Deloitte.



Planning and Tall Building Statement

Plot H, Sister

May 2026

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This application is for the second major new build phase of the Sister innovation district. Sister will integrate academic research with commercial enterprise to create a globally recognised hub for science, technology, and related industries, alongside housing and accommodation to meet the needs of people living, studying or working in the city. The development will deliver 1,041 purpose-built student bedspaces with outstanding amenities, including a gym, social and study spaces, to support residents' welfare and c.612 sq m flexible commercial space at ground floor to help enliven the Sister district. Accommodation will be across three blocks of 8, 10 and 38 storeys (plus ground) respectively in a striking design by Stirling Prize winning Manchester architect, Hodder and Partners. Generous new nature-led public realm includes a broad pedestrian boulevard along Altrincham Street, a new square and green gateway to Sister, and public realm enhancements along Charles Street. Existing trees are protected and 27 new trees will be planted delivering over 40% biodiversity habitat net gain. Public spaces and routes will be accessible to all. Sustainability principles will be embedded throughout the buildings and public spaces. The development will bring substantial socio-economic benefits, generating circa 100 FTE jobs during construction, circa 19 – 78 FTE jobs during operation and between circa £980,000 to £13.4M GVA per annum once operational. In doing so, it will mark a major step forward in realising the Applicants' and City Council's joint vision for Sister, as articulated in the ID Manchester Strategic Regeneration Framework.

1. Introduction

1.1. This Planning and Tall Building Statement (the 'Statement') accompanies an application for Full Planning Permission for a purpose-built student accommodation ('PBSA') led development within Development Zone H of the Sister Strategic Regeneration Area in Manchester City Centre ('the Proposed Development').

1.2. This Statement considers the Proposed Development as a whole in its strategic and local context and assesses its acceptability in the context of the Local Development Plan and other material considerations such as the National Planning Policy Framework ('NPPF') and relevant guidance.

The Site

1.3. Figure 1.1 below shows the location of the Site in its local context as well as the Planning Application boundary edged in red alongside the Applicants' wider ownership identified in blue.

1.4. The Site is located within the Piccadilly Ward in Manchester City Centre. It is bound by Charles Street to the south, Manchester South Junction and Altrincham Railway Viaduct and Granby Row to the north, Sackville Street to the east and Princess Street to the west.

1.5. The Site is currently vacant following the closure in October 2024 of the multi-storey car park and subsequent vacancy of the retail units, which were no longer in a condition fit for purpose. The existing structures (multi-storey car park and ancillary commercial uses) are the subject of a Planning Permission for their demolition (Ref. 143741/FO/2025) which was approved on 4 December 2025.

Figure 1.1: Site Location Plan (Source: Hodder+Partners)



The Proposed Development

1.6. The application description of development is:

"Erection of three interconnected blocks (T1, T2 and T3) of 8, 10 and 38 storeys including ground, plus basement and plant, comprising purpose-built student accommodation with ancillary internal amenity space (Sui Generis - PBSA) and flexible commercial uses (Use Class E); landscaping works, highways, access, servicing, infrastructure and other associated works."

1.7. The Proposed Development comprises 1,041 PBSA (Sui Generis) units, with supporting amenity space and associated cycle parking. At ground floor level, three flexible commercial units, totalling 659 sqm GEA (612 sqm GIA), are proposed. The proposed uses are flexible Use Class E (commercial, business and service, excluding hot food). Significant new and improved public realm includes a generous new pedestrian boulevard along Altrincham Street, new continuous footway along Charles Street, and an enhanced green space at the gateway to Sister from Princess Street.

1.8. The Proposed Development's design and materiality have been carefully considered to provide a sensitive response to the surrounding context, complementing the existing character of Manchester City Centre. The project will deliver a wide range of benefits, aligning with the economic, social, and environmental dimensions of sustainable development as defined by the NPPF and local planning policy.

Sister Innovation District

1.9. The SRF defines the following vision for Sister:

"[Sister] will be recognised internationally as one of the world's leading applied innovation districts. Home to the UK's most exciting new ideas and disruptive technologies, it is a place founded on the belief that ideas flourish where business, education and communities come together.

"[Sister] will be a world-class innovation platform in the heart of one of the most exciting global cities, all set within an abundantly green and vibrant new neighbourhood. It will honour the heritage of Manchester while driving inclusive and sustainable economic growth for the city region and beyond."

1.10. The SRF defines eight "pillars of success" upon which the Sister innovation district will be built:

- A World-Leading Innovation District: Establishing Sister as an international hub where cutting-edge ideas and disruptive technologies flourish, leveraging Manchester's dynamism and the University's global reputation to drive competitiveness and prosperity for the city region and the UK.
- An Exemplar of Urban Regeneration: Setting new standards for large-scale urban renewal, creating over 10,000 new jobs, 1,500 new homes, and 2 million sq ft of commercial space, complemented by a vibrant public realm for cultural and event programming.
- A Hub for Collaboration, Innovation, and Commercialisation: Fostering a dynamic environment that promotes collaboration, innovation, and the commercialisation of research, supporting the transition to a more productive and R&D-intensive economy, and creating sustainable jobs and opportunities.
- A Platform for Growth: Harnessing the strengths of the University of Manchester to generate significant impact through advanced digital infrastructure and physical place-making, serving as a tangible manifestation of the innovation ambitions of all project partners and government.
- Commitment to Inclusivity, Diversity, and Creativity: Championing an inclusive innovation model that embraces Manchester's progressive spirit, creativity, and invention, ensuring a healthier, happier, and fairer future for all, with diverse minds collaborating and local communities feeling ownership.
- Distinctively Manchester: Creating a place that is immediately identifiable as "of Manchester" through its unique design and public spaces, rooted in the city's heritage, thereby attracting global talent and fostering civic pride.

- Sustainable and Regenerative Development: Adopting leading principles to tackle climate and ecological emergencies, focusing on net-zero carbon, climate resilience, and enhancing green and blue networks, with "natural capital" as a measure of the project's success.

- Creating Opportunities for Local People: Delivering tangible benefits for Manchester's residents through access to education, training, jobs, new homes, support for local businesses, stimulating cultural assets, and providing high-quality public realm and green infrastructure.

1.11. With respect to residential accommodation, the SRF envisages a mix of mainstream and bespoke housing models that can bring 24/7 life and activity into the Sister ecosystem, *"including forms of PBSA, work/live units, serviced apartments, and/or other forms of bespoke accommodation designed to meet the needs of people living, studying or working in the city."*

Sister - Progress to Date

Plot B

1.12. To date, Planning Permission has been granted for the change of use to the Renold Building (within Plot B, shown in Figure 4.1) for commercial floorspace and collaboration spaces (approved in April 2024 under planning permission 139763/FO/2024). The Renold Building subsequently opened in Autumn 2024 representing the first new commercial floorspace to be provided within the SRF Area. The Renold Building offers affordable office space suitable for start-ups, spin outs and emerging entrepreneurs, offering a range if coworking, private and flexible space to facilitate creativity and innovation.

Plot C

1.13. A full planning application and two listed building consent applications for proposals on Plot C of the SRF Area (refs. 143024/FO/2025, 143060/LO/2025 and 143025/LO/2025) were approved in March 2026 and are anticipated to start on-site during 2026. The proposals for Plot C comprise the following:

- Demolition of Barnes Wallis and Wright Robinson Building, Manchester Meeting Place (Staff House) ('MMP'), Morton Laboratory and Moffat Building, and the Butterfly Stairs;
- Erection of two buildings (C1 Building and C2 Building) comprising of 72,928 sq. m. of office space (Use Class E). At the base the buildings will be connected via an open shared lobby space, which will comprise up to 4,453 sq. m. of a variety of uses including social amenity spaces, as well as food and beverage establishments (Use Class E and Sui Generis – drinking establishment), 1,888 sq. m. of flexible commercial floorspace at level 18 in C2 Building (Use Class E and Sui Generis – drinking establishment), 860 sq. m. of community space, with associated amenity space and cycle parking;
- Interventions to the Hollaway Wall, to be partially encapsulated within a new community space in C2 Building;
- Restoration and relocation of existing artwork on Site;
- Change of Use of the Viaduct arches and associated works to deliver approximately 924 sq. m. of flexible commercial/retail floorspace (Use Class E and Sui Generis – drinking establishment);

1.14. Creation of a significant provision of new public realm - including a generous new pedestrian boulevard along Altrincham Street a new civic square in the heart of Sister- and landscaping, access and other associated works, including works to the public highway.

Plot H

1.15. As noted within the planning history for the Plot H site, application ref. 143741/FO/2025 seeks to demolish the existing structures on the site to facilitate future redevelopment was approved on 4 December 2025 and included the following description of development:

1.16. *"Demolition of existing multi-storey car park and associated commercial units (retail and sui generis bar uses) to prepare site for future development."*

The Applicants

1.17. The Applicants are RG Real Estate Ltd ('RGRE'), ID Manchester Ltd and University of Manchester ('the Applicants').

1.18. RGRE is the real estate development arm of RG Group. Leveraging the expertise of RG Group as the principal contractor, they are able to deliver high quality, low carbon projects. RG Group has extensive experience in the PBSA sector, having delivered over 15,000 rooms across the UK. They are recognised for their consistent value addition at every stage and are dedicated to addressing the undersupply in rental accommodation by offering high-quality rental accommodation designed to cater to the requirements of the next generation of renters.

1.19. ID Manchester Ltd is a joint venture ('JV') between Bruntwood SciTech Ltd and the University of Manchester formed to deliver Sister. The University is the landowner of the estate and selected BST as their development partner following a two-year international competition to find a partner that shared the University's vision for the Sister innovation district and had the skills, capability and track record of delivery to fulfil its potential.

1.20. Bruntwood Sci-Tech has significant experience delivering successful commercial developments particularly within the science and technology sectors. Within Greater Manchester, they are renowned for projects such as Circle Square, a mixed-use development incorporating significant office space, and their ongoing involvement in Manchester Science Park. Nationally, their portfolio extends to Birmingham, Leeds, Liverpool, and Cheshire, where they focus on creating collaborative workspaces that foster innovation and growth within their respective ecosystems.

1.21. The University of Manchester has a strong recent history of delivering innovative development within their estate. Projects such as the Manchester Engineering Campus Development (MECD), a £400m investment creating state-of-the-art engineering and research facilities, exemplify their commitment to cutting-edge infrastructure. In addition, the Graphene Engineering Innovation Centre (GEIC), dedicated to the commercialisation of graphene and related 2D materials, showcases their focus on translating research into real-world applications.

EIA

1.22. This Application seeks planning permission for the redevelopment of the Site. A separate planning application (app. ref. 143741/FO/2025) has been approved for the demolition of the existing building currently on-site, primarily to facilitate an earlier start to Site preparation works. This Statement therefore relates to the redevelopment of the Site only, not the demolition of the existing buildings.

1.23. It is important to note that at the time of preparing this Application and its supporting documents, including the Environmental Statement ('ES'), and at the time of writing, the Site is still occupied by the existing vacant car park and commercial buildings, and demolition has not commenced. Therefore, to ensure the most robust assessment, comprehensive baseline studies, and to provide the Local Planning Authority ('LPA') with a complete picture of the project's environmental effects, the Environmental Impact Assessment ('EIA') takes into consideration the demolition of these existing structures within its assessment.

1.24. For clarity for the EIA, 'Proposed Development' is defined as follows:

- Construction – demolition of existing structures on site (multi-storey car park and retail units), and construction/ erection of new build.
- Operational – occupation/ operational running of new build/ scheme.

1.25. For all other documents, which fall outside the scope of the EIA, the Proposed Development considers the Site as cleared, with demolition having been dealt with separately under planning permission reference 143741/FO/2025.

Structure of the Planning Statement

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

- Section 2: provides an overview of consultation and the strategic context;
- Section 3: sets out the identified
- Section 4: a description of the Site and its surroundings;
- Section 5: a description of the Proposed Development;
- Section 6: assessment of the Proposed Development against the Development Plan and other material considerations;
- Section 7: provides a tall building evaluation;
- Section 8: sets out the public benefits associated with the Proposed Development; and
- Section 9: sets out our conclusion in respect of the Planning Assessment of the Proposed Development.

