable distance to the closest local heat network and therefore this has not been considered within the design.

7.33 The Proposed Development is also targeting achieving BREAAM excellent.

7.34 As far as it is relevant, the second criteria of Policy H12 is therefore satisfied, as well as consideration (i) in the Executive Report.

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.
Also relevant is: Executive Criterion (g) - 'Consideration of place making opportunities to contribute to the management of areas in which the proposed PBSA is located'

Also relevant is: Executive Criteria (h) - 'Density of student accommodation will be essential to deliver the level of new high quality accommodation needed within the context of scarce land availability both in the Oxford Road Corridor area and the wider city centre.'

Density and Place Making

7.35 The density of the Proposed Development has been shaped by the parameters set out in the draft Charles Street and Granby Row Development Framework, reflecting the opportunity for high-density development that integrates with key regeneration areas – the Corridor Manchester, ID Manchester / Sister, Mayfield, First Street, and Great Jackson Street – within the City's southern arc. It also responds to the ambition to deliver landmark buildings in this location.

7.36 The existing development provides 528 student bed spaces and 117 hotel rooms across a site of 0.73ha. A density of development that does not make the most efficient or effective use of this prime location within such a strategically important part of the City Centre.

7.37 By recognising the opportunity presented by the Site, it is clear that achieving an appropriate density of student accommodation is essential, given the scarcity of available land both within the Oxford Road Corridor and across the wider city centre.

7.38 Therefore, the Proposed Development seeks to deliver appropriate intensification in density of the Site. 2,511 bed spaces are proposed (at a density of c. 3,477 bed spaces per ha) within buildings ranging from 1 - 50 storeys. The tallest building maximises the opportunity for a landmark building within the area and ensures that the development responds to the height of the adjacent developments and complements the scale of regeneration underway within the Southern-Arc of the City Centre.

7.39 Notwithstanding this density, the proposals include significant external landscaped areas, over half of the Site area. With this, the scheme achieves over 1,000% biodiversity net gain, a transformative uplift from the existing condition and an outcome that significantly exceeds policy expectations for a city centre site. The landscaping will establish an ecologically rich environment contributing positively to the environment and student wellbeing. Indeed, it is by increasing the height and scale of the built form that this opportunity is created.

7.40 The application is also supported by a Townscape and Visual Impact Assessment (TVIA), which forms the basis to Chapter 8 of the Environmental Statement. The TVIA concludes that the Proposed Development would have no harmful effects on identified receptors.

7.41 It finds that a significant effect is only identified on three of the identified receptors. The Proposed Development would have a moderate beneficial effect on townscape on the local townscape character area of the University Buildings, Living and Ancillary uses and on the visual amenity of users of the pedestrian route and roads immediately adjacent to the Site (Sackville Street, Charles Street and the pedestrian link and open space along the southern Site boundary) – i.e the Proposed Development would provide visual interest and a betterment for these receptors. The assessment also finds that the Proposed Development would have a moderate neutral effect on visual amenity of users of Vimto Park.

7.42 For all other receptors the TVIA conclude that the Proposed Development would give rise to residual effects of between minor neural – minor beneficial, with no significant effect arising.

7.43 The assessment concludes that overall, the changes to views are generally considered neutral, as views towards the southern extents of the city centre often include taller buildings. It recognises that this area is being established as the “Southern Arc”, located between the Altrincham Viaduct and the Mancunian Way which is an area identified as capable of accommodating substantial building heights between these two key pieces of townscape infrastructure, and positioned away from the historic core.

Provision of and Access to Amenities

7.44 There are a range of existing retail facilities within walking distance of the Site including the extensive parade of retail, food and drink and other commercial units lining Oxford Road, and the extensive range of facilities located within the city centre.

7.45 The third criteria of Policy H12 is therefore satisfied and considerations (g) and (h) in the Executive Report.

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; and,
Also relevant: Executive Criterion (a) - 'The starting point for all student residential schemes should be that they contribute to delivering the regeneration objectives for the city; supporting employment growth, graduate, and talent retention, placemaking and the city's international reputation.'

7.46 The positive regeneration from the Proposed Development is overwhelming as evidenced throughout this Statement. The Proposed Development comprises of significant investment by iQ in Manchester that is reflective of Manchester's ongoing regenerative transformation.

7.47 Fundamentally the Proposed Development will enhance the character and vitality of the area, support the city's wider regeneration objectives for this prominent and strategic location, and deliver long-term social, economic, and environmental benefits greater than would otherwise be realised – the benefits of which are expressed throughout this Statement, particular in Section 12.

7.48 The fourth criteria of Policy H12 is therefore satisfied and consideration (d) in the Executive Report.

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.
Also relevant: Executive Criterion (e) - 'purpose built accommodation should consider the welfare and wellbeing of students as a major factor, in both design and management. Ensuring that student accommodation is delivered in safe and secure locations, and with appropriate management and facilities, will be a fundamental consideration for any PBSA proposals. Location of accommodation close to University facilities is a critical issue in ensuring the safety and wellbeing of students.'

7.49 The Crime Impact Statement (CIS), prepared by Greater Manchester Police (GMP), concludes that the scheme has been assessed against the principles of the 'Crime Prevention Through Environmental Design (CPTED)', in order to reduce opportunities

for crime and fear of crime. The CIS provides a number of recommendations for security measures which will be reviewed by iQ in liaison with GMP to ensure the scheme is most appropriately and robustly designed to prevent crime or fear of.

7.50 The iQ Student Management Plan also confirms measures to ensure students are safe and feel safe in their environment (detailed at paragraphs 5.58 – 5.63). This includes on-site staff and security 24/7. In addition, an Operations Manager will be employed, taking overall responsibility of the accommodation to ensure the effective and safe operation of the building. They will be supported by Assistant Managers and Customer Service Assistants.

7.51 In addition, student wellbeing is a high priority for iQ. Alongside the design of the buildings and social spaces, iQ adopt a programme of 'Feel Good' aims to put proactive measures in place to help students build relationships, feel better connected and as a result feel a sense of community and safe and secure in their environment. Mental health training is provided to employees, and iQ work with the university welfare teams and partner experts so that any support students may need is promoted and easily accessible. Partners include student mental health charity Student Minds, and SHOUT, the UK's first and only free, confidential, 24/7 text messaging service for those who need crisis support or are struggling to cope.

7.52 The fifth criteria of Policy H12 is therefore satisfied and consideration (e) in the Executive Report.

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; and,
Also relevant: Executive Criteria (g) - 'It should also be noted that owners of PBSA are not required to pay business rates on this accommodation, meaning that they currently do not make a direct tax contribution to the place making or management of the areas in which they are located, despite the additional management issues that can arise from a concentration of student tenants. There may be opportunities to look at reducing the impact of this through the planning process, as part of the renewed Local Plan policies.'

7.53 To avoid unacceptable impacts arising a result of the Proposed Development, it has been carefully designed to integrate with its surrounding context, and neighbouring uses. A detailed assessment of these matters is set out within Section 9 of this Statement.

7.54 Potential amenity impacts arising as a result of the Proposed Development has been comprehensively assessed with the submitted Environmental Statement, this includes noise, air quality, daylight sunlight, wind, and microclimate.

7.55 The Environmental Statement concludes that, subject to the implementation of appropriate mitigation measures, the resulting environmental effects would range

from minor beneficial to minor adverse during the construction stage and major beneficial to minor adverse effects during the operational stage.

7.56 In respect of the day-to-day operational impact of the Proposed Development a Student and Operation Management Plan has been prepared by iQ, and submitted in support of this application. The management strategy demonstrates that iQ are aware of the potential operational challenges arising as a result of the Proposed Development, and that appropriate management measures will be in place to manage and reducing the impact of this within the area of the Proposed Development.

7.57 The sixth criteria of Policy H12 is therefore satisfied and consideration (g) in the Executive Report.

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

7.58 There are no buildings of heritage value within the Site.

7.59 Criterion seven of Policy H12 is therefore not applicable to the Proposed Development.

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.

7.60 The application is also supported by a Waste Management Strategy which confirms that the Proposed Development is capable of ensuring that suitable provision is made for waste storage including the segregation of waste to encourage recycling and minimise waste arising (see Section 9).

7.61 The eighth criteria of Policy H12 is therefore satisfied.

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.
Also relevant: Executive Criterion (d) - 'For Manchester to remain competitive as a world class education hub, with an accommodation offer to match, the current level of poor quality accommodation needs to be addressed. New stock in appropriate locations represents an opportunity to deliver an improved student experience, which better reflects Manchester's institutions and its educational reputation overall, and also helps to contribute to sustainability targets;' and (f) regarding codes of practice for higher education providers.

7.62 The foundation of the suitability of this Site for the Proposed Development, and the role it will play in satisfying the need for additional are established in the MCC's Executive Committee report dated 2023. The Site is identified as one of the pipeline sites that MCC have identified that can accommodate the requirement for student accommodation up to 2030.

7.63 **Section 2** of this Statement concludes that there is a clear need for additional Purpose-Built Student Accommodation in Manchester, based upon analysis by Cushman & Wakefield and should be referred to. However, this new accommodation needs to be provided in appropriate locations in line with Policy H12.

7.64 On the basis that the Executive Report (2023) identifies the Site within its pipeline for the delivery of PBSA in Manchester, it is considered criteria 9 of Policy H12 is satisfied is as far as MCC recognise its role in meeting the need for additional PBSA.

7.65 The Proposed Development will strengthen Manchester's position as a world-class education hub by delivering high-quality, purpose-built student accommodation. It addresses the shortcomings of Weston Halls and provides exceptional purpose-built student accommodation in a prime, strategic location close to the universities and the Oxford Road Corridor.

7.66 The ninth criteria of Policy H12 is therefore satisfied and considerations (d) and (f) in the Executive Report.

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

7.67 The Proposed Development is being brought forward solely by iQ, one of the United Kingdom's leading providers of PBSA with more than 80 sites nationwide, and the third largest provider of PBSA in Manchester.

7.68 In Manchester, iQ operates a range of high-quality accommodation options, including Lambert and Fairfield House, Fletcher House and Hollingworth House, which are well located for students at Manchester Metropolitan University. Other sites include iQ Wilmslow Park, Manchester Gardens, and Victoria Park.

7.69 Following a grant of planning permission in 2023, iQ are in the process of delivering the Echo Street development, which is set to complete in summer 2026. The scheme will provide an additional 1,224 bedspaces for the city.

7.70 Given iQ's significant role in the provision of PBSA in Manchester, the Proposed Development represents iQ's long-term commitment to reinvigorate its Manchester portfolio through comprehensive redevelopment of this major site and maximise its contribution to a part of the subject to significant and sustain investment and regeneration.

7.71 Therefore, it is demonstrated that the Proposed Development is deliverable and the tenth criteria of Policy H12 is therefore satisfied.

Summary of the Strategic Case for Development

7.72 In summary the Proposed Development:

- Replaces poor quality existing PBSA with high-quality PBSA in a landmark strategic location, directly supporting Manchester's strategy to enhance its global reputation in higher education and strengthen the Oxford Road Corridor

as an international knowledge hub through the provision of accommodation infrastructure suitable for the city's world-renowned higher education institutions.

- Supports key local and national planning policies which emphasise the use of previously developed land. The Proposed Development will transform a currently underutilised, prime City Centre site ripe for regeneration through the delivery of a high-quality, high-density student accommodation scheme that enhances the areas design quality and its urban form.

- Is entirely consistent with Core Strategy Policy H12 as the Development Plan policy of greatest relevance. It confirms that the provision of new PBSA will be supported where the development satisfies the policy criteria. It has been demonstrated that the Proposed Development satisfies all the relevant criteria for PBSA. The suitability of the site for PBSA is further supported by Manchester City Council, who in the Executive Committee Report on PBSA in Manchester in May 2023 explicitly identified the Site as being a suitable pipeline site capable of delivering PBSA to meet the identified need.

7.73 This section demonstrates that the principle of the Proposed Development is entirely consistent with the adopted Development Plan, the Framework and other material considerations.

8. Achieving Well Designed Places

8.1 The requirement for developments to be of a high-quality and deliver well designed is fundamental to what the planning and development process should achieve.

8.2 This section addresses the acceptability and quality of the Proposed Development's design in relation to the Development Plan, the Oxford Road Strategic Regeneration Framework (SRF), the Framework, and other relevant material considerations.

Achieving High Quality Design

8.3 National and local planning policies emphasise that good design is a key component of sustainable development. New development should function well and contribute positively to the area's quality, be visually attractive, sympathetic to local character, maintain a strong sense of place, and create environments that are safe, inclusive, and secure.