1.27. The documents submitted in support of the Planning Application are set out in Appendix A of the Statement.

2. Pre-Application Consultation and Strategic Context

The following Section summarises the pre-application consultation and engagement that has been undertaken in preparing this Planning Application and sets out the strate.

2.1. The Planning Application has been submitted following pre-application consultation with officers at MCC, local Ward Councillors, the local community, and a wide range of statutory and non-statutory consultees. Consultation has taken place in line with MCC's Statement of Community Involvement 2025.

2.2. Further details of the pre-application consultations and discussions, together with a summary of how comments have been considered in the design development, are contained within the supporting Statement of Consultation ('SoC'). All pre-application engagement has followed on from extensive engagement undertaken through preparation of the SRF throughout 2022 and 2023.

Pre-Application Consultation

2.3. A summary of the pre-application consultation is provided below:

- Local Planning Authority – Ongoing liaison with the LPA including meetings held on 28 May 2025, 15 July 2025, 9 September 2025 and 4 November 2025.
- Ward Councillors – Briefing emails were issued to Piccadilly, Ardwick, Deansgate and Hulme Ward Councillors to provide information about the Proposed Development and approach to consultation. A virtual Councillor briefing meeting with Piccadilly Ward Councillor (Cllr Jon-Connor Lyons) was undertaken on 23 October 2025 to provide a summary of the Proposed Development. A follow up email was issued to Piccadilly Ward Councillors on 9 December 2025. At the time of writing, no response has been received.
- Local Residents Representatives – A meeting was held with two local residents who are members of the Sister Community Panel and represent the Granby Village Management Company and the Sackville Gardens Friends Association. The meeting provided an opportunity to present the Proposed Development and discuss key issues. In addition, the Sister Community Panel was notified of the Proposed Development of Plot H, with this forming an agenda point in the December 2025 meeting.
- Public Consultation Website – Pre-application public consultation was undertaken both virtually and in-person. A consultation website was live for three-weeks and opened on 27 November 2025. The website included information about the Site and the Proposed Development and invited members of the public to provide their feedback. The public consultation website was publicised via a leaflet drop to 7,872 homes, businesses and landowners in the local area and via local press. It was visited 763 times. A link to an online feedback form was provided, with 43 responses being received. In addition, 14 email responses were received during the consultation period. The comments received have been considered as part of the design development and are summarised and responded to in this Statement.

- Drop in event – An in-person public drop-in event was held on 8 December 2025 to provide an opportunity for the local community to learn more about the Proposed Development, raise questions for the project team to answer, and to provide written feedback. The drop in session was advertised through a leaflet drop and on the consultation website. There were a total of 26 people who visited, two of which completed physical feedback forms.
- Statutory Consultees – A range of Statutory consultees have been engaged throughout the design development process on a range of technical matters. This includes: MCC Highways, Greater Manchester Archaeological Advisory Service (GMAAS), Environmental Health, National Air Traffic Services (NATs), Manchester Airport Group (MAGs), Greater Manchester Police (GMP), Network Rail and Historic England.
- Adjacent landowners – Consultation with landowners of adjacent sites where it is known that redevelopment proposals are being brough forward, to ensure consistency and alignment with proposals in the design evolution. This included a meeting with IQ, who are developing the Weston Hall and Pendulum Hotel site on Charles Street to ensure alignment on proposals for Charles Street.

2.4. Overall, pre-application engagement has been constructive, supporting an effective iterative design process. Key issues raised have included the potential impact of the Proposed Development on daylight/sunlight; safety and visibility of public realm; and impact of the new student population. Further detail is set out within the SoC submitted as part of these applications and relevant planning matters have been assessed against planning policy and material considerations within Section 6 of this Statement.

2.5. Technical queries, comments and issues raised during the consultation period have been addressed within the SoC, this Statement, Design and Access Statement ('DAS'), and accompanying technical documents. Further statutory consultation will be undertaken by the LPA during the determination period and the Applicants will continue to engage with officers as part of the on-going planning process.

Strategic Context

PBSA MCC Executive Reports

2.6. The need for new PBSA to support the growth and changing demographic of student demand since the Core Strategy was adopted has been acknowledged by MCC, in two related Reports for Resolution to its Executive Committee. These reports also establish the Council's objective to locate new PBSA within the ORC in close proximity to the City's universities. A comprehensive justification for the Proposed Development, detailing the identified need for PBSA based on Manchester City Council's Executive Reports and committee findings, is provided in the Section 3 of the Statement.

Oxford Road Corridor (ORC)

2.7. The Site is located within the ORC as defined in the Corridor Manchester Strategic Vision to 2025 (2015), Oxford Road Strategic Spatial Framework (March 2018), and the ORC Strategic Regeneration Framework Guidance (September 2019). Sister has been identified as 'North Campus' within these documents. The ORC is Manchester's Knowledge Quarter, a world-class innovation district that is home to a unique concentration of knowledge, business and cultural assets.

2.8. The ORC is Manchester's innovation district and a destination with a unique concentration of knowledge business and cultural assets. The ORC Strategic Spatial Framework was produced in March 2018 on behalf of the ORC Partnership to accompany the Corridor Strategic Vision 2025. Committed and planned investment in the ORC between 2015 and 2025 is estimated at £2.6 billion to foster research, innovation, commercialisation, skills and academic excellence.

2.9. The Spatial Framework identifies potential clusters of activity, including Professional Services consisting of principally new Grade A office space at the north end of Oxford Road, a mixed-use development zone to the south of Oxford Road Station, creative and 11 cultural focuses anchored by HOME at First Street, and educational centres based around University of Manchester (UoM) and Manchester Metropolitan University (MMU) campuses.

2.10. In reference to the latter, ORC is the focus of higher education within Manchester City Centre. The Framework acknowledges that the development of the Corridor is critical to the success of the major institutions, as it helps attract students and a highly skilled workforce. The 2019 iteration acknowledges that there has been a major change in the student housing market. Changing attitudes have resulted in an expectation of higher quality student accommodation. To meet this demand, universities have invested in new stock, while new PBSA has been developed by national and regional developer/operators. The strategic visions of UoM, MMU and RNCM within the ORC have been set out in more detail in the submitted PBSA need case statement.

2.11. MCC has acknowledged the need for PBSA through two Reports for Resolution to its Executive Committee, highlighting that the ORC is suitably located for new PBSA schemes.

3. PBSA Need

Building upon the Site's strategic context, this Section specifically focuses on the identified need for additional Purpose-Built Student Accommodation (PBSA) in this location.

Vision for Higher Education in Manchester City Centre

3.1. The Oxford Road Corridor ('ORC'). is the focus of higher education within Manchester City Centre, including the University of Manchester (UoM), Manchester Metropolitan University (MMU), and the Royal Northern College of Music ('RNCM'). The Proposed Development Site is approximately 8-14 minutes' walk from these higher education institutions.

3.2. Given the City Centre location of the Proposed Development Site, it is considered that the Proposed Development is most likely to cater to these three institutions. The University of Bolton and University of Salford are discounted from further discussion within this Statement.

3.3. Manchester's centres of excellence in research and higher education play a critical role in Manchester's economic growth. Supporting these facilities to further expand is of great importance to the future economic growth of Manchester. The UoM and MMU's research and teaching create substantial economic impacts for the UK and Greater Manchester. The universities also provide significant 'spill-out' economic benefits, such as through supporting innovation and start-ups. Graduates from Manchester's universities are seen as one of the core assets underpinning a broad-based, highly skilled economy and the driving force behind some of Manchester's most valuable growth sectors.

3.4. UoM, MMU, and RNCM have all set strategic visions which set out their ambitions and guide their investment decisions over the coming years. These have been summarised below.

Student Needs Assessment

3.5. A comprehensive Student Needs Assessment, prepared by Cushman & Wakefield (December 2025), is submitted as part of this Application and forms the primary evidence base for the demonstrated need for PBSA.

3.6. Manchester is a leading higher education hub, home to two major institutions: the University of Manchester (UoM) and Manchester Metropolitan University (MMU). These universities collectively enrolled 76,920 full-time students in 2023/24, representing a significant increase of 19.1% since 2018/19. Notably, non-EU international student numbers have seen a substantial rise of 68.9% over the same period, contributing significantly to this growth (Cushman & Wakefield, December 2025, p.5).

3.7. Despite this growing student population, Manchester continues to face a significant undersupply of PBSA. The student-to-bed ratio in Manchester stands at 2.32:1, considerably above the national average of 2.12:1, indicating that 35,471 students are unable to access a purpose-built student accommodation bed (Cushman & Wakefield, December 2025, p.5). This acute imbalance is further exacerbated by a net decrease in the number of PBSA beds between 2020 and 2025 due to various closures, making Manchester one of the few major markets to experience such a trend (Cushman & Wakefield, December 2025, p.5, p.26).

3.8. The undersupply is reflected in strong rental growth, with Manchester's private sector rental growth continuing to outpace the UK average, further highlighting the acute demand pressures within the market (Cushman & Wakefield, December 2025, p.29). There is also a clear trend of students increasingly seeking accommodation in central areas of Manchester, moving away from traditional southern student areas, which the proposed development is strategically positioned to address (Cushman & Wakefield, December 2025, p.32).

Manchester City Council – Executive Reports

3.9. The need for additional PBSA to support the growth and changing demographic of student demand has been a consistent focus for Manchester City Council (MCC). This has been acknowledged across a series of Executive Reports, which have also established the Council's objective to locate new PBSA within the Oxford Road Corridor (ORC) in close proximity to the city's universities.

3.10. Specifically, the Executive Report on 'Consideration of Policy H12: Purpose Built Student Accommodation Within the Changing Market Context' (13 November 2019) highlighted increasing scarcity of land in the City Centre including within the ORC. The report underscored the necessity for the finite land available to be used strategically to support the economic growth of the Corridor. It further noted an increasing number of international students who are typically choosing to live in the City Centre due to rising lifestyle expectations, property type, and management preferences. However, a limited number of PBSA schemes had been delivered, resulting in increasing pressure on the traditional rental market, coupled with an increasing number of non-student residential developments. These trends have contributed to an increase in rental levels across the City and high levels of council tax exemptions in traditional market housing stock. The report therefore suggested that a refreshed approach to meet the demands of the evolving student population (approach to PBSA) was required to ensure the right mix of PBSA is delivered in the right parts of the City to cater to the demands of the evolving student population and wider economic growth of Manchester. It concluded that the ORC is the appropriate location for such new PBSA, where students have easy access to the City's University campuses.

3.11. These conclusions and recommendations were subsequently reiterated in the Executive Report 'Purpose Student Accommodation in Manchester' (9 December 2020). In responding to consultation comments received in relation to the November 2019 report, Officers noted the need to provide balanced neighbourhoods that respond to all forms of housing need, including PBSA located in the ORC, in proximity to the universities.Furthermore, the Economic Scrutiny Committee meeting on 23 May 2023 further established this need, discussing issues that had arisen since the December 2020 Report and agreeing on a pipeline of schemes to address the projected shortfall of accommodation up to 2030. The most recent Executive Report on Purpose-Built Student Accommodation in Manchester (May 2023) clearly identified a projected demand for new PBSA bedspaces ranging from 5,550 to 11,230 by 2030. This consistently reinforces the critical and ongoing need for well-located PBSA provision within the City.

Pipeline

3.12. In response to this identified need, a pipeline of future PBSA provision has emerged since the 2023 Executive Report, with approximately 9,384 bedspaces approved or under construction, and a further 2,500 bedspaces submitted for planning (as of April 2026). However, despite this ongoing development activity, the significant student-to-bed ratio of 2.32:1 and the 35,471 students currently unable to access PBSA[1] demonstrates a continued and outstanding need for high-quality PBSA within Manchester City Centre. The existing and future pipeline, while a positive step, has not yet closed this substantial gap, underscoring the necessity for further provision to meet the requirements of the growing student population and align with MCC Core Strategy Policy H12.

3.13. The Proposed Development at Plot H, Sister, is strategically located within the ORC, offering high-quality PBSA that will contribute to addressing this identified outstanding undersupply and support the requirements of Manchester's growing student population, particularly those seeking modern, well-located accommodation.

[1] Student Need Assessment Plot H, Sister, prepared by Cushman & Wakefield, December 2025

4. Site Context

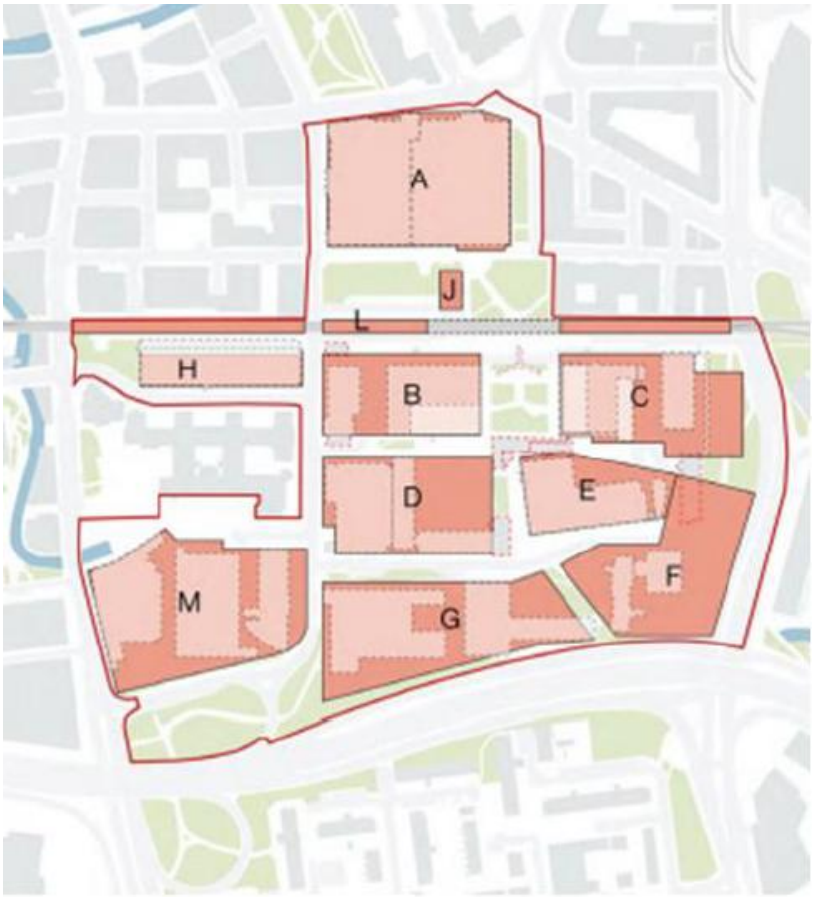
This Section describes the Site, its context in relation to the surrounding area and its suitability for the Proposed Development.

SRF Area

4.1. The SRF Area is located within the southern portion of Manchester City Centre. The area is bound by Aytoun Street to the north, Princess Street to the west, the Mancunian Way to the south and London Road to the east. South of the Viaduct arches the SRF Area currently consists of the former UMIST Campus of the University of Manchester. The University decanted the majority of its teaching and research functions out of campus in 2022. The area therefore contains numerous vacant buildings including former faculty buildings as well as student accommodation, largely characterised by its modernist architecture. The Site sits within the boundary of the SRF Area, positioned within the northwestern corner, sat at a principal entry point from Manchester Oxford Road Railway Station, with direct access to the ORC, incorporating Development Zone H.

4.2. Please see Figure 4.1 for the SRF boundary. Please note the Plot H Site does not align exactly with Zone H, as set out in Figure 4.1, therefore please see Figure 1.1 for a Site Location Plan setting out the Plot H boundary.

Figure 4.1 – SRF Boundary (source: IDM SRF)



Site Location

4.3. The Site is bound by Charles Street to the south, Manchester South Junction and Altrincham Railway Viaduct and Granby Row to the north, Sackville Street to the east and Princess Street to the west. The Site is identified on the Figure 1.1.

Surrounding Land Uses

4.4. Land to north and northwest, beyond the viaduct arches on Granby Row, comprises the following residential buildings: Uncle; Granby House; and Salisbury House. Land to the north-east comprises green public space at Vimto Park and the now vacant Sackville Building, which also form part of the Sister masterplan.

4.5. To the east lies the Paper Science Building and Renold Building and, beyond Renold, Plot C for which planning and listed building consent applications have recently been approved for a commercial development and new civic square (as detailed in Section 4). Renold Building has recently undergone works to re-activate the building for commercial uses and collaboration spaces related to Sister. Further north-east lies Piccadilly Station, Manchester's primary rail hub.

4.6. Land to the south comprises IQ Weston Hall which is a PBSA building adjoining the Pendulum Hotel and Manchester Conference Centre. A planning application for the redevelopment of this site was submitted to MCC in December 2025 (144791/FO/2025). The proposals are for four buildings of 17, part-8, part-23, 32 and 50 storeys, comprising 2,511 PBSA rooms. The application is currently pending consideration. An Ibis hotel is located to the southwest of the site.

4.7. The southern boundary of the SRF Area is the Mancunian Way, beyond which lies the predominantly residential areas of Ardwick, Brunswick, and Hulme.

Site Description

Site Area and Topography

4.8. The Site extends to circa 0.6ha.

4.9. The Site contains a gradual slope falling east-to-west from Sackville Street to Princess Street. The level difference from the eastern end of the Site to the Western end is approximately 3.4m.

4.10. A full topographical survey has been obtained for the Site including spot levels of roads, kerbs and footpaths, boundaries, adjacent buildings, the railway arches, drainage and services. The lowest level of the car park is set below the adjacent external levels of the majority of the floorplan and as a result, means less excavation is required to facilitate the development.

4.11. The Site principally was used as a multi-storey car park which closed in October 2024 as it was at the end of its economic life and no longer in a condition fit for purpose.

4.12. The building also accommodates three ancillary commercial uses (two retail (Use Class E) and one drinking establishment (Sui Generis), all of which are now vacant.

4.13. There is evidence of anti-social behaviour at the Site with the existing car park subject to vandalism and graffiti.

4.14. Planning permission was granted on 4 December 2025 to demolish the existing car park and commercial units on-site (143741/FO/2025).

Trees

4.15. There are 11 trees on Site. Of these seven are in B category, which is characterised by moderate quality and value, and four in C category, which are considered to be of low quality and value. For completeness, all category B trees are to be retained and protected during the works.

4.16. The Planning Application is accompanied by a Tree Survey, prepared by Tyler Grange.

Access

4.17. The Site is currently accessed from the south of the existing multi-storey car park via Charles Street, which runs east to west between Princess Street and Sackville Street. Access to the Site is also from the east of the existing retail units. Previous access to the north of the Site and south of the viaduct along Altrincham Street has been restricted since the closure of the existing multi-storey car park.

Connectivity

4.18. The Site is in a highly accessible location in Manchester City Centre and enjoys a range of excellent transport links and proximity to similar and necessary establishments. Numerous bus and tram stops are located along the ORC, as well as railway stations, providing further sustainable transport options, all conveniently close to the Site. Access to the inner ring road by private car is immediately south of the Site. See below for accessibility breakdown by sustainable transport modes.

Rail

4.19. Manchester Piccadilly is located just over 355m away from the Site, meaning access to the wider city region and major cities such as London and Birmingham are situated only a seven-minute walk away. 310m to the west of the Site is Manchester Oxford Road, another key transport link offering commuters access to the wider city region, and UK towns and cities such as Liverpool, Leeds, and Birmingham. There are several pedestrian routes connecting commuters from Oxford Road Station to the Site, all of which are between seven to nine minutes.

Metrolink

4.20. Piccadilly Station Tram Stop and St Peter's Square Tram Stop are both a 10 -minute walk away from the Site, which offer multiple services taking commuters from the centre of Manchester to a variety of towns and neighbourhoods across the City Region, including Eccles, Ashton-under-Lyne, Altrincham and Bury.

Bus

4.21. Bus routes also run along Charles Street, Sackville Street, Whitworth Street, London Road and Oxford Road. There is a BeeWay off-road cycleway on London Road, and bus stops adjacent to the Site on Sackville Street in both directions. The Site has a GMAL (measure of public transport accessibility) of 8, which is the highest possible score.

4.22. Manchester's Free Bus is a free of charge bus service linking all the main destinations across Manchester City Centre. The nearest Free Bus stop from the Site is 6 mins away at Palace Theatre. Free Bus buses are accessible by users with disabilities and run on a 10-minute daytime frequency. The Free Bus service covers most of the City Centre and provides convenient access to major activity centres in the City. In particular, it completes the City's integrated public transport service and gives the Site quick and convenient public transport connections to all mainline railway stations, principal car parks and retail centres.

4.23. Manchester Coach station is an 8-minute walk away from the Site, offering national and regional services at affordable prices.

Walking

4.24. The Site benefits from excellent pedestrian connectivity, with readily accessible transport infrastructure and a range of amenities within comfortable walking distance; however, there is currently no pedestrian pavement on the north side of Charles Street. Access along Altrincham Street is also restricted, with no pedestrian pavement, due to previously being an exit road for the multi-storey car park on the Site. These lack of footways hampers safe and amenable access eastwards through the SRF area.

4.25. The Site's adjacency to academic institutions around Oxford Road is ideal for students residing at the Proposed Development. This includes a c.6 minute walk west to Manchester Metropolitan University, a c.11 minute walk south to University of Manchester and c.14 minute walk south to Royal Northern College of Music. The presence of numerous green spaces, including Sackville Gardens and Vimto Park, contributes to a pleasant and healthy living environment.

Site Specific Environmental Designations

Air Quality

4.26. The Site is located within the Greater Manchester Air Quality Management Area (AQMA), referring to an area where air pollution levels are, or are likely to, exceed national air quality objectives. This means that the NO2 is monitored, and the local authority has a strategy in place to manage and improve air quality in these areas.

Ecology

4.27. There are no Sites of Special Scientific Interest ('SSSI') or Special Areas of Conservation ('SAC') located on or immediately adjacent to the Site. The closest, the Rochdale Canal SAC designation is 5.4km to the north-east of the Site. Two Special Biological Interest ('SBI') (MCC Core Strategy Policy EN15) are located within 1 km of the Site (Ashton Canal (West) and Rochdale Canal: Stott's Lane to Ducie Street Basin).

4.28. Although there are protected and notable flora and fauna and other species within Central Manchester (where the Site is located), however there are no records of such species on the Site.

4.29. The Site is largely hard standing with small areas of overgrown vegetation which are of negligible ecological importance. As noted within the Ecological Impact Assessment report, the Site is of negligible ecological importance for bats and no suitable bat roosting features were recorded. No evidence of other protected species has been found on the Site either.