8.4 The accompanying Design & Access Statement (DAS) prepared by Simpson Haugh sets out in detail how the scheme has been shaped by a commitment to delivering a development of genuinely high-quality design, one that functions effectively, reflects a contextual response to its surroundings and the ongoing regeneration, and contributes meaningfully to the evolving character of the Southern Arc of development in the City Centre through the creation of a landmark development. The DAS demonstrates that the Proposed Development represents a distinctive and coherent architectural response that as evolved through careful design development to reflects the opportunity presented by the Site and its strategically important position within the southern arc of the city's growth.

8.5 The Proposed Development seeks to maximise the regeneration potential of this underutilised location through a layout, scale and massing that is demonstrated to be an appropriate response intelligently to the emerging pattern of higher-density development that extends between ID Manchester / Sister, Mayfield, First Street, and Great Jackson Street. A core element of the Proposed Development is also its placemaking ambition and its landscape strategy.

8.6 The landscape-led approach significantly elevates the placemaking quality of the scheme. By allocating over half the Site to planted, biodiverse external space, the development introduces a soft, green character into an area with limited existing planting. This contributes to the wider regeneration objectives for the Oxford Road Corridor and the ID Manchester / Sister regeneration area by enhancing townscape quality, improving microclimate and creating a more attractive and liveable urban environment.

8.7 The architectural and landscaping solution ensures that the scheme maintains its own identity through the delivery of a landmark development whilst sitting comfortably within this band of transformational change. Through doing so the Proposed Development contributes positively to supporting the wider vision for this part of the city.

8.8 The design principles articulated in the DAS reinforce that the Proposed Development is a high-quality, contextually responsive, and forward-looking scheme. It is visually distinctive, providing a landmark development in a prominent city centre location, yet sensitive to its surroundings.

8.9 Taken as a whole the application demonstrates that the Proposed Development, in all respects, make a positive and enduring contribution to the character, quality, and identity of this important part of the city. In addition, the Proposed Development responds directly to Policy EN2 of the Core Strategy, which includes the requirement for proposal for Tall Buildings to be of excellent design, appropriately and sustainably located, to make a positive contribution to place-making (for example as a landmark) and to bring significant regeneration benefits. The Proposed Development's compliance with Policy EN2 is evidenced within the appended Tall Building Statement (**Appendix 3**).

8.10 Therefore, it is concluded that it is fully in accordance with Core Strategy Policies SP1, EC3, EN1, EN2, EN3, and DM1 (in relation to design matters), as well as Chapter 12 of the National Planning Policy Framework.

Other Matters

8.11 Alongside the Proposed Development's architectural and landscaping design, there are other aspects relevant to the consideration of high-quality design and the delivery of well-designed spaces. These are considered below.

Fire Safety

8.12 The application is supported by a Fire Statement Form, prepared by OFR Consultants, as required by Article 9A of the Town and Country Planning (Development Management Procedure) (England) Order 2015 ('the 2015 Order') inserted by article 4 of the Town and Country Planning (Development Management Procedure and Section 62A Applications) (England) (Amendment) Order 2021.

8.13 The statement demonstrates that fire safety has been considered at the very earliest stage of the design and construction process and is incorporated in the planning application. It will be subject to consultation with the Health and Safety Executive following submission of the planning application.

Crime Impact

8.14 The application is supported by a Crime Impact Statement (CIS), prepared by Greater Manchester Police, which provides an analysis of crime within the area, alongside the security credentials of the Proposed Development and general recommendations with respect to additional measures required to design out crime.

8.15 The CIS confirms that the scheme has been assessed against the principles of 'Crime Prevention Through Environmental Design (CPTED), in order to reduce opportunities for crime and fear of crime. The CIS provides a number of recommendations for security measures which will be reviewed by iQ in liaison with Greater Manchester Police.

8.16 Taking into consideration the findings of the CIS, it is concluded that the Proposed Development is wholly consistent with Policies EC1, H12 and DM1 with regards to matters of security.

Sustainability and Climate Change

8.17 The application is accompanied by Energy and Carbon Statement, prepared by Turley Sustainability which demonstrates the positive measures that are incorporated into the development proposals to ensure high levels of environmental sustainability performance in accordance with national and local policy objectives in in relation to reducing energy and carbon emissions.

8.18 The Statement demonstrates that in order to meet the ambitious targets of PfE Policies JP-S1 and JP-S2 regulated energy usage will be minimised on site in line with the energy hierarchy and aspirational targets set out within the GMCA Net Zero Design Guidance. Proposed measures incorporated into the Proposed Development included minimising energy demand; maximising energy efficiency; renewable energy generation; low carbon all electric heating; reducing overheating through passive measures and green and blue infrastructure and the efficient use of materials.

8.19 In addition to reducing energy and carbon emissions, the statement reiterates that the Proposed Development considers wider sustainability issues, to ensure a holistic approach to environmental, social, and economic benefits. It confirms that iQ are committed to achieving BREEAM Excellent at the Proposed Development. The Statement also encompasses the GMCA non-residential Energy and Carbon Proforma.

8.20 Chapter 12 of the accompanying Environmental Statement considers the Climate Change effects arising from the Proposed Development on Green House Gas Emissions during the demolition, construction and operational phases. The residual effect of the development on Green House Gas Emissions through all stage of the Proposed Development was found to be minor adverse with no significant effects. The effects identified demonstrate that the Proposed Development complies with up-to-date policy and good practice reduction measures and makes a contribution to the national trajectory to net zero.

8.21 The Proposed Development comprises of a highly sustainable and all-electric PBSA development that is compliant with PfE Policies JP-S1 and JP-S2 and Paragraph 166 of the Framework in seeking to minimise energy consumption and reduce carbon dioxide emissions.

Summary of Design Quality

8.22 In summary the Proposed Development:

- Delivers a high-quality regenerative proposal that creates integrated landmark development that responses contextually to the emerging band of high-density development in the city-centre patterns that fully complying with Core Strategy design policies and the Framework.

- Confirms the proposal satisfies the criteria of Core Strategy Policy EN2 (Tall Buildings) and reiterates that the Proposed Development is of an excellent

design, appropriate located, and that it makes a positive contribution to place-making, bringing significant regenerative benefits.

- Has embedded fire risk and crime prevention from the earliest design stages, and has been found to be compliant with fire-safety requirements, and of a design that seeks to minimise and prevent crime.

- Is an all-electric, highly sustainable development that seeks to minimises energy use, reduces carbon emissions, meets PfE and national net-zero guidance and incorporates broad sustainability measures including a commitment to achieving BREEAM Excellent.

9. Community and Amenity Considerations

9.1 This section provides a comprehensive assessment of the impact of the Proposed Development on the community surrounding the Site.

Impacts on the local and wider community

Socio-economics and Human Health

9.2 Chapter 6 of the accompanying Environmental Statement considers the Socio-Economic and Human Health effects arising from the Proposed Development on employment generated during the construction period and provision of PBSA during the operational period.

9.3 The consideration of effects identifies that there will be a minor beneficial effect from employment generated during the construction and that there will be a major beneficial effect, that is considered to be significant, during the operational period.

9.4 This application is also supported by a Socio-Economic Regeneration Impact Statement, prepared by Turley Economics. The report assesses the potential effects on the local economy, community, and considered the overall regeneration impacts of the Proposed Development.

9.5 The report finds that the Proposed Development will deliver a significant range of benefits, including but not limited to:

Construction Phase

- Significant investment made in construction, directly supporting 1,550 person-years of employment, equating to an average of **220 FTE gross jobs** over 7 years;
- An average of **200 direct, indirect and induced net additional FTE jobs** generated for workers in Greater Manchester during construction, of which 80 could be held by residents of Manchester; and
- Total net additional contribution of **£242.2 million GVA** to the Greater Manchester economy, including **£224.0 million concentrated in Manchester**.

Operational Phase

- Expenditure of **£11.5 million per academic year** generated by 2,511 students, including **£5.9 million** from students living in Phase A and a further **£5.6 million** from students in Phase B. A significant proportion of this expenditure will be retained locally, supporting businesses in Manchester city centre, neighbouring district centres and across the city region.
- **Additional expenditure** from visitors contributing a further **£653,000 per academic year,** including £337,000 associated with visits to students living in Phase A and £316,000 from visits to students in Phase B
- Student and visitor expenditure has the capacity to **support 90 jobs locally**, in industries such as hospitality and retail.

- The equivalent of up to **500 student HMOs could be freed up** by instead accommodating students in PBSA, in turn:

- Generating additional Council Tax revenue for MCC following the re-occupation of former student HMOs.

- Approximately **20 FTE employment opportunities** will be generated on-site, through residential building management activities (e.g. concierge, cleaning, maintenance, landscaping) to support the ongoing operations of the increased provision of PBSA.

9.6 In respect of human health, the accompanying Health Impact Assessment ('HIA') finds that the Proposed Development will result in no adverse impacts on the health and wellbeing of the existing or future local population which cannot be effectively mitigated. Indeed, it confirms that the Proposed Development will deliver a number of beneficial impacts, which are likely to lead to long-term improvements in local health and wellbeing outcomes, and which can be further enhanced through measures identified within this HIA.

9.7 The economic and social benefits of the proposed development are important material considerations that align with, CS Strategic Spatial Objective SO2 and policies CC8 and CC10 and national planning policy objectives for socially and economically sustainable development.

Impact on the Local Housing Market

9.8 The Proposed Development provides a significant opportunity to reduce the supply-demand gap of student accommodation in the city, particularly in the context of a growing student population, as referred to in Section 2 of this Statement.

9.9 The increase in purpose built student bedspaces has a role to play in relieving pressure on the private rented sector by redirect students away from HMOs and out of poorer quality living conditions. This derives a number of benefits to both students and affected communities which are impacted by high incidences of HMOs and the residential and neighbourhood management issues this results in.

9.10 By relieving the pressure on the private rental sector and reducing student reliance on HMOs the Proposed Development has a direct role to play in helping to generate additional council tax revenue for Manchester City Council from properties that are currently exempt by virtue of occupation by students.

9.11 The Proposed Development is of a quality that student expects from a city with world-class higher education institutions. The provision of dedicated high-quality accommodation helps to provide a greater sense of community and offering unrivalled well-being and quality enhancements that HMOs are unable to offer. This can support the objective of reducing reliance on HMOs to meet students' residential needs, supporting the objective of creating sustainable communities and a housing market which works for all.

Management and Operation

Student Management

9.12 The application is supported by a Student Operation and Management Plan ('management plan') prepared by iQ. The management plan sets out the operational management strategy for the Proposed Development and comprehensively demonstrates that the range of measures implemented by iQ seek to ensure that the experience of residents of the development is maximised and the impact of the operational impacts of the Proposed Development are minimised. These measures are discussed at paragraphs 5.58 – 5.63, and include a summary of iQ's check-in / check-out strategy.

9.13 Details relating to student wellbeing are also summarised in paragraphs 7.50 and 7.51.

Waste Storage and Collection

9.14 The Waste and Servicing Strategy for the Proposed Development has been developed together by iQ and a waste management specialist, SLR, and is submitted in support of this planning application.

9.15 The proposed waste strategy purposely supports the segregation of waste to encourage recycling and minimise waste arising. To achieve this, the strategy requires the collection of all waste type every two days. The building management team will be responsible for moving bins into a refuse holding area on collection days, with collection taken from the three Loading Bay Locations proposed.

9.16 The implementation of the strategy, and collections as envisaged will be secured as an obligation within the S106 agreement. The Proposed Development is in accordance with CS Policy DM1 (as relevant to waste management).

Amenity

Daylight, Sunlight and Overshadowing

9.17 Chapter 10 of the accompanying Environmental Statement considers the Daylight and Sunlight effects arising from the Proposed Development. The effects of overshadowing were not considered significant as part of the EIA Scoping Report and were not considered within the Environmental Statement.

9.18 On all of the five (5) properties assessed for the change in daylight amenity, the assessment finds that the Proposed Development effects will be minor adverse. For the five properties the change in sunlight amenity the effects would be negligible for two (2) properties, and minor adverse for three (3).

9.19 No significant effects are identified at any of the assessed properties.

9.20 In arriving at the conclusion of minor adverse effects they have been arrived at and considered in the context of the city centre location of these properties. The assessment recognises, inter alia, that it is unreasonable to expect city centre locations to achieve compliance with relevant standards and/or there to be an expectation that existing levels will be maintained given the emphasis and priority of planning policy on urban renewal and regeneration in this location.

Air Quality

9.21 Chapter 13 of the accompanying Environmental Statement considers air quality effects arising from the Proposed Development during the construction period.

9.22 The application is also accompanied by an Air Quality Assessment, prepared by APEX Acoustics Limited. This confirms:

- The potential air quality impacts during the construction phase, arise from fugitive dust emissions associated with demolition, earthworks, construction, and trackout activities.