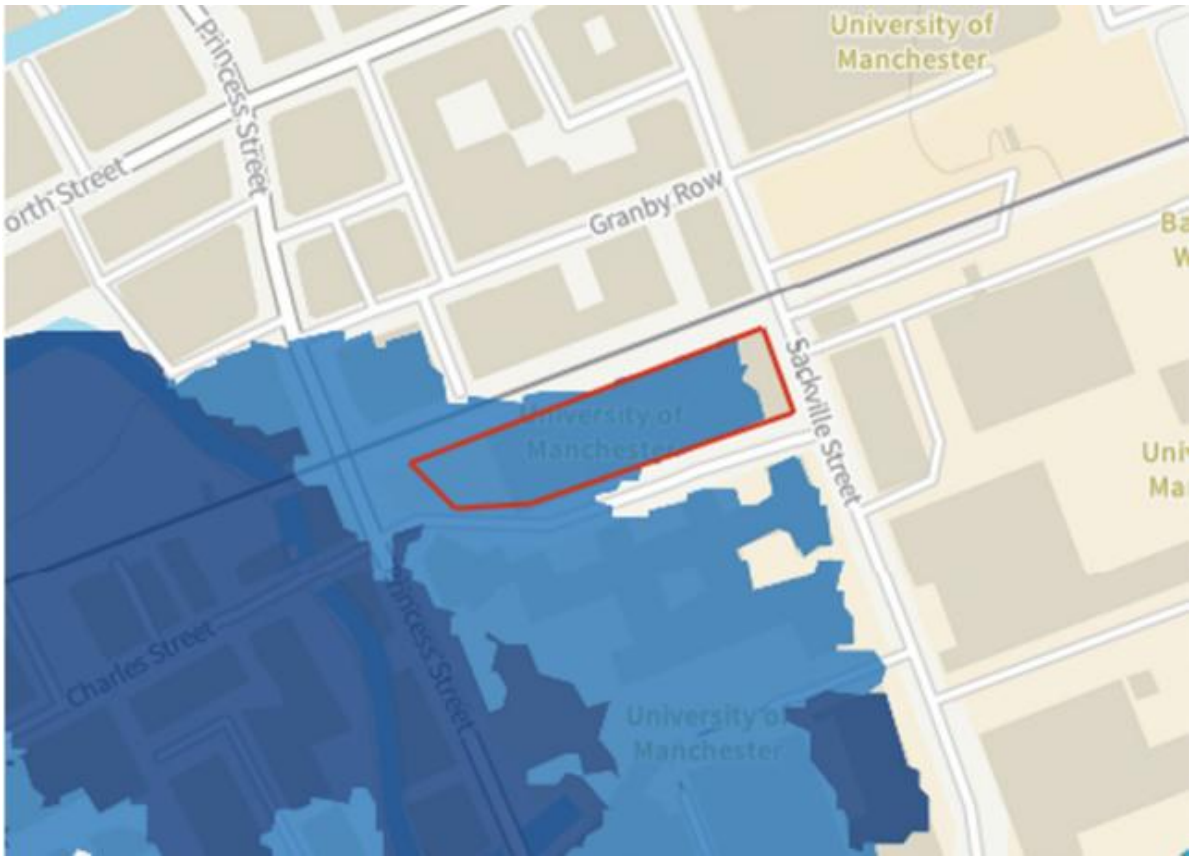
Flood Risk and Drainage

4.30. According to The UK Governments Flood Map (Figure 4.2), the majority of the Site is located within Flood Zone 2 defined as having a medium probability of flooding, meaning there is between a 0.1% and 1% annual probability of river or sea flooding.

4.31. In addition, the Flood Risk Assessment (and Drainage Strategy) prepared by Roscoe sets out the flood risk for the Site associated with all types of flooding, which is summarised as follows:

- Fluvial (River Medlock) – Medium Risk.
- Pluvial (Surface Water) – Very low risk
- Overland Flow – Low risk
- Groundwater – Low risk
- Sewers (Public drainage network) – Very low risk
- Reservoirs – Extremely low risk

Figure 4.2 – UK Government Flood Map (Source: Flood Map for Planning Service, gov.uk)



4.32. As with the majority of the Regional Centre, the Site is located within the Conurbation Core Critical Drainage Area, as defined in the Manchester, Salford, Trafford Strategic Flood Risk Assessment (SFRA).

4.33. The flood risk assessment clearly demonstrates that the proposed layout, design and mitigation measures will ensure that occupiers and users remain safe from all sources of flooding, including future surface water risk, and that the development will not increase flood risk elsewhere. Therefore, in accordance with Planning Practice Guidance paragraph 27, on the application of NPPF paragraph 175, and in line with the LPA's LLFA advice, a sequential test does not need to be separately applied.

Heritage

4.34. The Site does not contain any Listed Buildings or non-designated heritage assets and is not located within a Conservation Area.

4.35. The Site's northern boundary abuts the Whitworth Street Conservation Area (see Figure 4.3). George Street Conservation Area is located 430m to the north-west of the Site and St Peter's Square Conservation Area is located 484m to the north-west of the Site.

4.36. The Site is within the immediate setting of the Grade II Listed Manchester and Altrincham Railway Viaduct and Grade II Listed Buildings along Granby Row (including Granby House, Orient House and the Sackville Street Building) all located to the north. The Renold Building, located east of the Site, has been recently designated as a Grade II listed building by Historic England.

4.37. MCC does not have a list of non-designated heritage assets ('NDHAs'); however, the SRF identifies nine NDHAs within the SRF area, none of which are immediately adjacent to the Site. Planning permission has been granted to demolish four of these NDHAs: Barnes Wallis and Wright Robinson; the butterfly stairs; Manchester Meeting Place; and Morton Labs.

4.38. There are 101 listed buildings located within 500m of the Site. Figure 4.3 identifies these with a blue pin. Those indicated (listed and non-designated heritage assets) with a yellow number have been identified by SLHA as relevant to this planning application and are noted in Table 4.1.

Figure 4.3 — Heritage Asset Map – the Site is identified in with a red outline, the Whitworth Street Conservation Area is shaded in green. Listed buildings are indicated with a blue pin, with the key heritage assets identified with a number in yellow. (Source: SLHA)

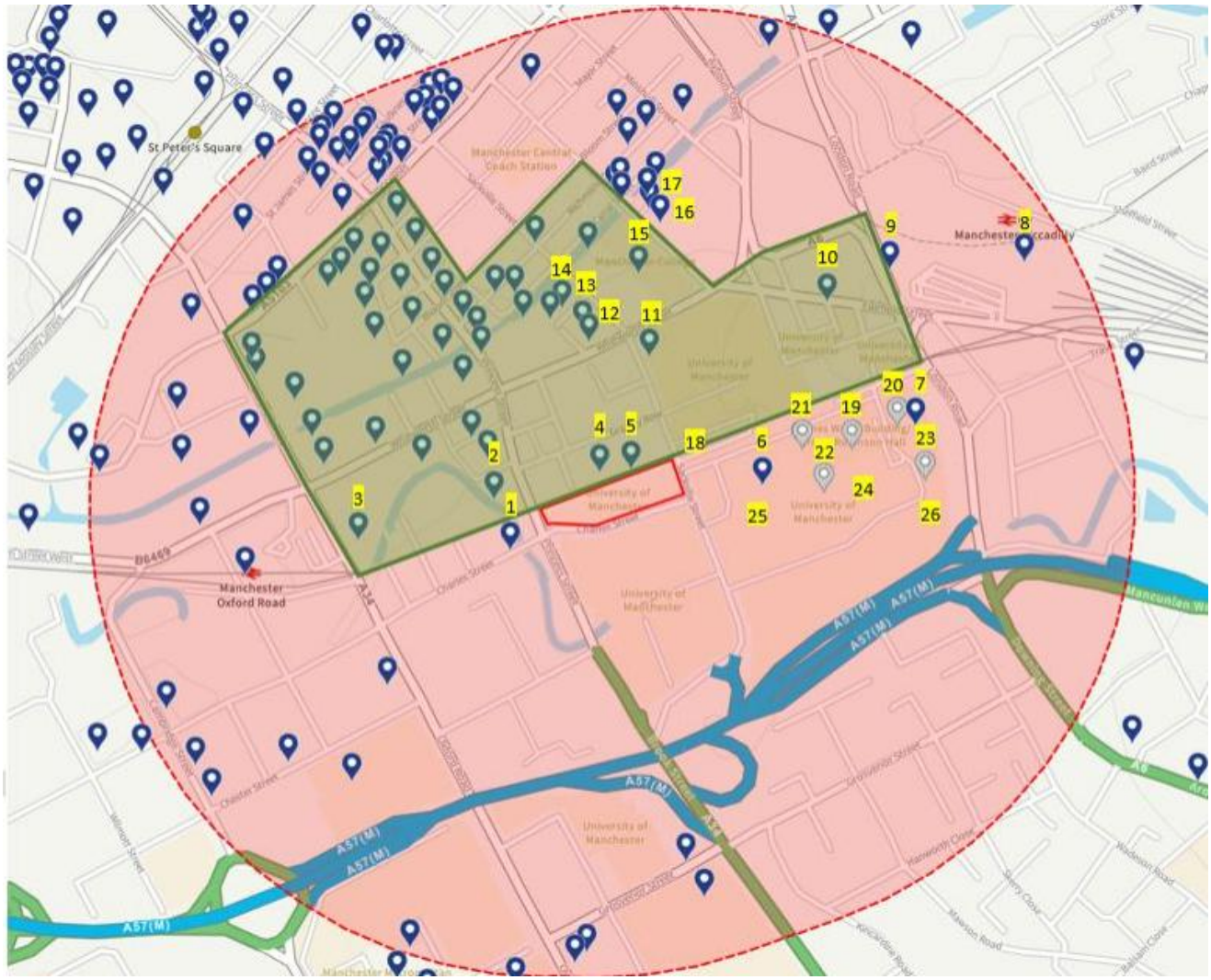


Table 4.1: Surrounding listed buildings and non-designated heritage assets

Map No.	Location	Grade	List Entry Number
1	Lass O Gowrie Public House	II	1293175
2	Manchester House	II	1270897

Map No.	Location	Grade	List Entry Number
3	Former Refuge Assurance Company	II	1271429
4	Orient House	II	1200838
5	Granby House	II	1218253
6	Renold Building, UMIST Campus	II	1491623
7	Sculptural Wall	II	1400857
8	Train Shed and Undercroft at Manchester Piccadilly Station	II	1283014
9	Former Goods Offices to Piccadilly	II	1197919
10	Police and Fire Station	II*	1197918
11	Institute Of Science and Technology (Sackville Street Building)	II	1247609
12	Regency House with Barclays Bank	II	1254835
13	46, Sackville Street	II	1247608
14	42 and 44, Sackville Street	II	1270791
15	The Shena Simon Sixth Form	II	1270607
16	Minshull House	II	1283092
17	Minteirna House	II	1197759
18	Manchester South Junction and Altrincham Railway Viaduct	II	1200837
19	Barnes Wallis and Wright Robinson Building	Non-designated heritage asset, Certificate of Immunity	
20	Moffat Building	Non-designated heritage asset, Certificate of Immunity	
21	Butterfly Stairs and Walkway Bridge (formerly known as The Sir Hubert Worthington Stair)	Non-designated heritage asset, Certificate of Immunity	
22	Staff House (Manchester Meeting Place)	Non-designated heritage asset, Certificate of Immunity	
23	Morton Laboratory (Chemical Engineering Pilot Plant)	Non-designated heritage asset, Certificate of Immunity	

Map No.	Location	Grade	List Entry Number
24	The Mill	Non-designated heritage asset	
25	Pariser Building	Non-designated heritage asset	
26	MSS Tower	Non-designated heritage asset	

Planning History

4.39. A search of the Site's planning history has been undertaken using MCC's Public Access system and those of relevance to the Site have been summarised below:

Table 4.2 – Planning History

Reference	Description of Development	Status
F17029	Use of car park on Saturdays and Sundays for the sale of motor vehicles by the public to public	Temporarily Approved - 03/03/1982
073558/FO/2004/C3	Change Of Use from vacant unit to B1 (office) for a temporary period of 2 years	Approved – 06/06/2005
128535/FO/2020	Installation of galvanised wire mesh panels to infill open balconies and staircases and the provision of electrically operated galvanised roller shutters to the vehicle's entrances; new anti-climb fencing installed around the plant roof; and new external doors are to be installed to staircases 001 and 004.	Approved – 14/01/2021
143741/FO/2025	Demolition of existing multi-storey car park and associated commercial units (retail and sui generis bar uses) to prepare site for future development.	Approved – 04/12/2025

5. Proposed Development

This Section summarises the key elements of the Proposed Development and should be read in conjunction with the submitted application drawings and DAS.

ID Manchester SRF Place Based Principles

5.1. The ID Manchester SRF sets out the vision and strategic objectives for Sister, together with a series of Place-Based Principles providing a roadmap to achieve these, and an illustrative masterplan of how the place might look once complete. It sets out 10 principles that all developments within the SRF Area need to consider. These have set the foundation of the project brief and are at the core of the design development process. These 10 key elements of the SRF are outlined below:

- Human Collider This principle aims to create a vibrant place where diverse people and companies can meet and collaborate. The design of buildings and spaces will foster both planned and chance interactions to spark innovation and new ideas. PBSA is identified as an 'innovative housing model' as a way to attract and train talent, bring 24/7 life and activity to the area.
- Connected, Open, Accessible This principle focuses on seamlessly integrating Sister with the wider city of Manchester through well-designed, characterful routes and open spaces. The goal is to create an accessible and welcoming environment that encourages movement and connection.
- A Living Landscape This principle advocates for integrating planting and water features throughout public spaces and buildings. It aims to enhance well-being, support biodiversity, and contribute to climate change mitigation.
- A Flexible Framework for Flexible Buildings This principle proposes a masterplan that creates a strong sense of place and identity while remaining adaptable. It allows buildings and spaces to evolve and meet changing occupier needs and market demands over time.
- Platform for the Future Built on Foundations of the Past This principle seeks to build a future-oriented place that respects and integrates the rich historical and urban legacy of the Framework Area. It aims to create a new environment that is deeply rooted in its past context and history.
- Curated Commons This principle focuses on activating ground and first floors, along with common spaces, through events, exhibitions, and leisure opportunities. The goal is to provide amenities that support the needs of people living and working in the area, fostering a vibrant community.
- Critical Mass This principle involves developing buildings of sufficient scale to accommodate a large number of workers and residents, energising the area and enhancing Manchester's skyline. This includes a 'critical mass' of over 3,000 residents, essential for supporting a vibrant innovation district. It also prioritises protecting heritage assets and ensuring public spaces receive ample sunlight.
- An Identity that Expresses Purpose and Place This principle aims to create a powerful and distinctive identity for Sister by building on Manchester's character and the Framework Area's unique features. It seeks to reveal the area's innovative spirit and demonstrate exemplary sustainability in its design.
- Sustainable and Regenerative This principle involves adopting sustainable practices throughout the SRF Area to support a low-carbon economy and build climate change resilience. The goal is to create a place that future generations can enjoy.

- **Creative Meanwhile Uses** This principle encourages an evolving mix of temporary uses for buildings and spaces to bring early activity and identity to the area. It provides opportunities for temporary innovation spaces, alongside and ahead of plans for permanent redevelopment.

5.2. Following the adoption of the SRF and its associated Place-Based Principles, the design has undergone an iterative development process. This has involved close consultation with the Local Planning Authority and statutory and non-statutory consultees, culminating in the design solution presented within this Section.

The Proposed Development

5.3. The Proposed Development comprises the following elements:

- Erection of three interconnected blocks of 8, 10 and 38 storeys above ground, plus basement. The blocks are referred to as T1, T2 and T3 respectively going forwards.
- The blocks are connected at the following points: Two connected basements (T1, and combined T2 & T3); T1 and T2 - connected at levels 1 to 8; T2 and T3 - connected at ground to level 2, with T3, including a two-storey podium.
- The buildings comprise 1,041 PBSA (Sui Generis) units, with supporting amenity space and associated cycle parking.
- At ground floor level, three flexible commercial units, totalling 659 sqm GEA, are proposed. The proposed uses are flexible Use Class E (commercial, business and service, excluding hot food).
- Creation of a significant provision of new public realm - including a generous new pedestrian boulevard along Altrincham Street a new public realm space at the gateway to Sister- and landscaping, access and other associated works, including works to the public highway along Charles Street.

5.4. Table 5.1 sets out the proposed quantum of development.

Table 5.1: Proposed quantum of development

Parameter	
Site Area (ha)	c. 0.6ha
Proposed height in storeys	Tower 1: 8 storeys (including ground) plus plant and basement. Tower 2: 10 storeys including ground) plus plant and basement. Tower 3: 38 storeys (including two storey plinth/ podium and ground) plus plant and basement.
Proposed new build height in AOD	Tower 1: 62.25m Tower 2: 67.95m Tower 3: 148.75m Tower 3 podium: 46.20m Top of Colonnade: 40.00m
Proposed new build floorspace (total)	GEA: 38,536 sqm GIA: 34,620 sqm
Total floorspace in each building	GEA:

Parameter	
	○ Tower 1: 4,876 sq. m. ○ Tower 2: 4,795 sq. m. ○ Tower 3: 28,865 sq. m. GIA: ○ Tower 1: 4,336 sq. m. ○ Tower 2: 4,178 sq. m. ○ Tower 3: 26,105 sq. m.
Proposed no. PBSA bedspaces	Total : 1,041: ○ Cluster: 720 ○ Studios: 321
No. accessible PBSA bedspaces	18 Studios (2% of total)
Total PBSA floorspace *Calculated PBSA floorspaces excludes only footprint of commercial units*	GEA: 37,898 sq. m. GIA: 34,007 sq. m.
PBSA residential amenity floorspace *Calculated area of amenity includes: Entrances, Management Areas, WC's, Laundry*	NIA: 1,486 sq. m.
Location of PBSA amenity floorspace *Calculated area of amenity includes: Entrances, Management Areas, WC's, Laundry*	Ground Floor – 637 sq. m. Level 1 – 849 sq. m.
Flexible commercial floorspace (Use Class E)	GEA: c.659 sq. m., across three units GIA: c. 612 sq. m., across three units
Number of cycle spaces and location	64 dedicated spaces in the basement. (6 accessible) 13 Sheffield stands located within the landscaping proposal providing 26 visitor spaces.
Number of DDA parking spaces and location	2 DDA parking spaces located on Charles Street
Number of servicing bays and location	2 Servicing bays located on Charles Street
Public Realm	• Creation of c. 1,000sqm public green space (Princess Square). • Enhancement of green gateway at junction of Princess Street and Charles Street. • Enhanced Altrincham Street as a primary pedestrian route.

Parameter	
	• Retention of seven mature trees, removal of four trees, planting of 27 new trees; 500 sq. m. new biodiverse green space; 800sqm improved existing green space. • Improved pedestrian experience along Charles Street and Sackville Street.

Site Layout

5.5. At the western end of the Site, at the junction of Charles Street, Princess Street and Altrincham Street, an improved green gateway is proposed, which extends east into the centre of the Site, where a new 1,000 sq. m. public realm space is proposed as 'Princess Square'. This connects to the newly opened and pedestrianised Altrincham Street, which connects Sackville Street in the east to Princess Street in the west.

5.6. The proposed buildings are laid out in a linear fashion with an expanded Charles Street pavement (2m – 3.7m wide) to the south and new extended, 3.7m – 8m wide Altrincham Street to the north. Towers 1 and 2 face onto the newly proposed Princess Square in the centre of the Site. Tower 3, the tallest element, is located at the eastern end of the Site, facing onto Sackville Street, minimising direct face-to-face interface with the residential properties to the east.

5.7. The building footprint has been strategically positioned to maximise separation distances from the residential properties to the north while still providing an entirely new and generous footway along Charles Street. The design reflects established planning principles for residential privacy and amenity, including the Manchester Residential Quality Guidance which identifies a 20m separation distance as a general guide. While the majority of the overall scheme achieves generous separation distances, often exceeding this guide, specific interfaces have been designed with careful consideration of site context and the overall amenity of future residents. This approach results in closest habitable-to-habitable separation distances of approximately 15m at Level 1 and 18m at Level 4. These specific instances have sought to be maximised as far as possible and carefully managed through design (including internal layouts), ensuring adequate levels of privacy and daylight and are considered appropriate within the context of the city centre site and the overall design strategy.

5.8. Surrounding the buildings at street level is a covered colonnaded walkway, upon which the buildings sit above from Level 1 up.

5.9. Loading bays and accessible parking bays are located along Charles Street, where the pavement is also expanded to create an inviting and open pedestrian experience.

Scale and Massing

5.10. The Proposed Development comprises three interconnected blocks with the taller block (Tower 3) located at the eastern end of the Site. The spacing between the three blocks is positioned to allow natural light and key views to penetrate through the overall massing. In addition, setbacks have been incorporated into the facades of the taller eastern block (Tower 3), to help the main tower meet the ground, alongside façade setbacks to the lower wester block (Tower 1) to create recessed entrances to assist with pedestrian movement flows.

5.11. The introduction of a colonnade / covered walkway around the footprint of the blocks provides covered routes and walkways around the Site.

Tower 3

5.12. Tower 3, the taller block, stands 38 storeys high (including ground level), reaching a parapet height of 148.75m above ground. This makes it a prominent landmark within its urban context. Positioned at the eastern end of the linear site, Tower 3 is a slender building with a narrow footprint relative to its height, contributing to its elegant, vertical appearance.

5.13. Tower 3 comprises a main tower element grounded by a two-storey plinth. The main tower steps back from the plinth, creating a clear setback that prevents the structure from feeling imposing at its lower levels. This design reduces the tower's perceived mass from the immediate street, while the wider, active plinth at street level presents a more human-scaled and engaging facade to pedestrians.

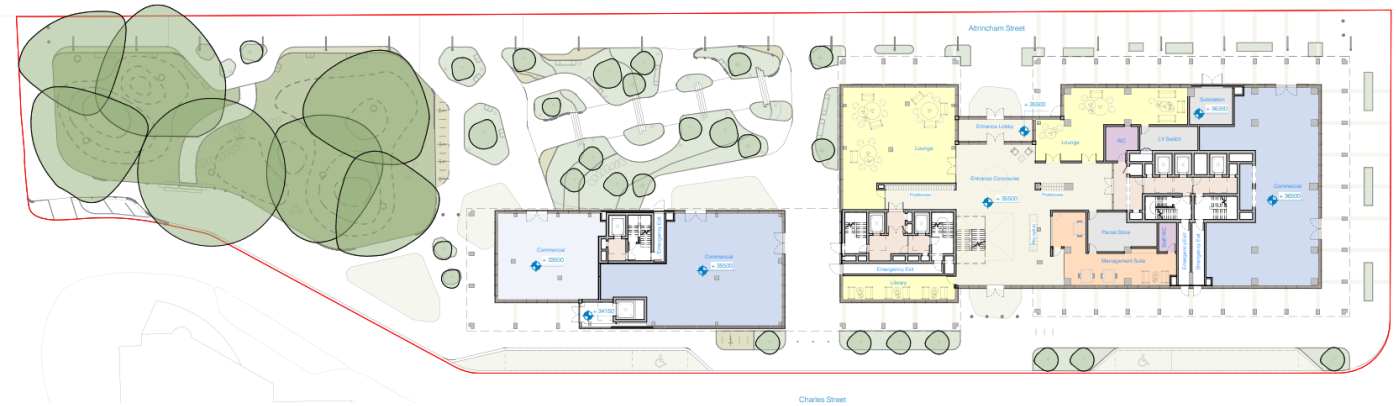
5.14. The proposed main tower (Tower 3) rises above existing adjacent buildings, asserting its presence in the skyline and providing a landmark gateway into Sister.

Tower 1 and Tower 2

5.15. Extending westward from Tower 3 are two lower-rise blocks, Tower 1 and Tower 2. These buildings feature a stepped massing, with Tower 2 proposed at 10 storeys (including ground) and Tower 1 at 8 storeys (including ground). In their central section, the massing steps inwards and reduces slightly in height, creating a visual break and a transition in scale. This articulation helps to break down the overall bulk and ensures a sensitive response to the surrounding urban fabric.

5.16. The continuous form, stretching between Altrincham Street and Charles Street, effectively defines the street edges along Charles Street and Sackville Street. By wrapping around the public realm and landscaping, the blocks create a strong sense of enclosure along Altrincham Street and within Princess Square, establishing a consistent and engaging frontage.