- The effects arising during the demolition and construction period can be controlled though appropriate mitigation measures implemented through a Construction Environmental Management Plan (CEMP), or where necessary, a dedicated Dust Management Plan (DMP). The implementation of these good practice control measures is expected to effectively minimise dust emissions and ensure that air quality impacts are controlled to an acceptable level throughout the construction period.

- During the operational phase, traffic exhaust emissions associated with vehicle movements generated by future occupants would result in a negligible impact on local air quality.

9.23 As such, the proposed development is acceptable and in accordance with CS policies DM1 and EN16. It also complies with NPPF paragraph 199. Therefore, air quality is not considered to pose a constraint to the granting of planning permission for the Proposed Development.

Noise and Vibration

9.24 Chapter 14 of the accompanying Environmental Statement considers the Noise and Vibration effects arising from the construction phase of the Proposed Development.

9.25 The application is also accompanied by a Noise Impact Assessment, prepared by APEX Acoustics Limited. This confirms:

- Demolition and construction noise and vibration effects have been identified and assessed. The effects will be mitigated through the implementation of a series of controls and practises contained within a Construction Environmental Management Plan (CEMP). The CEMP will be secured by condition and will be subject to approval by MCC's Environmental Protection Team. The implementation of the CEMP will ensure that no significant construction noise or vibration effects will result.

9.26 As such, the proposed development is acceptable and in accordance with CS policies DM1 and EN16. It also complies with NPPF paragraph 199. Therefore, noise and vibration is not considered to pose a constraint to the granting of planning permission for the Proposed Development.

Wind and Microclimate

9.27 Chapter 9 of the accompanying Environmental Statement considers the wind and microclimate effect effects arising from the Proposed Development on pedestrian safety at thoroughfares, entrances, waiting areas and recreational spaces within and around the Site, and pedestrian comfort during both the construction and operational phases.

9.28 The assessment of effects concludes that the construction and operational stage on both pedestrian safety and comfort is negligible, and that no significant effects are identified.

9.29 The Proposed Development is therefore in accordance with CS Policy DM1.

Solar Glare

9.30 Chapter 11 of the accompanying Environmental Statement considered the solar glare effects arising from the Proposed Development. The effects of solar glare impacting occupants of adjoining buildings was not considered significant as part of the EIA Scoping Report and are not considered further in this Chapter.

9.31 An assessment of the operational effects of the Proposed Development on seven (7) roads, and the railway line in proximity to the Site were considered within the Environmental Statement.

9.32 Negligible effects were identified on six (6) of the identified roads assessed.

9.33 Minor adverse effects were identified on one (1) road, and on the railway line were identified. The effect on the receptors is not considered to be significant.

9.34 The assessment of effects concludes that the solar glare effects of the Proposed Development are acceptable.

Broadband Connectivity and TV Reception

Broadband Connectivity

9.35 The Core Strategy makes it clear that proposals must have regard to specific issues including ensuring that proposals have an appropriate siting, layout, and massing. The Framework clearly identifies that planning decisions should secure full fibre broadband connections. PfE also requires that all new development must have access to full fibre broadband unless this is technically unfeasible and/or unviable.

9.36 This application is accompanied by a Broadband Connectivity Assessment, prepared by Pager Power.

9.37 The assessment concludes that super-fast (30 Mbps) Fibre To The Premises ('FTTP') broadband connections are available at five of the six addresses near to the proposed development, from at least one service provider. It also identifies that a review of service provides identifies that there is Openreach and Virgin Media infrastructure near to the Proposed Development location. Other services providers have either not responded the consultation requests or have confirmed that FTTP cannot be provided to the Site.

9.38 The findings of the assessment demonstrate that FTTP infrastructure exists within close proximity to the Site, and subject to registration superfast broadband services can be obtained for the Proposed Development. The Proposed Development is therefore capable of satisfying the policy requirements of both PfE and the Framework in respect of ensuring new development has access to full fibre broadband.

TV Reception

9.39 This application is accompanied by a Desk-Based Satellite Television Interference Assessment by Pager Power.

9.40 The assessment considers the potential for effects upon satellite television reception by identifying the relevant satellites and receiving equipment and modelling appropriate diffraction and reflection zones. It identifies that 26 properties, comprising of a mix of residential and commercial uses, fall within the modelled shadow zone and that the impact of the development has been assessed. The assessment confirms that no significant impacts are predicated as a result of the Proposed Development upon 25 of the assessed buildings. The significance of impact on the remaining building cannot be ruled out, therefore, the assessment recommends that if any reported satellite television interference is report it should be investigated to analyse if interference is attributable to the Proposed Development.

9.41 Given the absence of impact, the assessment finds no requirement for pre-emptive mitigation. However, should mitigation be necessary (for the reasons set out above), the assessment details technical mitigation solutions.

9.42 It can therefore be concluded that the Proposed Development is compliant with Paragraph 112 of the Framework, Policy DM1 of the Core Strategy, MCC's Validation Requirements for Proposed Developments and PfE Policy JP-C2.

Summary of Community and Amenity Considerations

9.43 In summary the Proposed Development:

- Delivers positive impacts on the local housing market by addressing the pressure created on non-PBSA accommodation by a growing student population. The increase in provision of PBSA helps to reduce reliance on HMOs, ease strain on the private rental sector, increase Council tax revenue for MCC through the reduction in student exempt general market housing.

- Is supported by a comprehensive Student Operation and Management Plan that evidence that the Proposed Development will be owned and operated by iQ, an experienced PBSA providers extensive experience and knowledge of managing a significant portfolio of PBSA accommodation across the Country, including c. 4,800 bed spaces in Manchester.

- Has robustly considered amenity impacts which, where necessary, can be mitigated appropriately.

10. Environmental Appraisal

10.1 A number of environmental and technical assessments have been completed to support this planning application. Some assessments are presented within the Environmental Statement, and others are presented as standalone reports.

10.2 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 Section 9.

Townscape and Visual Impact

10.3 The TVIA, prepared by Turley and supports Chapter 8 of the Environmental Statement. The TVIA identifies the existing townscape character and visual amenity of the site and its context and assesses the effect of the Proposed Development on the townscape and visual amenity of the site and its surroundings.

10.4 Overall, the residual effects are predominantly minor and neutral, with only two instances where the effect is considered significant and beneficial.

Townscape Character

10.5 The assessment indicates that the most notable improvement occurs within the University Buildings, Living and Ancillary Uses area (LTCA1), where the development delivers a **moderate beneficial** effect, representing a **significant enhancement** to the local townscape.

10.6 In contrast, other areas, including the Whitworth Conservation Area (LTCA2), Ardwick Residential and Commercial Areas (LTCA3), and Manchester City Centre (LTCM), experience **minor neutral** effects, which are **not considered significant**.

Visual Amenity

10.7 For visual amenity, the majority of open spaces, such as Sackville Park, Vimto Park, Gartside Gardens, Ardwick Green Park, and Peters Square, are subject to **minor to moderate neutral** effects, with **no significant adverse** impacts identified.

10.8 Pedestrian routes and road users generally experience **neutral or minor beneficial** effects, with the exception of pedestrians in close proximity to the site (including Sidney Street and Charles Street), where the development results in a **moderate beneficial** effect, considered **significant**. Other routes, including approaches to Piccadilly Station, Oxford Road Station, and the Mancunian Way, experience **minor neutral or beneficial** effects, none of which are significant.

Summary

10.9 In conclusion, the proposed development is expected to integrate well within its context, delivering targeted improvements to townscape character and pedestrian experience without introducing significant adverse effects. The overall impact is positive, with enhancements concentrated in key pedestrian areas and the university precinct, supporting the scheme's contribution to the quality and attractiveness of the local environment.

10.10 Within the context of the Site's characteristics the magnitude of change and impact can be readily accommodated, to this extent the Proposed Development complies with Core Strategy policy EN1, CC9, DM1, CC10, EN2 and EN3

Built Heritage

10.11 A Heritage Assessment, prepared by Turley Heritage supports Chapter 7 of the Environmental Statement. The HA identifies the relevant built heritage assets that have the potential to be affected by the Proposed Development through changes to their setting.

10.12 The Heritage Assessment finds that there would be no harm to the significance of all identified heritage assets with the exception of the Whitworth Street Conservation Area.

10.13 Where there is no harm, the assessment confirms that the Proposed Development meets the objectives of Paragraphs 210, 212, 216 and 219 of the Framework and the requirements of s.66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 can be satisfied if MCC grants planning permission.

10.14 In respect of the degree of harm caused to the Whitworth Street Conservation the assessment identifies that the level is **'less than substantial'** and of a **low level** within this scale. Given the identification of less than substantial harm Paragraph 215 of the Framework is engaged and the harm should be weighed against the public benefits of the proposal including.

10.15 Within this Statement the substantial public benefits of the proposal are comprehensively demonstrated, including the wide-ranging social, economic and environmental benefits that will arise as a result of the Proposed Development (see Section 12 of this Statement in particular). When weighed against the identified public benefits the less than substantial harm identified to the Whitworth Street Conservation Area is demonstrably outweighed and the requirement of Paragraph 215 of the Framework has been satisfied.

10.16 The assessment finds that the Proposed Development accords with CS Policies CC 9 and EN 3 AND Policy DC19.1 of the UDP. The Proposed Development will sustain the significance of the historic environment, including nearby listed buildings and non-designated heritage assets.

Sustainable Transport and Highways Safety

10.17 The application is supported by a Transport Statement (TS) and Framework Travel Plan (FTP) prepared by SLR.

10.18 The TS confirms that the site benefits from excellent levels of accessibility by sustainable transport modes with it been located a short walk from Manchester City Centre, the main university campuses and public transport nodes.

10.19 Given the sustainable nature the Site, the Proposed Development will be 'car-free', which reflects an approach that is consistent with the existing development. The

Proposed Development will prioritise active and sustainable modes of transport through its relationship with infrastructure that encourages walking, cycling, and public transport use.

10.20 The TS confirms that there will be no change in vehicle traffic movement and as a 'car-free' development there will be a notable increase in pedestrian movements which are primarily pedestrian and public transport trips alongside a modest increase in cycle trips.

10.21 The Framework Travel Plan outlines a range of measures to support sustainable travel choices, including cycle storage, and mechanisms for ongoing monitoring and review. 144 cycle parking spaces are proposed, which is anticipated to be significantly greater than the level of cycle ownership. Students will also benefit from a Free Cycle Hire Club offering with the use of this monitored through the Framework Travel Plan. A full Travel Plan will be secured by planning condition, ensuring continued promotion of sustainable transport and behavioural change among future occupants.

10.22 Taken together, these measures will contribute to the delivery of a highly accessible and sustainable development.

10.23 The Waste Management and Servicing Strategy should be read alongside the TS, and confirms that measures are proposed to limit the implications of servicing activity through the applicable of an effective servicing strategy for the Proposed Development.

10.24 The Proposed Development does not adversely affect the operation of the highway or transport network and meets the criteria set out in national and local policy for sustainable development. It is therefore considered that the scheme is acceptable in highways and transportation terms and that it accords with PfE Policy JP-C8, CS CC5, TP1 and TP2, and the sustainable transport objectives set out in Chapter 9 of the Framework, particularly paragraphs 115 and 116.

Biodiversity

10.25 The Manchester Core Strategy and NPPF 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.

Ecology Assessments

10.26 The application is accompanied by a Preliminary Ecological Appraisal (PEA) and Bat Scoping Survey.

10.27 The PEA demonstrates that the principal habitat types characterised on site were modified grassland, built up areas and gardens, building, other developed land and sparsely vegetated urban land.

10.28 The PEA confirms that the following species amphibians, reptiles, badger, hazel dormouse, hedgehog, otter, water vole, and white-clawed crayfish were unlikely to be present on site. It also confirms:

- A Bat Scoping Survey was conducted, concluding that the two buildings located within the Site have low potential to support roosting bats. The western-most section of building was also inspected and no external PRFs or access points were identified. The boxed soffits along the eaves of the building and the roof tiles were well-sealed. At the time of the survey, the loft space was not accessible; however, as no access points were identified, this section of the building is considered to have negligible potential. There are no trees within the site boundary and foraging opportunities are limited to the small areas of introduced shrub and ruderal vegetation.

  No further surveys or mitigation measures are required, with regards to bats.

- A targeted bird survey was not undertaken during the site visit. The small area of dense vegetation and introduced shrub in the northern section of the Site provide limited opportunities for nesting and foraging birds. Mitigation is recommended for site clearance and vegetation removal is to take place outside of the breeding bird season and should not be undertaken from March to August inclusive. If this is not possible and works need to take place between this period, a targeted breeding bird nest scoping survey should be conducted by a suitably qualified ecologist immediately prior to the works, or an ecological clerk of works appointed to oversee the works.

- The PEA confirms that the non-native, invasive species Virginia creeper was identified within the northern section of the site during the walkover survey, as such mitigation is required to eradicate the invasive species prior to the start of works on the affected area.

Biodiversity Net Gain

10.29 The application is supported by a Biodiversity Net Gain Report and Metric, prepared by UES. The report provides the baseline and post-development figures for the Proposed Development as a whole, and per phase. This confirms the following:

- Development as a whole:
  - Baseline value: 0.14 habitat units, 0 hedgerow units, 0 watercourse units
  - Post-development: 1.74 habitat units, 0 hedgerow units, 0 watercourse units
  - **% net gain = +1,182.76%**
- Phase A:
  - Baseline value: 0.14 habitat units, 0 hedgerow units, 0 watercourse units
  - Post-development: 0.21 habitat units, 0 hedgerow units, 0 watercourse units
  - **% net gain = + 57.42%**
- Phase B:

- Baseline value: 0.36 habitat units, 0 hedgerow units, 0 watercourse units
- Post-development: 1.87 habitat units, 0 hedgerow units, 0 watercourse units
- **% net gain = + 426.39%**

10.30 Temporary habitats created in Phase A and removed in Phase B are included in phase-level metrics to show changes over time but are excluded from the statutory Biodiversity Net Gain (BNG) calculation. The statutory metric only reflects habitats present upon completion of the development. Consequently, numerical differences between phase-level and whole-site metrics are expected and do not indicate inconsistency. Phase-level metrics are provided for transparency, while the final whole-site metric is the legally relevant measure for BNG compliance.

10.31 Nevertheless, the scheme as a whole and per phase significantly exceeds the national and local planning policy expectations of a 10% net-gain.

10.32 The management of the on-site enhancements will be secured through the statutory condition on any planning permission.

10.33 The Proposed Development will not result in any harms to ecology or arboriculture and satisfies the Core Strategy Policies S06, DM1, EN15 and Chapter 15 of the NPPF.

Flood Risk and Drainage

10.34 The application is supported by a Flood Risk Assessment & Drainage Strategy, prepared by Civic Engineers Limited.

10.35 The Flood Risk Assessment confirms that the majority of the Site is located within Flood Zone 2, with areas also falling within Flood Zone 1. The assessment confirms that Proposed Development can be appropriately mitigated for through the incorporation of flood resistance design and resilience measures including the use of raised floor levels across the site, considering safe access and revisions to the existing topography. This includes raising finished floor levels for all more vulnerable uses above the 1 in 100 + 35% flood level plus an additional 300mm.

10.36 Where there are small areas of less vulnerable uses (such as plant rooms located on the south-west corner of Phase B) finished floor levels have been set lower to tie into existing ground levels, and an internal plinth is used to raise the plant above the 1 in 100 + 35% flood event levels to ensure that plant remains operation and undamaged whilst maintaining level access via existing levels adjacent to the Proposed Development.

10.37 In respect of flood compensatory storage, the FRA confirms that compared with the existing development, the new development footprint does not extend to the south-east of the site and the extent of building footprint within the flood extents in this area has been removed. Based on the flood level of 33.46m AOD (1 in 100 year +35% climate change), the area flooded in the existing case is 679 m2, and the area flooded in the proposed case is 1,146 m2. This is accounting for the introduction of a retaining

wall as part of the proposals on site. Therefore, the Proposed Development does not result in any loss to floodable area, and in fact provides a significant increase from existing and therefore no additional flood compensatory storage is required to be provided as part of the Proposed Development.

10.38 Through the incorporation of these measures that FRA confirms that the Proposed Development is safe for its lifetime and does not increase flood risk elsewhere.

10.39 The proposed surface water drainage strategy reduces the flood risk downstream by restricting the discharge rate into the River Medlock to greenfield runoff rates. The strategy confirms that surface water will be managed using a variety of sustainable drainage systems, including rain gardens/ swales, green roofs, and permeable pavements, providing a significant improvement to the quality of runoff from site as well as amenity, biodiversity, and other benefits. Through the incorporation of the measures identified the drainage network shall provide a total of 460m3 of effective storage for the final development and restricts the peak discharge rate to 5.7 l/s for the 1 in 100-year event + 45% climate change which is the greenfield runoff rate for the development.

Sequential Test

10.40 In light of the Site falling partially within Flood Zone 2 regard has been had to alternative sites that may be appropriate to accommodate the Proposed Development, and which may be sequentially preferable in relation to flood risk in the context Paragraph 175 of the Framework.

10.41 Although parts of the site are subject to surface water flood risk, Paragraph 027 of the PPG makes clear that, in applying Paragraph 175, a proportionate approach should be taken. It states that the sequential test is not required where a site-specific Flood Risk Assessment (FRA) clearly demonstrates that the proposed layout, design, and mitigation measures will ensure that occupiers and users remain safe from current and future surface water flood risk for the lifetime of the development, without increasing flood risk elsewhere. As set out below, the FRA confirms that the Proposed Development incorporates appropriate design measures to mitigate the identified surface water flood risk.

10.42 In respect of fluvial flood risk, it is important to recognise that the site is located within a priority regeneration area of the City Centre, as expressed within the CMSSF, where significant levels of new development are needed to realise aspirations for this location. The redevelopment of under-utilised sites, such as this Site, is a key part of this Framework.

10.43 The economic, social and environmental benefits that will be derived from the implementation of the CMSSF are significant. Realising these benefits through the implementation of the CMSSF is a priority for the City. Large parts of the Corridor are within Flood Zones 2 and 3. There is no alternative to bringing these sites forward for development in order to deliver the Corridor Framework, and directing such development elsewhere to sites at lower risk of flooding is evidentially not an option. As a regeneration initiative, the Corridor is location specific.

10.44 There are therefore overriding public benefits which will be realised through bringing the Site forward for development as part of the CMSSF and indeed there are no suitable alternatives available to this given the extent of development need in the Corridor, and limited supply of development sites.

10.45 MCC has considered similar considerations in relation to the benefits of locating development in the Corridor versus flood risk considerations. The table below provides details of planning applications in the vicinity of the site where a case has been made that development needs to be located in the Corridor in order to release regeneration ambitions. It includes details of the case made, and the MCC's response in the planning committee report for the relevant planning application.

Development Scheme	Flood Zone	Sequential Test Case	Council's Position
Charles Street	Flood Zone 3	There are therefore overriding public benefits which will be realised through the regeneration benefits of development in the Corridor means that the development cannot be located outside of the Corridor, and **the sequential test is passed.**	Sites are not precluded from development purely based on risk where that risk can be appropriately managed. Therefore, **the City Council do not require a sequential test** as set out in the NPPF, but rather, require that at any development classed as 'vulnerable' is situated in the least vulnerable areas.
1 – 5 New Wakefield Street	Flood Zone 3	There are overriding public benefits which will be realised through bringing the site forward for development as part of the Corridor masterplan and indeed there are no suitable alternatives available to this given the extent of development need within the Corridor. This would mean the scheme **fully satisfies the sequential and exception tests** embedded in NPPF.	A sequential approach has been adopted in designing the development to ensure the vulnerable accommodation would not be at risk in a flooding event. As such, although the development is classified as a vulnerable development due to its end user within flood zone 3, it would be 600 mm above the 1 in 100 year plus climate change flood event and the **exception test is not required.**
Maldron Hotel	The majority of the Site falls within Flood Zone 2 with a small part of the northeast corner	The Site is an ideal location for this type of development and that other Sites that may be available within Manchester City Centre would not support these wider regeneration, urban design, and economic objectives, therefore it is	The flood risk is considered to be acceptable. The proposal is safe, does not increase flood risk elsewhere and would therefore meet the Exception Test.

Development Scheme	Flood Zone	Sequential Test Case	Council's Position
	within Flood Zone 3A	considered it passes the sequential test. It is considered that the scheme provides wider sustainability benefits by virtue of its well thought out design and will be managed and maintained effectively to be safe for its lifetime, taking into account the need of potentially vulnerable users. Subsequently, **the proposals pass the Exception Test.**	
Circle Square	Flood Zones 1, 2 and 3A	There are no sequentially preferable sites with the locational qualities and size requirements to accommodate a development of this nature and therefore **passes.**	A Flood Risk and Drainage Statement accompanies the application which includes a sequential test as defined in the NPPF. The EIA includes a chapter on Flood Risk, Water Resources and Drainage, and a Flood Risk Assessment has been submitted with the application. These documents demonstrate that the development would have no significant adverse impact on flood risk.
Great Marlborough Street	Flood Zone 2	It is considered that there were not likely to be any other 'reasonably available' sites within the search area. It is concluded that the Site therefore **passes the sequential test.**	As the upper floors of the building are intended to be occupied by students, the development is classified as 'vulnerable'. As such, the sequential and exception test is required. A flood risk assessment has concluded that the site is at risk of fluvial flooding from the River Medlock. The sequential test requires consideration to be given to alternative, less vulnerable sites. There were no other reasonably available sites identified locally.

10.46 It is clear from the above that the MCC has consistently taken the position that the regeneration benefits of development in the Corridor means that the development cannot be located outside of the Corridor and the sequential test is passed. Through

doing so MCC have confirmed that sites are not precluded from development purely based on risk where that risk can be appropriately managed and that they do not require a sequential test as set out in the Framework, but rather, require that at any development classed as 'vulnerable' is situated in the least vulnerable areas[73].

10.47 In this context, the Proposed Development is classified as 'more vulnerable' and the incorporates mitigation measures designed to ensure that its occupiers and users remain safe from current and future fluvial flood risk for the lifetime of the development, without increasing flood risk elsewhere (as outlined in **paragraphs 10.34 – 10.39 above).**

10.48 In addition to the above, Core Strategy Policy H12 requires PBSA development to be located in close proximity to the Universities, with specific reference to the Oxford Road Corridor, which provides further direction to accommodate a development of this type within the Corridor, much of which is located within Flood Zone 2 or 3.

10.49 Therefore, it is considered that the location of the Site in the Corridor is well suited for the Proposed Development. The benefits of achieving the regeneration aspirations of the CMSSF and CS Policy H12's locational criteria for PBSA means that the Proposed Development cannot reasonably be located elsewhere. Similarly, as the risk has been appropriately managed, it is concluded that a sequential test is passed.

Flood Risk and Drainage – Summary

10.50 As set out above, the identified fluvial flood risk has been appropriately designed out, with measures incorporated into the scheme to ensure that it results in no real-world harm—consistent with the existing use of the site.

10.51 It is concluded that the approach to flood risk mitigation is incorporated within the design of the Proposed Development to ensure vulnerable development and its occupiers and users remain safe from current and future fluvial flood risk for the lifetime of the development, without increasing flood risk elsewhere and the sequential test is passed. Indeed, this is the same approach taken by MCC on applications in the vicinity of the Site.

10.52 In accordance with Paragraph 177 of the Framework and the Flood Risk Vulnerability Classification set out in Annex 3, it is not necessary to apply the Exception Test to the Proposed Development, as it comprises a 'more vulnerable' use for which the Exception Test is not required.

10.53 In light of the above, the Proposed Development satisfies Policy JP-S5, CS Policies EN14 and part of DM1 relating to flood risk and drainage as well as Framework paragraphs 170,173 and 177-179 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.

[73] Example: LPA ref. 138808/FO/2023 – Officer Report to Planning Committee.

Ground Conditions

10.54 The application is supported by a Phase A: Desk Study, prepared by Solmek. The study confirms that ground conditions are likely to be made ground comprising areas of both topsoil and hardstanding. The surface deposits are expected to be underlain by further made ground, likely to consist of construction/demolition waste. It also confirms that buried obstructions are expected, and are likely to include relic foundations, cobbles, bricks etc.

10.55 Given the expected ground conditions the use of piled foundations for the new development is anticipated at present.

10.56 As the site may have been exposed to some contamination the study finds that chemical contamination testing is considered necessary, it also identified that a ground gas assessment is considered necessary for the site to observe standing groundwater levels and to allow measurements to be made of hazardous gases.

10.57 The study confirms that a Phase B Site Investigation should be undertaken to verify the findings of the Preliminary Conceptual Site Model. The study details an outline ground investigation strategy that is reflective of the Preliminary Conceptual Site Model.

10.58 Subject to the completion of a Phase B site investigation and implementation of any recommended remedial measures, the Proposed Development satisfied Core Strategy Policies EN17, EN18 and DM1, and paragraphs 120,174, 183,184 and 196 of the Framework.

Other Considerations

Archaeology

10.59 The application is supported by an Archaeological Desk-Based Assessment, prepared by TEP. The assessment considers the potential impact of the proposed demolition of Weston Halls and Pendulum Hotel and the construction of the Proposed Development.