Figure 5.1: GA Plan of Site (Source: Hodder+Partners)

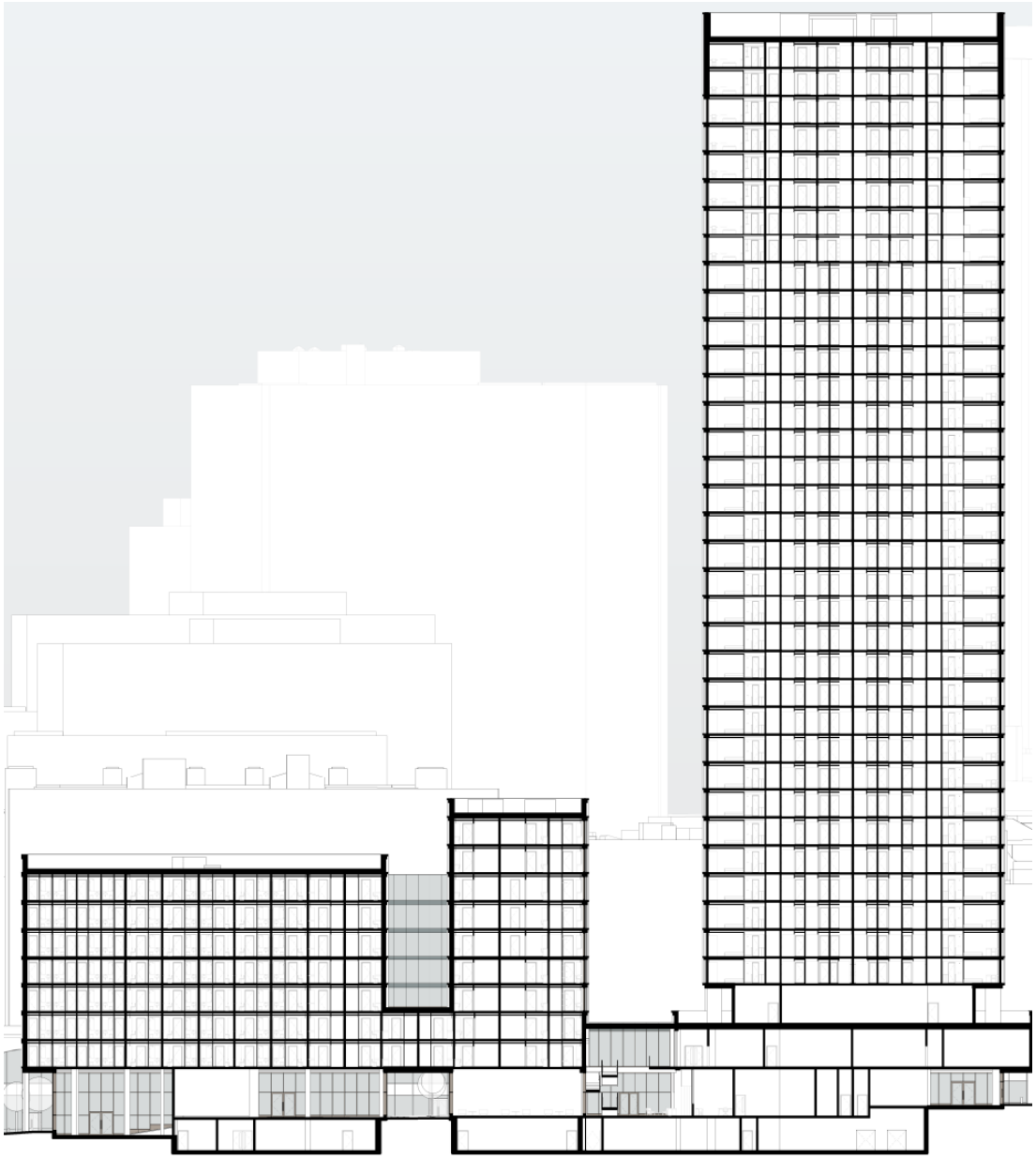


Building Layout

5.17. The Proposed Development consists of three interconnected PBSA blocks: an 8 storey above ground block (Tower 1); a 10 storey above ground block (Tower 2); and a 38 storey above ground block (Tower 3).

5.18. It has two connected basements (serving Tower 1 and Tower 2 & Tower 3 respectively). Tower 1 and Tower 2 are connected at Levels 1 to 8. Tower 2 and Tower 3 are connected at ground to Level 2, with Tower 3 including a two-storey podium. This layout is illustrated in the section below:

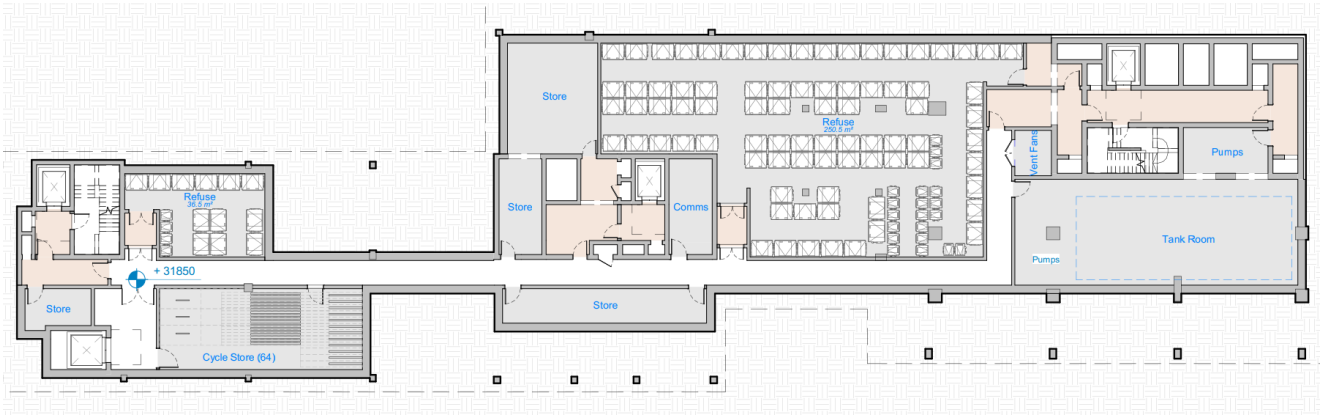
Figure 5.2: Section of Site (Source: Hodder+Partners)



5.19. The following Section outlines in full the layout of the interconnected blocks, providing a comprehensive overview of the spatial arrangement across various floors. It sets out the designated use of each space within the buildings, the nature of the interconnectivity between them, and the intended use of the shared and community spaces.

Basement

Figure 5.3: Basement General Arrangement Plan (Source: Hodder+Partners)



5.20. Tower 1 is connected to Tower 2 via a corridor at basement level, with Towers 2 and 3 connected to form one single basement. The basement comprises refuse storage, secure cycle storage and a large portion of the buildings' plant rooms. A service lift is located in the south-west corner of the Tower 1 basement which provides direct access to Charles Street for access to the cycle storage and refuse servicing on collection days.

5.21. A further three lifts are located in the north-west corner of the Tower 1 basement, the north-east end of the Tower 2 and 3 basements, and the west end of the Tower 2 and 3 basement, providing access to the plant rooms and general storage areas.

Ground Level and Level 1/Level 2 Amenity Areas

Ground Level

5.22. The ground floor is designed as a vibrant, active interface with the surrounding streets, serving both residents and the public.

5.23. At ground level, Tower 2 and Tower 3 form a single combined floorplate. Tower 1 is separated from Tower 2 via a spacious covered pedestrian walkway between the buildings.

5.24. Three commercial units are located at ground floor (one within Tower 3, two within Tower 1), providing a total of 659 sq. m. (GEA) flexible commercial floorspace (Use Class E, excluding hot food):

- The largest commercial unit (280 sq. m. (GEA)) is located at the eastern side of Tower 3, facing Sackville Street. It has two entrances, one onto Sackville Street and one onto Altrincham Street.
- The smallest unit (137.5 sq. m. (GEA)) is located at the western side of Tower 1, with one entrance facing the newly proposed landscaped area (Princess Square).
- The larger commercial unit within Tower 1 (241.5 sq. m. (GEA)) is located on the eastern side of Tower 1 and has one entrance facing towards Princess Square and one entrance facing towards Tower 2.

5.25. The main residential entrance lobby and spacious entrance concourse is located within the combined Tower 2 and Tower 3 footprint within the ground floor. This area provides the main access to the PBSA building, with two entrances; one off Altrincham Street and one off Charles Street. The area hosts the main reception and postboxes, located in the centre of the concourse and providing sight of both entrances to the building.

5.26. A variety of resident amenity spaces can be accessed via the entrance concourse, including two communal lounges for residents, a small library for studying, a dedicated parcel store, a management suite, reception area and staff welfare facilities. These are arranged around the main entrance concourse. Within the entrance concourse a feature staircase provides access to the additional amenity spaces on Level 1. Direct access to the residential floors above is provided via two independent lift lobbies to the east of the entrance concourse.

Level 1/Level 2 amenity area (double height)

5.27. At Levels 1 and 2, Tower 1 and Tower 2 form a combined footprint, comprising the first two residential floors. More details on this are provided in later sections.

5.28. Tower 2 is connected to Tower 3 at Level 1 via a large landing area that comprises the feature staircase (connecting the ground level and Level 1 amenity areas).

5.29. Tower 3 provides additional residential amenity space across its footprint at Level 1. This is a double height space across Level 1 and 2 and comprises a gym, health and wellbeing centre, private dining room, co-working space, communal lounge, toilets and laundry.

Figure 5.4: Ground level General Arrangement Plan (Source: Hodder+Partners)

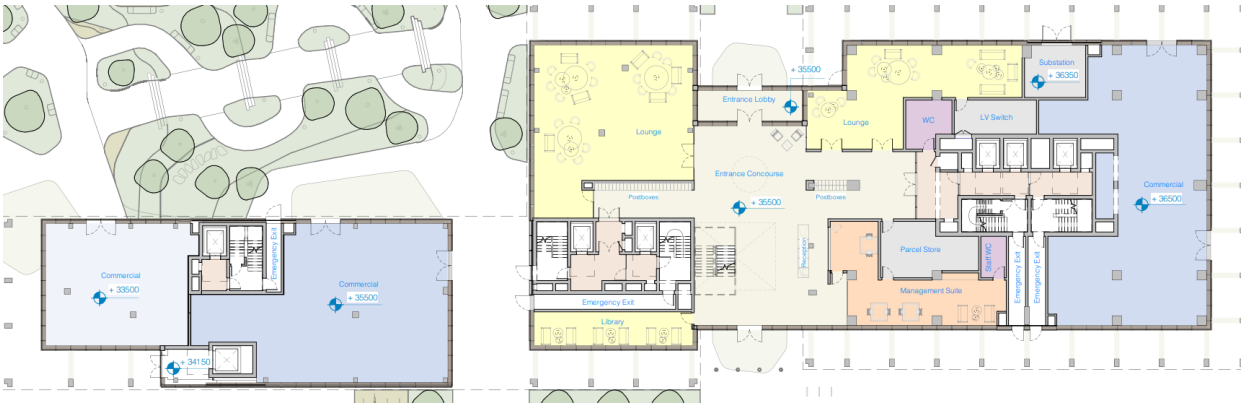
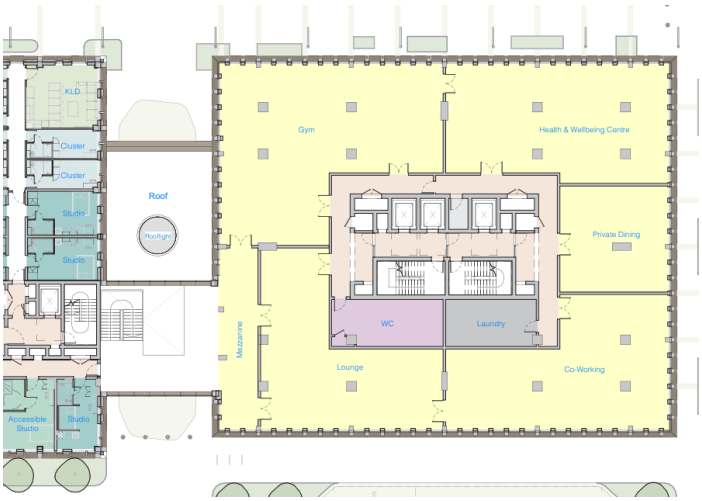


Figure 5.5: Level 1 and 2 amenity area in Tower 3 (Source: Hodder+Partners)



Typical Accommodation Levels

Tower 1 and Tower 2

5.30. Residential accommodation is located in a combined floorplate of Tower 1 and Tower 2 from Level 1 up to Level 7. There is further residential accommodation located in Tower 2 only, on Levels 8 and 9. Level 8 of Tower 1 and Level 10 of Tower 2 are roof levels, detailed in the next section.

5.31. A mix of cluster flats and studios are proposed at all residential accommodation levels of Tower 1 and Tower 2. There is a single stair and lift core located at the western end of the floorplate, within Tower 1, and a double stair and lift core at the eastern end, within Tower 2.