10.60 The assessment identifies that the Site was located on the edge of the city in the 18th century and became the location of the Garratt Print Works and New Garrat Print Works before becoming densely developed in the 19th century through urban expansion. The impact of the Proposed Development on both is negligible.

10.61 The assessment also identifies that there is a moderate potential for unknown heritage assets with archaeological interest form the post medieval period and modern periods to be present within the Site and negligible potential for unknown heritage assets from the prehistoric, Roman, Early Medieval, and Medieval periods.

10.62 In light of the above, the assessment makes recommendations for archaeological mitigation and evaluation have been provided, in accordance with consultation with the Greater Manchester Archaeological Advisory Service (GMAAS).

10.63 Subject to the mitigation measures outlined within the assessment, the Proposed Development satisfies the Core Strategy Policies EN1, EN3 and DM1, and Chapter 16 of the Framework.

Aerodrome Safeguarding

10.64 This application is accompanied by an Aerodrome Safeguarding Assessment by Page Power. The assessment considers the impact of the Proposed Development upon aviation activity and infrastructure associated with Manchester Airport.

10.65 It finds that the proposed development is predicted to be visible to the Secondary Surveillance Radar ('SSR') at Manchester Airport. It finds that an impact upon the SSR is unlikely to occur due to the weaker nature of reflected signals, the façade composition being such that reflections will be scattered, and advanced built-in capabilities of the radar for increasing its reliability and performance. Notwithstanding that, the assessment recommends consultation with NATS to confirm the nature of the impact and to determine if mitigation is required.

10.66 The assessment also confirms that the Proposed Development is vertically clear of the Obstacle Limitations Surfaces ('OSL') for Manchester Airport and no impact is predicted. However, it does recognise that cranes could breach the OLS during construction if they are not planned appropriately.

10.67 The proposed development is not predicted to impact the Instrument Flight Procedures (IFPs). Relevant clearance distances are predicted to be maintained. Buildings of similar or greater height are also located in the vicinity of the development which co-exist with the IFPs.

10.68 Considerations of aviation lighting indicate that aviation lighting is a statutory requirement for the proposed development, based on the proposed height of the buildings. An aviation lighting scheme for cranes is also required for any cranes measuring 150m above ground level or more. A lighting scheme will need to be agreed with the CAA and MAG.

10.69 There the Aerodrome Safeguarding Assessment demonstrates that the Proposed Development complies with Policy DM2 of the Core Strategy in that it would not affect the operation integrity or safety of Manchester Airport or the airports radar.

Assessment of Cumulative Effects

10.70 Chapter 15 of the accompanying Environmental Statement considers the cumulative effects arising from the Proposed Development.

10.71 With respect to the assessment of in-combination effects, a greater in-combination effect (above the Proposed Development in isolation) has been identified in respect of Socio-Economics and Human Health and Townscape and Visual Impact. For all other technical topics, the in-combination effect remains as reported in the corresponding chapter.

10.72 The chapter also presents the assessment of effect interactions and concludes that there is not likely to be an effect interaction during the construction stage due to the different temporal and spatial scales the effects will be experienced. During the operational stage of the Proposed Development, it has been identified that there is the possibility of effect interaction in respect of daylight and sunlight, increased solar glare, change in visual amenity and provision of PBSA; however, no significant effect interactions are likely.

11. Summary of Benefits

11.1 The Proposed Development achieves a number of far-reaching benefits to both the immediate site and wider city centre context. These benefits are attributed to the redevelopment and regeneration of an underutilised site within a prime strategic location in the city centre.

11.2 To summarise, the benefits of the Proposed Development are as follows:

Social Benefits

- **A strategic regeneration contribution –** the redevelopment of the Site represents a meaningful strategic regeneration contribution at a pivotal city-centre location. The Scheme will intensify activity, introduce a new resident population adjacent to major employment and innovation hubs, and support the city's objectives for creating a more balanced, inclusive and sustainable urban neighbourhood. Its delivery aligns with Manchester's broader regeneration strategy, complementing major investment in the Oxford Road Corridor, ID Manchester / Sister, Mayfield, First Street, and Circle Square, and ensuring that this part of the city centre continues to evolve as a vibrant and well-connected mixed-use district.

- **Supporting the creation of sustainable and balanced communities** - the development will help free up non-PBSA residential accommodation, including rented properties in the city centre and family homes in suburban areas near the universities, by providing high-quality dedicated student housing that attracts both new and returning students, thereby easing pressure on the general housing market specifically the reliance on HMOs.

- **Providing a safe and attractive place for students to live -** The development will deliver high-quality, purpose-built accommodation with exceptional community, social, and management facilities, including on-site security and dedicated social and amenity spaces. Designed to create a supportive and engaging living environment, it will enhance student well-being, foster a sense of community, and provide an optimal setting for academic success.

- **Improving the local environment and activity –** the development will enhance the streetscene along Charles Street and Sackville Street, by introducing quality public realm and boosting activity and vibrancy in the local area, generating both direct and indirect employment opportunities, and stimulating local spending.

Environmental Benefits

- **Brownfield land –** the scheme will allow for the effective and efficient utilisation of a sustainably and strategically located brownfield site and provision of uses for which there is an acute need. The intensification in density constitutes efficient use of land.

- **Comprehensive landscape strategy and enhanced biodiversity –** the exceptional scale of the landscape provision, 4,115sqm of high-quality external space achieving over 1,000% biodiversity net gain, constitutes a major environmental public benefit. It delivers a substantial uplift in ecological value, provides a green and healthy living environment for residents, enhances the visual amenity of the surrounding streets, and contributes to the broader green infrastructure of the Southern Arc. Few city centre schemes in Manchester deliver landscape and ecological enhancements of comparable scale.

- **Car-free development –** the highly sustainable location of the site, through various sustainable modes of transport (walking, cycling, public transport) allows the Proposed Development to be fully car free (aside from delivery and servicing vehicles), thereby contributing to minimising pollution and the impacts of climate change.

- **Improved appearance –** the physical regeneration of the Site will enhance its appearance and environmental quality, through the removal of ageing buildings of limited architectural quality or merit. The Proposed Development has been designed to the highest quality, reflecting the prominence and strategic importance of the Site and the opportunity to create a landmark development.

Economic Benefits

- Expenditure of **£11.5 million** per academic year generated by **2,511** students, including £5.9 million from students living in Phase A and a further £5.6 million from students in Phase B. A significant proportion of this expenditure will be retained locally, supporting businesses in Manchester city centre, neighbouring district centres and across the city region.

- Employment – the Proposed Development has the capacity to support **90** jobs locally, in industries such as hospitality and retail and approximately **20 FTE employment opportunities** will be generated on-site, through residential building management activities (e.g. concierge, cleaning, maintenance, landscaping) to support the ongoing operations of the increased provision of PBSA.

- **Construction** – the Proposed Development would support significant investment made in construction, directly supporting **1,550** person-years of employment, equating to an average of **220 FTE gross jobs** over 7 years; with an average of **200** direct, indirect and induced net additional FTE jobs generated for workers in Greater Manchester during construction, of which **80** could be held by residents of Manchester.

    - **Reducing reliance on HMOs** – the Proposed Development could free up to **500** student HMOs, in turn increasing capacity in the housing market by providing accommodation for the equivalent of up to **1,230** new residents in former HMOs whilst generating additional Council Tax revenue for MCC following the re-occupation of former student HMOs.

12. Summary and Conclusion

12.1 This Planning Statement has been prepared by Turley on behalf of iQ Student Accommodation ('iQ') in support of an application for full planning permission for the demolition of Weston Halls and Pendulum Hotel and the construction of a purpose-built student accommodation ('PBSA') development on land at Sackville Street, Manchester ('the Site').

12.2 The Proposed Development seeks to provide 2,511 purpose-built student accommodation bedspaces set within a high-quality living environment, with extensive internal and external amenity provision.

A strategic and sustainable brownfield regeneration opportunity

12.3 The Site is one of the city centre's most strategically located brownfield opportunities, positioned at the convergence of several major regeneration areas. Its redevelopment will reinforce the Southern Arc, and strengthen connections between the Oxford Road Corridor, ID Manchester / Sister regeneration area, Circle Square and Mayfield. The ambitions for this part of the city are long-established and the proposals align with the strategic principles set out in the draft Charles Street and Granby Row Development Framework and the ID Manchester / Sister SRF.

Meeting a clear and urgent need

12.4 There is a well-evidenced demand for PBSA across the city, including a growing deficit. The Proposed Development will make a meaningful contribution towards closing this gap, reducing pressure on the private rented sector and supporting the city's universities.

12.5 Manchester City Council's May 2023 Executive Report recognises the Site within the PBSA supply pipeline, underlining its strategic role in contributing to the city's housing strategy.

Delivering a high-quality, design-led scheme

12.6 The Proposed Development delivers a substantial uplift in design quality on this prominent city-centre site. The scheme comprises a carefully proportioned composition of four buildings whose form, materiality and architectural expression have been shaped by a clear understanding of the Site's role within the Southern Arc and its relationship with emerging regeneration areas. The refined grid-based façade, slender tower proportions and coherent hierarchy of building heights create a distinctive and elegant cluster that contributes positively to the city's emerging skyline.

12.7 The development is underpinned by a comprehensive landscape strategy that provides a high-quality, biodiverse external environment for students, and enhances the visual amenity of the surrounding streets. Extensive townscape analysis has informed the evolution of the proposals, ensuring a sensitive response to key views and nearby heritage assets.

12.8 Overall, the scheme represents a well-considered, architecturally ambitious and contextually grounded design that will make a meaningful and lasting contribution to this strategically important part of the city centre.

Substantial public benefits

12.9 The Proposed Development will generate a wide range of benefits, including:

- **Social benefits –** enhancing student wellbeing through high-quality accommodation, reducing dependence on HMOs and general housing stock, and supporting the creation of balanced and sustainable communities.

- **Environmental benefits –** making efficient use of previously developed land, delivering a high-quality landscape scheme resulting in substantial net gain in biodiversity value of the Site, constructing energy-efficient buildings, and promoting sustainable, low-carbon travel through a predominantly car-free design.

- **Economic benefits –** supporting the city's economic growth through the expansion of its Higher Education offer, creating direct and indirect employment opportunities, and increasing local expenditure.

Planning Balance

12.10 The Proposed Development Plan accords with the Development Plan when taken as a whole. The only identified harm relates to effects on the setting of the Whitworth Street Conservation Area, which has been assessed as a low level of less than substantial harm. In line with national policy, this level of harm is clearly outweighed by the significant public benefits summarised above and detailed throughout this Statement.

Conclusion

12.11 Overall, it has been demonstrated that the Proposed Development represents the comprehensive and sustainable regeneration of a strategically located brownfield site, delivering a high-quality, policy-aligned development that contributes meaningfully to the city's accommodation needs and wider regeneration aims.

12.12 The planning balance strongly supports the approval of the Proposed Development. It accords with the Development Plan, and no material considerations exist that would warrant refusal. On the contrary, the cumulative benefits lend substantial further weight in its favour.

12.13 In accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004 and Paragraph 11 of the NPPF, planning permission should be granted without delay.

Appendix 1: Historic England Pre-Application Response (05 December 2025)

Historic England

Kay Lightbody
Turley
Level 5, Transmission
6 Atherton Street
Manchester
M3 3GS

Date: 5 December 2025

Dear Katy

Pre-application Advice

WESTON HALLS AND PENDULUM HOTEL

Thank you for arranging the initial pre-application discussion on 11 September 2025, and follow-up meeting on 15 October 2025 to discuss the specific proposals for the Weston Halls and Pendulum Hotel site. Following those meetings and discussions with colleagues, we offer the following advice. This advice letter completes the cycle of free pre-application advice from Historic England.

Advice

The site is not in a conservation area and does not contain any listed buildings. Considering Historic England's remit, our comments will focus on the potential impacts of the development on the setting of the Whitworth Street Conservation Area, and on the setting of the grade II* listed buildings on Whitworth Street: Asia House, India House, and Lancaster House; and the Former Refuge Assurance Company Offices on Oxford Road.

These listed buildings epitomise the character of the Whitworth Street Conservation Area. They are all prominent examples of the type of late 19th/early 20th century 'Manchester style' commercial architecture, with richly ornamented terracotta facades. All are between six and eight storeys, providing a consistent height in the conservation area, and allowing the clock tower of the Former Refuge building to stand out prominently as a landmark in the area.

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The Whitworth Street Conservation Area's southern boundary is formed by the Manchester South Junction and Altrincham Railway Viaduct, which is grade II listed. This distinctive brick structure defines a noticeable change in the character of the buildings in the area; with fewer high-quality historical commercial buildings existing to the south of the viaduct, and a less coherent built form.

The proposed development involves demolishing all structures on the site and developing four blocks of student accommodation of between 15 and 48 storeys. The height and density of the proposed development will likely alter the setting of some parts of the Whitworth Street Conservation Area and will alter how the grade II* listed buildings are experienced from some directions. However, taking into account the scope of our remit, we are satisfied that the impact on historic environment is likely to be limited. We would, however, like to see an additional viewpoint included in the application documentation to be located at the entrance to Oxford Road Station at the top of the slope in order to assess the view towards the site with the Former Refuge Assurance Company Offices in the foreground.

Next Steps

Thank you for involving us at the pre-application stage. Subject to you addressing the issues as outlined above we are broadly content with your proposals.

Yours sincerely

Louise Davies

Inspector of Historic Buildings and Areas

E-mail: louise.davies@historicengland.org.uk

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Appendix 2: Planning Policy Summary

Appendix 2: Planning Policy Summary

Introduction

Section 70(2) 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 series of tables set out within this Appendix sets out a summary of local and national planning policy and guidance relevant to the determination of the Proposed Development, identifies the compliance of the Proposed Development and where within this Planning and Tall Building the reasoning can be found.

The local and national planning policy and guidance relevant to the determination as follows:

The Development Plan

The adopted Development Plan comprising:

- The Manchester Core Strategy ('MCS') (July 2012) and Addendum (2024)
- 'Saved' policies of the Manchester Unitary Development Plan ('UDP') (1995 and alternations on various dates)
- Places for Everyone Joint Development Plan ('PfE') (March 2024)

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.

Table 1: The Manchester Core Strategy (July 2012) and Addendum (2024)

The Manchester Core Strategy ('MCS') (July 2012) and Addendum (2024)	
Policy	**Summary**
Policy SP1 (Spatial Principles)	The Policy 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 MCS, 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 SP1 requires all development in the City to make a positive contribution to neighbourhoods of choice around district centres 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.
Policy EC3 (The Regional Centre)	The Policy notes that housing is an appropriate land use within the Regional Centre. Subject to site and location details, the Regional Centre will generally be a location where higher density residential development is appropriate.
Policy CC1 (Primary Economic Development Docus: City Centre and Fringe)	The Policy states that the City Centre is a strategic economic location and focus of employment growth in the City and City Region. Within the City Centre and the fringe, a variety of high quality accommodation types, sizes and foot-plates will be encouraged to boost investment by local, national and international businesses. The City Centre and fringe will be considered a suitable location for the consideration of high density buildings and commercially led mixed use schemes. Proposals in the City Centre and City Centre Fringe, in particular schemes in Mayfield. The Corridor and Strangeways, will need to take account of the flood risk issues, in line with Policy EN14 (Flood Risk).
Policy CC3 (Housing)	This Policy confirms the City Centre will see the most intensive development of housing in the City. Key locations for the residential development will be Castlefield, Piccadilly, the Southern Gateway and the Northern Quarter. In other parts of the City Centre, residential development will only be appropriate in line with Policy CC7 (Mixed Use Development).

	It also notes that residential development in the City Centre will comprise apartment schemes. The Council will encourage accommodation of a high standard which offers accommodation which is large enough to suit a range of occupants, in terms of both the number of rooms and their size.
Policy CC5 (Transport)	The Policy requires developers to work with public transport providers to ensure that all users are able to access development by sustainable means, especially taking account of times when developments are likely to be busiest. Proposals will be supported that improve pedestrian safety, improve air quality and increase the scope for accessible public realm improvements. The Council will seek to ensure that development includes adequate parking provision for cars and bicycles. This should be based on the parking standards provided in the MCS.
Policy CC6 (City Centre High Density Development)	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. Development will need to have regard to the Council's approach to tall buildings (Policy EN2), but any proposals which do not reflect the importance of maximising the development opportunities in the City Centre will only be supported where this accords with wider Core Strategy objectives.
Policy CC7 (Mixed Use Development)	The City Centre presents the most viable opportunities for mixed-use development, and in general these will be promoted as a means of using land as efficiently as possible. A range of uses should be considered for all sites, subject to the following considerations: • Other than in locations specifically mentioned in Policy CC3, residential development will be supported as part of schemes which include employment. The Council must be satisfied that proposals will contribute to the economic regeneration of the City and that the residential element of the scheme is of a scale which will ensure that the economic uses on the site, including retail and hotels, will be maximised. A clear justification will be required for proposals without employment opportunities. • Active ground floor uses (shops, food and drink and leisure) will be appropriate in locations which have an established public function, or as part of a development which will create such an environment.
Policy CC9 (Design and Heritage)	The Policy requires the design of new buildings to be of the highest standard in terms of appearance and function. The standards and guidance explained in other Local Development Framework policies should be the basis for the approach to design, with particular attention to be given to the City Centre context and character.

	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. The Council will support high density and mixed use development in the City Centre, but developers must recognise the specific design challenges that must be overcome to ensure complementarity of function and form. New development must support the range of uses the Council expects in the City Centre and contribute to a coherent and integrated physical environment.
Policy CC10 (A Place for Everyone)	The City Centre will develop as a location which appeals to a wide range of residents and visitors. Development which promotes this objective will be supported, particularly through: • Uses which increase the diversity of activity in the City Centre, with an emphasis on family-oriented activity; and, • High standards of accessibility to buildings and across spaces in the City Centre.
Policy H1 (Overall Housing Provision)	The Policy clarifies that new housing will be predominantly in the City Centre. High density developments (over 75 units per hectare) are appropriate in both the City Centre and parts of the Regional Centre given the accessible location. Within the City Centre there will be a presumption towards high density housing development, within mixed use schemes which contribute to regeneration initiatives or niche housing markets by providing sustainable, well designed accommodation which meets the needs of workers moving to Manchester. The City Centre is also an appropriate location for purpose built student accommodation.
Policy H12 (Purpose Built Student Accommodation)	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.
Policy T1 (Sustainable Transport)	The Policy 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 T2 (Accessible Areas of	This Policy 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

Opportunity and Need)	standards are maximums and the cycle parking standards are minimums and requires Traffic Impact Assessment and Travel Plans for all major applications.
Policy EN1 (Design Principles and Strategic Character Areas)	The Policy requires all new development in Manchester to follow the seven principles of urban design, as follow: • 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 • Diversity: a place with variety and choice. The application site is situated within the City Centre Character Area, which contains a rich legacy which reflects its urban evolution to the current day. Proposals are expected to balance of contributing positively to the experience of all at street level, and the opportunities to create landmark buildings. Wherever possible, the opportunity should be realised to enhance existing and provide new areas of meaningful open space, and the maintenance and improvement of the City's permeability should be considered in all proposals
Policy EN2 (Tall Buildings)	This Policy 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. Elsewhere within Manchester tall building development will only be supported where, in addition to the requirements set out in Section 5, it can be shown to play a positive role in a coordinated place-making approach to a wider area. Suitable locations are likely to relate to existing district centres. The height of tall buildings in such locations should relate more to the local, rather than the City Centre, urban context.
Policy EN3 (Heritage)	This Policy states that the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods.
Policy EN4 (Reducing CO2 Emissions by	This Policy seeks to reduce fuel poverty and decouple growth in the economy, growth in CO2 emissions, and rising fossil fuel prices, through the following actions:

Enabling Low and Zero Carbon Development)	• Wherever possible, new development must be located and designed in a manner that allows advantage to be taken of opportunities for low and zero carbon energy supplies. • Where possible new development will be used as a mechanism to help improve energy efficiency and provide low and zero carbon energy supplies to existing buildings. • Where appropriate new development will be required to connect to and/or make contributions to low or zero carbon energy schemes and/or to incorporate provision to enable future connection to any existing / potential decentralised energy schemes. • The use of building materials with low embodied carbon in new development and refurbishment schemes.
Policy EN6 (Target Framework for CO2 reductions from low or zero carbon energy supplies)	The Policy states that applications for residential development of 10+ units and all other development over 1,000sqm will be expected as a minimum to meet the target as per PfE Policy JP-S2 (Carbon and Energy).
Policy EN8 (Adaptation to Climate Change)	The Policy states that 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 associated external spaces. In achieving developments which are adaptable to climate change, developers should have regard to the following, although this is not an exhaustive list: • Reduction in urban heat island effect through the use of Green Infrastructure such as green roofs, green walls, increased tree cover and waterways • The need to control overheating of buildings through passive design
Policy EN9 (Green Infrastructure)	The Policy states that new development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function.
Policies EN10, EN11 and EN12	The 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

(Open Space Policies)	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.
Policy EN14 (Flood Risk)	The Policy states development should be directed away from sites at the greatest risk of flooding, and towards sites with little or no risk of flooding.
Policy EN15 (Biodiversity and Geological Conservation)	The Policy 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, contributing to linkages between valuable or potentially valuable habitat areas.
Policy EN16 (Air Quality)	The Policy 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 EN17 (Water Quality)	The Policy sets out that development should avoid any adverse impact on water quality, including during the construction phase.
Policy EN18 (Contaminated Land and Ground Stability)	The Policy 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 EN19 (Waste)	The Policy 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.

Policy PA1 (Developer Contributions)	The Policy 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 DM1 (Development Management)	The Policy 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.

Table 2: 'Saved' policies of the Manchester Unitary Development Plan (1995 and alternations on various dates)

'Saved' policies of the Manchester Unitary Development Plan	
Policy	**Summary**
Policy DC26 (Development and Noise)	The Policy 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.

Table 3: Places for Everyone Joint Development Plan (March 2024)

Places for Everyone Joint Development Plan (March 2024)	
Policy	**Summary**
Policy JP-Strat1 (Core Growth Area)	The Policy states that the economic role of the Core Growth Area should be protected and enhanced, with sustainable development supporting major growth in the number of jobs provided across the area. Complementary to, but not at the expense of, its economic function it will see a significant increase in the number and range of homes in areas with good connections to employment, training and education facilities.
Policy JP-S1 (Sustainable Development)	The Policy hopes development to aim to maximise its economic, social and environmental benefits simultaneously, minimise its adverse impacts, utilise sustainable construction techniques and actively seek opportunities to secure net gains across each of the different objectives.
Policy JP-S2 (Carbon and Energy)	The Policy has the aim of delivering a carbon neutral GM no later than 2038, with a dramatic reduction in greenhouse gas emissions. It supports a range of measures including: • Promoting the use of life cycle cost and carbon assessment tools to ensure the long-term impacts from development can be captured; • Taking a positive approach to renewable and low carbon energy schemes, particularly schemes that are led by, or meet the needs of local communities; • An expectation that new development will, unless it can be demonstrated that it is not practicable or financially viable (i) Be net zero carbon which applies: from adoption – to regulated operational carbon emissions; (ii) from 2028 – to all emissions 'in construction'. From 2025 development should also calculate and minimise carbon emissions from unregulated emissions alongside regulated emissions. • Development proposals should set out how this has been achieved in an energy statement in accordance with the energy hierarchy;

	• From 2025 any residual carbon emissions that cannot be fully mitigated on-site should be offset, in agreement with the relevant local planning authority through a financial contribution to a carbon offset fund; • Incorporate adequate electric vehicle charging points, in line with Part S of the Building Regulations, unless superseded by relevant Local Plan policies; • Where practicable, prioritise connection to a renewable energy/heating/cooling network in the first instance or a low carbon energy/heating/cooling network that is adaptable to non-fossil fuels at a later date; • In residential developments, achieve energy demand reductions in terms of space heat demand; hot water energy demand and the delivery of on-site renewable energy generation, in accordance with Table 5.1 of the PfE; and • Include a detailed energy statement to demonstrate via site relevant evidence how the development has sought to maximize reductions in carbon emissions in line with relevant policy targets.
Policy JP-S3 (Heat and Energy Network)	The Policy states that the provision of decentralised energy infrastructure is critical to the delivery of our objectives for low carbon growth, carbon reductions and an increase in local energy generation. Within the identified "Heat and Energy Network Opportunity Areas", unless it can be demonstrated that there are more effective alternatives for minimising carbon emissions or such connection is not practicable or financially viable, it is expected that new residential developments that are '10 dwellings or more' or other developments over 1,000 sqm floorspace shall either Connect to an existing or planned heat/energy network or be designed to enable future connection (where within 500m of such a network); and/or ii. Install a site-wide or communal heat/energy network solution.
Policy JP-S4 (Flood Risk and the Water Environment)	The Policy states that an integrated catchment-based approach will be taken to protect the quantity and quality of water bodies with reference to the North West River Basin Management Plan and managing flood risk by: • Working with natural processes and adopting a natural flood management approach to slow the speed of water drainage and intercept water pollutants; • Locating and designing development so as to minimise the impacts of current and future flood risk; • Expecting developments to manage surface water run-off through sustainable drainage systems and as close to source as possible. Development should achieve greenfield run-off rates unless it is demonstrated to be impracticable; • Ensuring that sustainable drainage systems are designed to provide multifunctional benefits wherever possible, including for water quality, nature conservation and recreation; are managed and maintained appropriately to ensure their proper functioning over the lifetime of the development;