5.32. PBSA rooms are accessed via a central linear corridor within each block's floorplate.

Typical Low Level (01 – 02)

5.33. Levels 1 and 2 of Tower 1 and 2 comprise 21 standard studios, two accessible studios and two 6-bed cluster flats on each floor. The accessible studios are located adjacent to the Tower 2 stair and lift core, while the cluster flats are located at the northern and western edges of the floorplate.

Typical lower-Mid Level (03 – 05)

5.34. The residential layout continues at Levels 3 to 5 but with a central recess implemented on the southern elevation. These levels therefore comprise 19 standard studios, two accessible studios and two 6-bed cluster flats on each floor.

Typical upper-Mid Level (06 – 07)

5.35. At Levels 6 and 7, a further central recess is implemented on the northern elevation. These levels therefore comprise 17 standard studios, two accessible studios and two 6-bed cluster flats on each floor.

Typical Upper Level (09 – 10) – Tower 2 only

5.36. Residential accommodation continues on Levels 9 and 10 in Tower 2 only. These levels comprise five standard studios, two accessible studios and one 6-bed cluster flat on each floor.

Roof Levels (08 in Tower 1, 10 in Tower 2)

5.37. Roof levels are located at Level 8 in Tower 1 and Level 10 in Tower 2. These comprise areas for PV arrays and are surrounded by full height parapets.

Figure 5.6: Typical residential accommodation level of Towers 1 and 2 showing location of recesses (Source: Hodder+Partners)



Tower 3

5.38. Residential accommodation in Tower 3 is located from Levels 4 to 37. Level 3 separates the lower floors from the upper floors with an indoor plant level.

5.39. Within Tower 3, PBSA rooms are located from Level 4 to Level 37 and are accessed through the lift and stair core. There are three lifts and two staircases. Rooms are accessed via central corridors surrounding the core.

Level 3

5.40. At the neck of Tower 3, the remainder of the indoor plant equipment not located in the basement is housed. The footprint of this level is slightly smaller than the levels above, with colonnades surrounding the main building at this level.

Typical Residential Levels (04 – 29)

5.41. Cluster flats are proposed from Levels 4 to 29. There are typically four cluster flats centred around a spacious and well-lit kitchen-living-dining space at the corners of the building. Each cluster flat has six ensuite bedrooms.

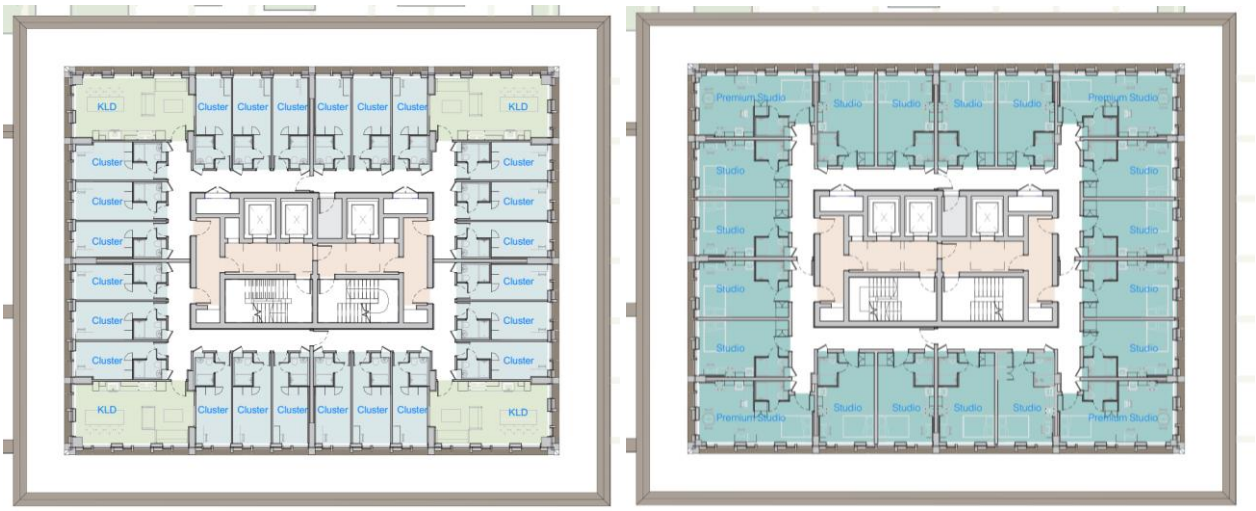
Typical Upper Levels (30 – 37)

5.42. Studios are proposed for Levels 30 to 37. There are typically 16 studios and four premium studios on each floor, with the premium studios located at the corners of the floorplate, benefitting from dual-aspect.

Roof Level

5.43. Level 38 of Tower 3 is the roof level, which houses plant equipment including water storage, smoke extract fans and PV array. This is surrounded by a full height parapet.

Figure 5.7: Typical lower and upper residential accommodation levels of Tower 3 (Source: Hodder+Partners)



Appearance and Materiality

5.44. The Proposed Development provides a cohesive design across the proposed three blocks, which emphasises the verticality of the taller tower elements, including through incorporation of a clearly distinguishable base/ plinth below the main tower element of Tower 3. A consistent material application is employed across all blocks of the Proposed Development, fostering a unified architectural expression.

5.45. The primary material palette consists of acid-etched concrete and bronze-anodised aluminium, which together create a sophisticated and durable finish. The façade is further articulated through the inclusion of decorative perforated panels and projecting fins, adding texture and visual interest. Techrete pre-cast concrete panels, with their acid-etched finish, form the solid elements and the robust colonnade columns at ground level. Complementing these are metallic components, including aluminium window systems, louvres, copings, and doorsets, all finished with a bronze anodic powder coating, providing a warm, consistent metallic accent.

5.46. The façade composition is characterised by a regular grid of clear and obscured glazing, interspersed with the solid concrete panels and the distinctive perforated aluminium panels. Projecting aluminium fins are integrated to enhance the façade's depth and rhythm. Rendered insulated soffits are carefully colour-matched to the concrete elements, ensuring a seamless aesthetic.

5.47. At ground level and across the two-storey podium, extensive glazing is utilised, particularly for commercial units, to maximise visibility and activate the streetscape. This transparent base provides a deliberate contrast to the more solid material composition of the upper floors. Pre-cast concrete colonnades at ground level serve to integrate the podium with the main building structures, creating a strong and welcoming pedestrian interface.

5.48. In response to the local context, the development adopts a muted, whiter palette, aligning with the prevailing aesthetic of the 'Sister area' south of the railway viaduct, where white concrete is a dominant feature of the former UMIST campus. This choice also pays homage to Manchester's rich history of iconic buildings constructed in Portland Stone or similar light-toned aesthetics, such as Central Library, Sunlight House, and Bridgewater House. Given the aspiration for Plot H to be a 'landmark building' indicated in the Sister SRF, this material selection is considered highly appropriate.

5.49. A bespoke perforated panel is a distinctive feature across all towers. This panel's design draws inspiration from a historic motif identified within the urban fabric of the old UMIST campus, specifically referencing the Romanesque arch of the Sackville Street building and the former modernist paving of the Civic Square. Through an iterative design process, this motif has been reinterpreted into a contemporary, detailed pattern, providing visual interest and a subtle historical link against the solid pre-cast stone of the façade.

Tower 1 and Tower 2

5.50. While sharing the overarching material palette and design principles outlined above, Tower 1 and Tower 2 contribute to the overall composition through their consistent application of the acid-etched concrete and bronze-anodised aluminium. Their façades feature the regular grid of glazing, solid concrete panels, and perforated aluminium panels, ensuring a harmonious relationship within the development. The ground-level glazing and pre-cast concrete colonnades are integral to their street level presence.

Tower 3

5.51. Tower 3 specifically expresses its structure and function within its façade, creating a clear hierarchy across its elevations. This design approach strongly emphasises the verticality of the main tower, contributing to an impression of greater height. To temper this vertical emphasis and ensure balanced proportions, several key design moves have been employed:

- Material and Relief Variation: Variation in the materiality and relief of the façade 'panels' is introduced along a horizontal plane.
- Alternating Panels: Panels are alternated between floor levels around primary, secondary, and tertiary vertical elements, breaking up the monolithic appearance.

- **Crown and Plinth Extension:** The crown and plinth elements are extended to balance the proportions of the tower's base, middle, and top. The façade development for Tower 3 aims to complement the order and scale of the local context while simultaneously asserting its place as a bold, contemporary landmark within the Manchester skyline.

Landscaping Strategy

5.52. The overarching landscaping vision for the Proposed Development centres around creating a network of interconnected green spaces that foster biodiversity, promote wellbeing, and enhance the pedestrian environment. The design prioritises the preservation of existing trees where possible and integrates new planting to create a layered habitat for local flora and fauna. This approach not only contributes to Biodiversity Net Gain ('BNG') but will also provide a more pleasant and engaging environment for future users of these spaces.

5.53. The landscape design emphasises connectivity, with upgraded pedestrian and cycle routes linking the various green spaces and surrounding areas. This network of connections will encourage active travel and create a more permeable and accessible development.

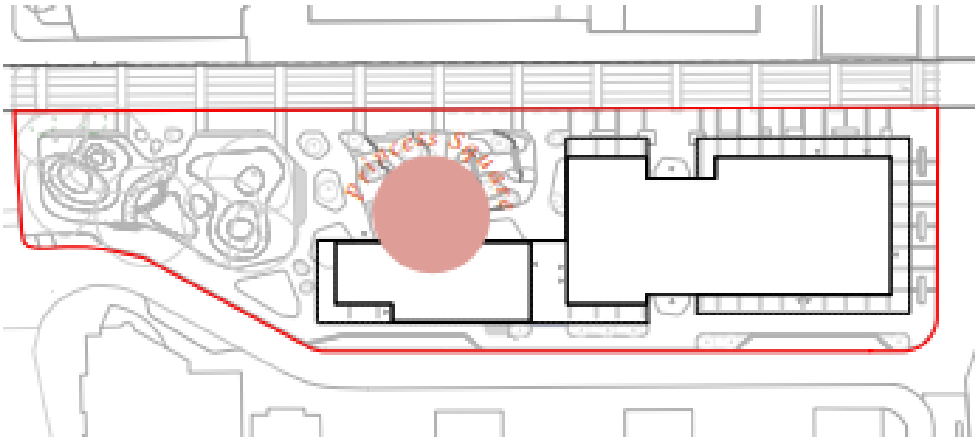
Character Areas

5.54. Figures 5.8 – 5.10 show the location of each key character area located within the Plot H Site:

Princess Square

5.55. Princess Square is designed as a new, accessible green space of approximately 1,000 sqm, offering a place for relaxation, enjoyment, and passive recreation. This central public realm area provides visual interest through naturalistic, terraced planting and playful level changes, which are strategically designed to manage the site's inherent gradient. These elements create diverse social areas and spill-out spaces, fostering social interaction from the active frontages of Plot H and ground floor commercial units. The design prioritises accessibility with gently sloped pathways and level routes, ensuring ease of access for wheelchair users and those with mobility issues. Varied seating opportunities and pockets of space are integrated throughout, providing areas for activity and respite. New trees and diverse planting will strengthen biodiversity and contribute to Sister's wider natural realm, allowing people to connect with nature.

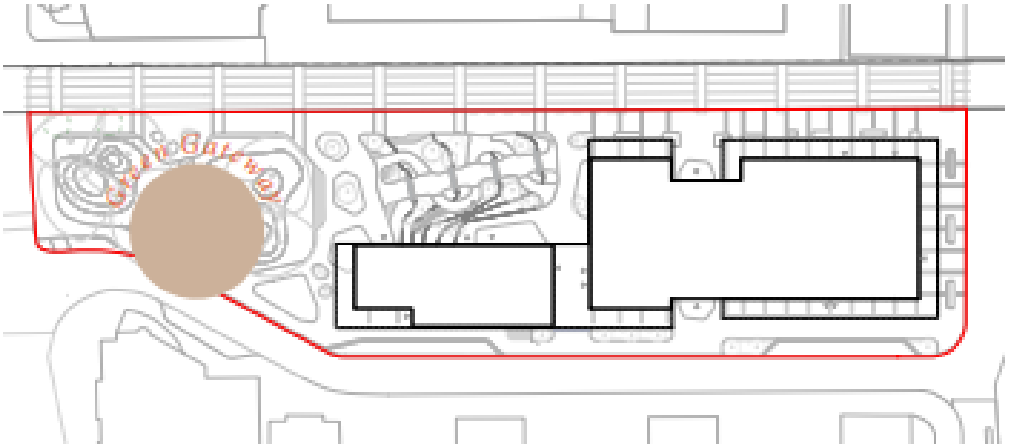
Figure 5.8: Princess Square Character Area (source: Layer)



Green Gateway

5.56. The naturalistic planting and playful levels of Princess Square flow directly into the Green Gateway, creating a continuous green experience. This area functions as a primary green arrival point into the Sister development from Princess Street and is a key component of the wider Nature Corridor. It focuses on the protection and integration of existing mature trees, which are retained and complemented by new ground flora, offering significant ecological value and wildlife habitat. Informal pathways, including a no-dig path to protect root zones, will meander through the space, alongside natural play elements and seating opportunities. Additional lighting will be incorporated, all designed to respect the root protection zones of the existing trees, creating an engaging and biodiverse space that encourages connection with nature.