	• Securing the remediation of contaminated land and the careful design of developments to minimise the potential for urban diffuse pollution to affect the water environment; and • As a minimum, residential development should meet the mandatory water efficiency standard of 125 litres/person/day as set out in Building Regulations.
Policy JP-S5 (Clean Air)	The Policy supports measure that can improve air quality, including • Locating and designing development, and focusing transport investment, so as to reduce reliance on forms of transport that generate air pollution; • Requiring applications for developments that could have an adverse impact on air quality to submit relevant air pollution data so that adverse impacts on air quality can be fully assessed and development only permitted where they are acceptable and/or suitable mitigation can be provided; • Designing streets to avoid trapping air pollution at ground level, including through the appropriate location and scale of buildings and trees; and • Promoting actions that help remove pollutants from the air, such as enhancing the green infrastructure network and using innovative building materials that capture air pollutants.
Policy JP-S6 (Resource Efficiency)	The Policy encourages the use of sustainable design and construction techniques to reduce carbon emissions, adapt and future proof to the impact of climate change, reduce and recycle waste and minimise water use.
Policy JP-G2 (Green Infrastructure Network)	The Policy states that development within and around the Green Infrastructure Network should be consistent with delivering major green infrastructure improvements within them and should contribute to improvements. Wherever practicable, opportunities to integrate new and existing green infrastructure into new development will be taken to protect, enhance and expand the green infrastructure network. Where new or improved green infrastructure is delivered as part of a development, the developer should make appropriate provision for its long-term management and maintenance.
Policy JP-G6 (Urban Green Space)	The Policy states that development should be designed to support the positive use of nearby green spaces, such as by offering a high-quality setting, providing natural surveillance, and facilitating easy access by walking and cycling

Policy JP-G7 (Trees and Woodland)	The Policy aims to plant a tree for every resident in the plan area over the next 25 years, and targeting tree-planting at the areas of greatest need where the green infrastructure benefits can be maximised, whilst avoiding the loss of, or harm to, other priority habitats. This can be achieved: • Where development would result in the loss of existing trees, requiring replacement on the basis of two new trees for each tree lost, or other measures that would also result in a net enhancement in the character and quality of the treescape and biodiversity value in the local area, with a preference for on-site provision; and • Protecting trees during the construction phase of development.
Policy JP-G8 (A Net Enhancement of Biodiversity and Geodiversity)	The Policy seeks for a net enhancement of biodiversity resources. Development is expected to follow the mitigation hierarchy; avoid fragmenting or severing connectivity between habitats; achieve a measurable net gain in biodiversity of no less than 10%; make appropriate provision for long-term management of habitats and geological features connected to the development.
Policy JP-P1 (Sustainable Places)	The Policy requires all development to be distinctive that conserves and enhances the natural and historic environment; socially inclusive that promotes a sense of community; resilient and capable of dealing with major environmental events; safe and to design out crime and terrorism; well-connected to other places and well-served by local shops and services.
Policy JP-P2 (Heritage)	The Policy expects proposals affecting designated and non-designated heritage assets and/ or their settings will be considered having regard to national planning policy. Proposals to be informed, as necessary, by the findings and recommendations of the appropriate heritage assessments.
Policy JP-P5 (Education, Skills and Knowledge)	The Policy 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.
Policy JP-C1 (An Integrated Network)	The Policy supports a range of measures to deliver an accessible and low carbon GM by delivering a pattern of development that minimises both the need to travel and the distance travelled by unsustainable modes, and ensuring the needs of all people are fully considered by the hierarchy of pedestrians, cyclists, people doing businesses or providing services and people in personal motorised vehicles.

Policy JP-C5 (Streets for All)	The Policy seeks to ensure the design and management of streets will follow a Streets for All approach, and any new infrastructure minimises the negative effects of vehicle traffic.
Policy JP-C6 (Walking and Cycling)	The Policy supports the creation of safe, attractive and integrated walking and cycling infrastructure, connecting every neighbourhood and community with reference to national and locally adopted design guidance; ensuring routes are direct and easy to navigate and integrated with the street and public transport network. It is also important to utilise and enhance green infrastructure, including canals, parks and recreation grounds, to create opportunities for walking and cycling.
Policy JP-C8 (Transport Requirements of New Development)	The Policy requires new development to be located and designed to enable and encourage walking, cycling and public transport use, to reduce the negative effects of car dependency, and help deliver high quality, attractive, liveable and sustainable environments. This will be achieved with the focus of connectivity and permeability, design, public transport, parking infrastructure, access and servicing, construction management. The same policy notes that planning applications shall be accompanied by a Transport Assessment / Transport Statement and Travel Plan where appropriate, in order to assess impacts and determine the most appropriate mitigation on the SRN and local transport network. Planning applications which are required to be accompanied by a Transport Assessment will need to consider air quality impacts on Holcroft Moss, within the Manchester Mosses Special Area of Conservation (SAC).
Policy JP-D1 (Infrastructure Implementation)	The Policy encourages early dialogue between developers and infrastructure providers to identify the infrastructure needs arising from new development and ensuring that these are addressed through building design, utility networks and connections in time to serve the proposed development. For sites where build out will be delivered by different developers or in phases, it requires applicants to prepare an infrastructure phasing and delivery strategy to be agreed by the local planning authority.
Policy JP-D2 (Developer Contributions)	The Policy requires developers to provide, or contribute towards, the provision of mitigation measures to make the development acceptable in planning terms. If an applicant wishes to make a case that a development is not viable, they should provide clear evidence at the planning application stage, identifying the specific issues and/or changes in circumstance which would create barriers to delivery in a transparent manner and reflecting national guidance.

Other Material Considerations

Other material considerations, including:

- The National Planning Policy Framework (the 'Framework' or 'NPPF') (December 2024)
- Resolution of Manchester City Council Executive relating to Purpose Built Student Accommodation (December 2020)
- The Corridor Manchester Strategic Spatial Framework (March 2018)
- Greater Manchester Housing Strategy 2019 – 2024 (2019)
- A Greater Manchester Vision for Housing (2019)
- Greater Manchester Strategy (2025 - 2035)
- Guide to Development in Manchester Supplementary Planning Document (2007)
- Green and Blue Infrastructure Strategy (2015 – 2025)
- Our Manchester Strategy – Forward to 2025
- Manchester Climate Change Framework (2020 – 2025)

Table 4: The National Planning Policy Framework (December 2024)

The National Planning Policy Framework	
Paragraphs	**Summary**
8	This Paragraph incorporates three interconnected objectives which are mutually supportive of achieving sustainable development. These are: • 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.
9	This Paragraph confirms that planning decision planning 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.
11	This Paragraph states that planning 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-date, granting permission unless: 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, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination
Section 9	Paragraph 110 seeks to ensure that the planning system should seek to ensure that significant development should be focused on location which are or can be made sustainable, through limiting the need to travel and offering a genuine choice transport modes. Paragraph 115 confirms that when considering development proposals, it should ensure that sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location and that any significant impacts from the development on the transport networks, or on highway safety can be mitigated. Ultimately, Paragraph 116 confirms that development should only be prevented on or refused on highways grounds if there would be an unacceptable impact on high safety, or the residual cumulative impact on the road network, following mitigation, would be severe.
124, 125	The Paragraphs seeks to ensure that planning policies and decision make effective use of land in meeting the need for homes and other uses through the redevelopment of previously developed or 'brownfield' land where possible. It also confirms that planning decisions should support

	the development of underutilised land and buildings. It confirms that substantial weight should be given to the value of using suitable brownfield land.
Section 12	Section 12 seeks to achieved well-designed places, with Paragraph 131 confirming that the creation of high quality buildings and places is fundamental to what the planning and development process should achieve.
161, 164	Paragraph 161 identifies that the planning system should support the transition to net zero by 2025. Paragraph 164 seeks that new development should be planned for in ways that avoid increased vulnerability to the range of impacts arising from climate change, and that help to reduce greenhouse gas emissions.
180	This Paragraph confirms that inappropriate development in areas at risk of flooding should be avoided, and where necessary that development is made safe for its lifetime without increasing flood risk elsewhere.
187	This Paragraph confirms that planning decisions should contribute to and enhance the natural and local environment by conserving and enhancing biodiversity, and encourage opportunities to incorporate biodiversity in and around developments and integrate proposals with local habitats.
196 and 198	Paragraph 196 seeks that planning decisions ensure that sites are suitable for its proposed use taking account of ground conditions and any risks from land instability, and the need for mitigation including land remediation. Paragraph 198 seeks to ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development.
202	This Paragraph confirms that heritage assets are an irreplaceable resource, and should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations.

Table 5: Resolution of Manchester City Council Executive relating to Purpose Built Student Accommodation (December 2020)

Resolution of Manchester City Council Executive relating to Purpose Built Student Accommodation	
Criteria	**Summary**
a	Contribute to delivering the city's regeneration objectives; support employment growth, graduate and talent retention, place-making and the city's international reputation.
b	Provides student accommodation in the right locations, in appropriate numbers and supports wider growth to support the context of the approved Corridor Spatial Framework.
c	Provide PBSA that meets the needs of students, stabilises rental growth and provide affordable accommodation, and deliver a more diverse pipeline of new PBSA.
d	Ensure all PBSA is of high quality, providing a high standard of living and within close proximity to the city's higher education institutions.
e	Consider the welfare and wellbeing of students as a major factor in both design and management.
f	Adopt the principle 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 NOT Managed and Controlled by Educational Establishments.
g	Consider place making opportunities to contribute to the management of areas in which the PBSA is located.
h	Deliver new high quality PBSA at a density that responds positively to the scarcity of land.
i	Locate PBSA in areas immediate adjacent to the core university areas.
j	Support existing green travel plans, where location is driven by proximity to university campuses, reducing the need to travel, and to sustainable modes of transport.

Table 6: The Corridor Manchester Strategic Spatial Framework (March 2018)

The Corridor Manchester Strategic Spatial Framework
Summary
The CMSSF recognises the importance of the city's educational institutions in helping Manchester achieve world-renowned status as a destination of choice for students across the globe. Ensuring the delivery of infrastructure suitable for world-renowned Higher Education Institutions and City is therefore pivotal for the delivery of the overarching vision for the City. It recognises that Manchester is operating in a highly competitive higher education market and that the city must 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. 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.

Table 7: Greater Manchester Housing Strategy 2019 – 2024 (2019)

Greater Manchester Housing Strategy 2019 – 2024
Summary
The Greater Manchester Housing Strategy identifies safe, decent and affordable housing as a priority so that homes fit the needs and aspirations of current and future citizens.

It sets strategic actions at a city region level, designed to maximise the impact of the Greater Manchester Combined Authority's collective efforts and to complement the huge amount of work and investment going on every day at district and neighbourhood level. The strategy is built on understanding the connections between housing, people and place, the need to invest in the homes we already have, and the importance of building the new homes we need. It acknowledges that Greater Manchester has a significant student population, reflecting its strong university base largely situated in the regional centre. Meanwhile, the private rented sector has grown substantially in Greater Manchester over the last fifteen years or so, and caters for a number of different types of housing need and demand, including student living.

Table 8: A Greater Manchester Vision for Housing (2019)

A Greater Manchester Vision for Housing (2019)
Summary
This document sets out the ambitions for change and tackling the housing crisis. The Vision provides a framework for the Greater Manchester Housing Strategy 2019 - 2024.

Table 9: Greater Manchester Strategy (2025 - 2035)

Greater Manchester Strategy (2025 -35)
Summary
Greater Manchester Strategy (2025 - 2035)'s vision is to see a thriving city region where everyone can live a good life by growing the economy and making sure all people can live well in the region. The plans for growth and people are underpinned by several workstreams which are designed to fix the foundations of life: shelter, safety, mobility, opportunity and support. Those of most relevance include healthy homes for all, safe and strong communities, everyday support in every neighbourhood.

Table 10: Guide to Development in Manchester Supplementary Planning Document (2007)

Guide to Development in Manchester Supplementary Planning Document (2007)
Summary
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.

Table 11: Green and Blue Infrastructure Strategy (2015 – 2025)

Green and Blue Infrastructure Strategy (2015 – 2025)
Summary
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.

Table 12: Our Manchester Strategy – Forward to 2025

Our Manchester Strategy – Forward to 2025
Summary
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.

Table 13: Manchester Climate Change Framework (2020 – 2025)

Manchester Climate Change Framework (2020 – 2025)
Summary
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 3: Tall Building Statement

Appendix 3: Tall Building Statement

Weston Halls and Pendulum Hotel, Manchester

December 2025

Turley
Planning

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Our reference
03517

December 2025

1. Introduction

1.1 This Tall Building Statement ('TBS') has been prepared by Turley on behalf of iQ Student Accommodation ('iQ'). The TBS supports a full planning application for the demolition of Weston Halls and Pendulum Hotel and the construction of a purpose-built student accommodation ('PBSA') development on land at Sackville Street ('the Site'), Manchester ('the Proposed Development').

1.2 The description of development ('the Proposed Development') is as follows:

"Phased development comprising:

(a) Partial removal of existing structures and erection of two buildings comprising purpose-built student accommodation (sui generis), one of 50 storeys and one of 17 storeys with an 8-storey link, together with associated amenity space, external landscaping, highways works, and change of use of the Pendulum Hotel to purpose-built student accommodation; and

(b) Removal of remaining existing structures and erection of two buildings comprising purpose-built student accommodation (sui generis), one of 33 storeys and one of part-24 and part-8 storeys with a 1-storey link, together with associated amenity space, external landscaping, and highways works.

1.3 The Site lies within the Oxford Road Corridor, within Manchester City Centre. There are numerous clusters of tall buildings present within close proximity to the Site, with the closest being the 37 storey uhaus residential development located within the Circle Square development on Charles Street. iQ's Echo Street development is located c. 175m to the east of the Site and comprises of 3 interlinked towers ranging from 27, 21 and 16 storeys together with intermediary link buildings (15 and 11 storeys). The 32 storey New Wakefield Street is situated c. 350 metres to the west of the site.

1.4 The application is supported by both a Heritage Statement and Townscape Visual Impact Assessment which feed into dedicated chapters within the Environmental Statement.

1.5 This TBS is structured in a manner which assesses the specific criterion of Policy EN2 of the Manchester City Council ('MCC') Core Strategy (2012) in addition to Historic England's Advice Note 4 (2022).

MCC Core Strategy

1.6 Policy EN2 of the Core Strategy defines tall buildings as:

"Substantially taller than their neighbours and/or which significantly change the skyline"

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.
- Suitable locations include sites within the city centre and locations easily served by public transport nodes.

1.8 Policy EN2 states that suitable locations for tall buildings 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".*

1.9 It is evident from the Planning and Tall Building Statement ('PTBS') and the Design and Access Statement ('DAS') submitted in 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 Historic England ('HE') produced an advice note on Tall Buildings (Historic England Advice Note 4: Tall Buildings) published in March 2022, superseding an earlier version of the advice dated 2015 and places greater emphasis of a Plan-led approach to identifying suitable zones for tall buildings.

1.11 The Advice Note contains a recommended checklist for documents to support applications for tall buildings which includes the following:

- Statement of Heritage Significance
- Heritage Statement
- Heritage Impact Assessment
- Townscape and Visual Impact Assessment
- Planning and Tall Building Statement
- Design and Access Statement
- Environmental Impact Assessment
- Accurate technical drawings

1.12 The advice note, states that the following factors need to be taken account of when determining the impacts a tall building could have upon the (in particular historic) environment:

- Quality of places
- Heritage
- Visual
- Functional
- Environmental
- Cumulative

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

2. Assessment

2.1 Taking into consideration the requirements set out in Section 1 above the following section considers the criterion of Policy EN2, alongside HE's guidance and advice. It assesses matters such as the relationship of the building to its surrounding context, scale, height, streetscape, important views, open spaces, rivers and waterways, functionality and matters concerning impacts on built heritage and townscape.

Is the Proposed Development of Excellent Design Quality?

2.2 The Proposed Development responds directly to the criteria of Policy EN2 requiring for proposals for Tall Buildings to be of excellent design.

2.3 The accompanying DAS and PTBS demonstrates that the Proposed Development represent a significant uplift in design quality on this prominent city centre site. The development comprises a carefully considered arrangement of four buildings whose proportions, architectural language and materials have been shaped through a detailed understanding of the Site's role within the Southern Arc and its relationship with neighbouring buildings.

2.4 It can be concluded that the Proposed Development comprises a high-quality regenerative proposal that creates an integrated landmark development that responds contextually to the emerging band of high-density development in the city-centre patterns that fully complying with Core Strategy design policies and the Framework.

2.5 Therefore, it is concluded that this criterion of Policy EN2 is satisfied.

Is the Proposed Development Appropriately Located?

2.6 Policy EN2 expressly identifies that suitable locations for tall buildings include sites within the City Centre. The Site falls within the defined City Centre boundary. It responds appropriately to the identified opportunity for high-density development on the Site to deliver a 'landmark' building within the area and knit together the key strategic regeneration areas of the Corridor Manchester, ID Manchester / Sister, Mayfield, First Street and Great Jackson that fall within the Southern-Arc of regeneration development in the city.

2.7 The suitability of the location for the Proposed Development is also evidence through the assessment of the proposal against the criteria CS Policy H12 (Section 7) contained within the PTBS which includes consideration of the site's accessibility, its suitability for high density development, its positive regenerative impacts, and consideration of environmental effects.

2.8 Therefore, it is concluded that this criterion of Policy EN2 is satisfied.

Does the Proposed Development Contribute Positively to Sustainability?

2.9 The accompanying PTBS demonstrates that the Proposed Development is an all-electric, highly sustainable development that seeks to minimises energy use, reduces

carbon emissions, meets PfE and national net-zero guidance and incorporates broad sustainability measures including a commitment to achieving BREEAM Excellent.

2.10 Therefore, this criterion of Policy EN2 is satisfied.

Does the Proposed Development Contribute Positively to Place-Making?

2.11 Policy EN2 expects tall buildings to contribute positively to place making, for example as a landmark, by terminating a view, or by signposting a facility of significance.

2.12 The PTBS demonstrates that that the Proposed Development delivers an optimised design solution for the Site which responds appropriately to the exciting regeneration opportunity that exists through the comprehensive redevelopment of the Site. It seeks to optimise the opportunity to deliver a 'landmark' high-density development reflective of the Site's strategic location within the Southern-Arc of development in the city that aligns with Manchester's broader regeneration strategy, complementing major investment in the Oxford Road Corridor, ID Manchester / Sister, Mayfield, First Street, and Circle Square, and ensuring that this part of the city centre continues to evolve as a vibrant and well-connected mixed-use district.

2.13 Therefore, the Proposed Development represents a distinctive and coherent architectural response that as evolved through careful design development to reflect the opportunity presented by the Site and its strategically important position within the southern arc of the city's growth which makes a positive contribution to place-making.

2.14 Therefore, this criterion of Policy EN2 is satisfied.

Does the Proposed Development bring Significant Regeneration Benefits?

2.15 Policy EN2 requires that proposals for tall buildings deliver significant regeneration benefits. Section 7 of the PTBS addresses the policy criteria of CS Policy H12, and also gives consideration to the additional criteria endorsed by MCC's Executive in December 2020 as a material consideration.

2.16 Criteria 4 of CS Policy H12 and Executive Criteria (a) require that proposals for PBSA should demonstrate and contribute to the delivery of positive regeneration in their own right. Section 7, Paragraph's 7.46 – 7.48 identify that the positive regeneration of the Proposed Development is overwhelming as evidenced throughout the PTBS. The Proposed Development comprises of significant investment by iQ in Manchester that is reflective of Manchester's ongoing regenerative transformation.

2.17 The PTBS also demonstrates the significant socio-economic benefits of the Proposed Development – (see Paragraph 9.5 of the PTBS). It is concluded that the redevelopment of the Site represents a meaningful strategic regeneration contribution in a prominent city-centre location.

2.18 This criterion of Policy EN2 is satisfied.

Is the Proposed Development Accessibility Located?

2.19 The PTBS demonstrates that the Proposed Development occupies a highly accessible prominent location within the Oxford Road Corridor, an area of the City Centre that is characterised by the major higher education institutions of University of Manchester and Manchester Metropolitan University. The University of Manchester Sackville Street campus area is also located to the immediate east and south of the Site.

2.20 It confirms that the Site benefits from a range of close high frequency public transport routes. This includes high frequency bus services along Oxford Road providing connections in and out of the city centre. Both Manchester Piccadilly and Manchester Oxford Road train stations are also in close proximity to the Site, so is St Peter's Square Metrolink stop.

2.21 Therefore, the Proposed Development is accessibly located thus this criterion of Policy EN2 is satisfied.

What is the Environmental Impact of the Proposed Development?

2.22 This criterion requires an assessment of environmental factors such as matters concerning microclimate, overshadowing, vehicle movements and the environment and amenity of those in the vicinity of the buildings.

2.23 The PTBS confirms that iQ submitted a request for Scoping Opinion under Part 4, Regulation 15 of The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended). MCC issued a Scoping Opinion on 18th November 2025. The EIA, which accompanies this planning application, has been prepared in accordance with the Scoping Opinion. Section 7, 8, 9 and 10 of the PTBS provide an overview of the assessment of the environmental impact of the Proposed Development.

2.24 This should be read alongside the accompanying Environmental Statement, the accompanying suite of application documents and standalone reports – which present that there and no significant environmental effects arising as a result of the Proposed Development than cannot be appropriately mitigated for where relevant.

2.25 This criterion of Policy EN2 is satisfied.

Is the Proposed Development Deliverable?

2.26 Criteria 10 of CS Policy H12 requires that Applicants/developers must demonstrate to the Council that their proposals for purpose-built student accommodation are deliverable.

2.27 Section 7, Paragraph's 7.64 – 7.68 of the PTBS directly addresses the criteria 10 of Policy H12 by confirming that the Proposed Development is promoted solely by iQ, one of the United Kingdom's leading providers of PBSA with more than 80 sites nationwide, and the third largest provider of PBSA in Manchester.

2.28 Therefore, this criterion of Policy EN2 is satisfied.

3. Conclusion

3.1 This TBS has taken into consideration the criteria set out under Policy EN2 of the Manchester Core Strategy and Historic England Advice Note 4.

3.2 It demonstrates that the Proposed Development for tall buildings on this Site that is entirely appropriate, well accessible and that it is of a high-quality design which minimises environmental impacts and provides measurable regeneration benefits.

3.3 The Proposed Development represents an ambitious, design-led and policy-aligned regeneration of a strategically important brownfield site. It responds directly to demonstrable need in the most suitable of locations, supports Manchester's higher education and innovation sectors, and delivers substantial public benefits.

3.4 For these reasons, it is concluded that the Proposed Development complies with the criteria of CS Policy EN2 and is supported by the suite of documents contained with HE's recommendations advice note on Tall Buildings including:

- Heritage Statement (containing the statement of Heritage Significance and Heritage Impact Assessment)
- Townscape and Visual Impact Assessment
- Planning and Tall Building Statement
- Design and Access Statement
- Environmental Impact Assessment
- Accurate technical drawings

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Appendix 4: S106 Draft Heads of Terms

WESTON HALLS AND PENDULUM HOTEL, MANCHESTER

WITHOUT PREJUDICE AND SUBJECT TO CONTRACT

SECTION 106 AGREEMENT – DRAFT HEADS OF TERMS

1. Parties

IQ Student Accommodation ("the Owner")
Manchester City Council ("the Council")

2. The Application

2.1 The description of development is as follows:

"Phased development comprising:

(a) Partial removal of existing structures and erection of two buildings comprising purpose-built student accommodation (sui generis), one of 50 storeys and one of 17 storeys with an 8-storey link, together with associated amenity space, external landscaping, highways works, and change of use of the Pendulum Hotel to purpose-built student accommodation; and

(b) Removal of remaining existing structures and erection of two buildings comprising purpose-built student accommodation (sui generis), one of 33 storeys and one of part-24 and part-8 storeys with a 1-storey link, together with associated amenity space, external landscaping, and highways works."

3. Waste Management Strategy

3.1 To implement the Waste Management Strategy prior to first occupation of the Development and maintain this provision for the lifetime of the Development and for the avoidance of doubt waste management and collection for the Development will be undertaken by a private company every 2 days and not by the Council.

4. Affordable Housing Contribution

4.1 The sum of [XXXX] towards the provision of affordable housing within the Manchester City Council authority area.

4.2 50% of the amount to be paid [XXXX] prior to the occupation of each phase, anticipated as follows (provided for indicative purposes only):

- Phase A – occupation anticipated for 2031 / 2032 academic year
- Phase B – occupation anticipated for 2034 / 2035 academic year

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