Figure 5.9: Green Gateway Character Area (source: Layer)



Altrincham Street

5.57. Altrincham Street is being transformed into a vibrant, pedestrian-focused connection, establishing a principal east-west route through the Sister Masterplan. This involves significant improvements to surfaces, the introduction of new soft landscaping, and enhanced lighting, creating an inviting connection for people and nature between Piccadilly Station and the ORC. The material palette reflects the heritage of the adjacent viaduct, incorporating cobble paving alongside larger format paving, complemented by shade-tolerant, evergreen, and lush planting. The design supports the future activation of the railway arches for commercial and community uses, providing opportunities for seating and spill-out space from potential ground floor uses within Plot H. Feature lighting and pockets of planting will line the street, ensuring a welcoming environment and allowing for improved pedestrian flow with a width of 3.7m to 8m at some sections.

Figure 5.10: Altrincham Street Character Area (source: Layer)



Charles Street

5.58. The Proposed Development addresses the current lack of pedestrian infrastructure on the northern side of Charles Street by introducing a new footway, significantly improving pedestrian safety and accessibility. The road kerb will be realigned to create a well-defined pedestrian environment and enable the integration of servicing laybys for refuse collection, deliveries, accessible parking, and student drop-off/pick-up.

5.59. The street design will also accommodate cyclists more effectively, enhancing active travel options and allowing Altrincham Street to become more pedestrian-focused. Landscaping along Charles Street will contribute to the overall street greening strategy, enhancing the visual amenity and ecological value of the area, creating safer and more enjoyable green routes for walking, cycling, and exercise throughout the City.

Trees and Biodiversity

5.60. The proposed landscaping strategy prioritises the preservation of existing mature trees where possible, recognising their ecological and aesthetic value. On the eastern side of the Site (Green Gateway and fronting Charles Street), existing trees will be retained where possible and supplemented with new native planting. This approach seeks to enhance biodiversity but also provide key ecosystem services such as shade, wind protection and improved air quality.

5.61. Four trees will be removed as part of the Proposed Development. These are located along Altrincham Street/ at the corner of Princess Street, all of which are Category C trees. A total of 27 new trees will be introduced, a net-gain of 20 trees and representing a c. 5:1 replacement ratio. Overall, there will be 27 trees within Plot H once complete.

5.62. Throughout the development, new tree planting will be strategically located to create green corridors and provide a more pleasant and welcoming environment within key pedestrian routes. The planting scheme will incorporate a diverse range of species, further contributing to biodiversity.

5.63. For a full breakdown of the number of trees to be provided and associated BNG please see Section 6 of this Statement.

Material Palette

5.64. The landscaping scheme for the Proposed Development prioritises the innovative use of reclaimed and upcycled materials, reflecting a commitment to sustainability while minimising environmental impact. This approach is evident throughout the Site, creating a cohesive design language that connects the different character areas.

5.65. For further detail please refer to 'Landscape Design – Materiality' section of the DAS, prepared by Layer.

Accessibility

5.66. The landscape design prioritises accessibility, ensuring that public spaces are inclusive and welcoming to all people including those with mobility impairments. Accessible routes will be provided throughout the development, connecting the various green spaces and surrounding areas.

5.67. The design also considers the needs of people with visual impairments, incorporating tactile paving and other wayfinding elements to aid navigation. Seating areas will be strategically located to provide opportunities for rest and relaxation, and the lighting design will ensure adequate illumination for safety and accessibility after dark. The landscape strategy aims to create a barrier-free environment that is accessible and enjoyable for everyone.

5.68. For full details of measures included to ensure full accessibility please see Sections 6 and 7 of this Statement.

Waste and Servicing

Waste

5.69. The waste management strategy for the Proposed Development prioritises efficient waste handling and promotes recycling within a commercially managed framework. The strategy aligns with MCC's GD04 guidance.

5.70. The Proposed Development will have dedicated waste storage areas to accommodate waste generation (based on MCC guidance):

- Weekly waste generation per PBSA room of 55l general waste, 22l pulpable recycling, 22l dry recycling and 5l food waste.
- Waste generated will be segregated into general waste, mixed recycling, and food waste.

5.71. At this stage the proposed flexible commercial spaces are to be delivered to shell and core. Future commercial waste stores are to be located within the unit demise and will be subject to tenant requirements and configuration.

5.72. The Proposed Development includes the following dedicated waste storages areas for the PBSA:

- 36.5sqm refuse store room located in the Tower 1 basement comprises twelve Eurobins for general and recyclable waste, and four smaller wheelie bins for food waste.
- 250.5sqm refuse store room located in the combined Tower 2 and 3 basement comprises 83 Eurobins for general and recyclable waste, and 18 smaller wheelie bins for food waste.

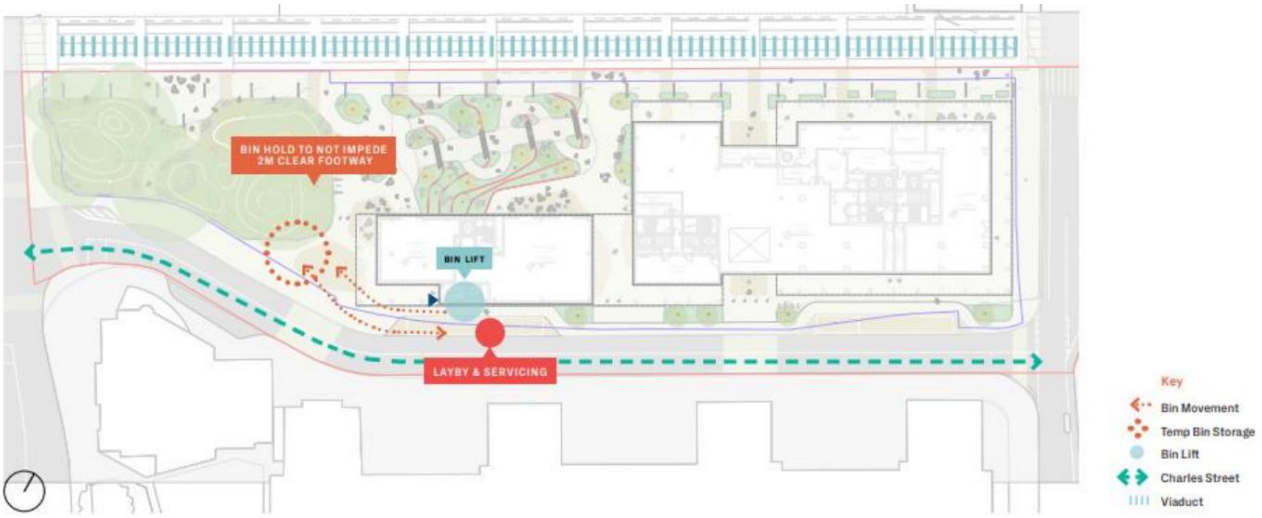
5.73. The total capacity for waste is as follows, in line with the requirements:

- General waste: 57,255 litres
- Pulpable recycling: 22,902 litres
- Dry recycling: 22,902 litres
- Food waste: 5,205 litres

5.74. Bins are to be collected by MCC once a week. Bins are stored in the two refuse store rooms in the basement, to be moved in the bin lift from basement to ground floor by building management on collection day. The bin lift is located at the southwestern corner of the Tower 1 basement.

5.75. After being brought up to ground level, the bins will be moved by building management to a bin collection area, to the west of Tower 1. When the refuse vehicle arrives, the bins will be moved by building management to the proposed loading bay on Charles Street, where the refuse vehicle will park.

Figure 5.11: Bin collection day arrangements (Source: Layer)



Servicing

5.76. Drop-offs for deliveries and servicing vehicles will take place from the loading bays on Charles Street, with the secondary entrance located this side of the building as well. This comprises two short-stay loading/drop-off bays located in front of Tower 1 and Tower 3. Further details on the management of this loading bay and the servicing of the PBSA as a whole are contained at Section 6 of the Statement at paragraphs 6.132 – 6.136.

5.77. Mechanical and electrical plant for all blocks is located at the southeastern corner of the Tower 2 and 3 basement, Level 3 of Tower 3, and the roof level (38) of Tower 3. Additional general store rooms are also located within the basement level.

Student Management

5.78. The busiest day in terms of transport impact is likely to be when new residents are moving into the Proposed Development at the beginning of the academic year. As a once-a-year event, this is not representative of the typical day-to-day activity and will therefore be well planned to avoid disruption

5.79. The outline operational management plan and the framework travel plan set out how the move in and move out of students at the beginning and end of the academic year will be managed. Measures will include providing new residents with pre-arrival information, coordinating with other PBSA operators, requiring new residents to select 20-minute arrival slots and trained marshals managing traffic on the day.

5.80. The coordination of deliveries for residents will be managed through a deliveries and courier management strategy, including measures such as designated parcel areas, notification through a building app, and defined delivery hours where necessary. Taxis and deliveries will be able to park in the two loading bays proposed on Charles Street, with close access to the manned reception area of the building. This will ensure deliveries are dealt with quickly to avoid congestion.

Parking and Cycle Parking

5.81. The Proposed Development is a car-free development, except for two parking spaces for disabled people which will be located along Chales Street. This reflects the highly accessible location of the Proposed Development.

5.82. The basement level provides 64 secure cycle spaces for students (equating to 6%), including 6 accessible spaces (equating to 9% of proposed 64) which is accessible via a dedicated lift from ground level. In addition, 26 cycle spaces for visitors are also proposed within areas of the public realm that have active surveillance from ground floor uses.

6. Planning Assessment

The following Section sets out the Development Plan and Material Considerations and assesses the Proposed Development against these.

6.1. Section 38(6) of the Planning and Compulsory Purchase Act 2004 (PCPA) states:

> "If regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise".

Planning Framework

6.2. The Development Plan and Material Considerations for the Site and Proposed Development is comprised of the following:

Table 6.1- Planning Framework

DEVELOPMENT PLAN			
REGIONAL	GM Places for Everyone (2024)	GM Joint Waste Development Plan (2012)	GM Joint Minerals Plan (2013)
LOCAL	Manchester Core Strategy (2012)[2] and 2024 addendum	Manchester Proposals Map (2012)	Saved Unitary Development Plan Policies (1995)
RELEVANT MATERIAL CONSIDERATIONS			
NATIONAL	National Planning Policy Framework (2024)	Historic England's Guidance Note 4 Tall Buildings (2022)	
REGIONAL & LOCAL			
Supplementary Planning Guidance Documents	Guide to Development in Manchester (2007)	Design for Access 2 (2003)	
	Holcroft Moss Planning Obligations Join SPD (2025)	Air Quality & Planning Technical Guidance (2022)	
	Planning and Noise Technical Guidance (2022)	Manchester Climate Change Framework 2020-25 (2023)	
	GD04 Waste Storage and Collection Guidance (2023)		
Strategic Vision Documents and	Manchester Piccadilly SRF (2014) and (2018)	Corridor Manchester's Strategic Vision to 2025 (2015)	

[2] The Core Strategy was adopted on 12 July 2012, and was updated in March 2024, after the Places for Everyone joint development plan was adopted, as a number of Core Strategy policies have been partially replaced by Places for Everyone (PfE) policies. These are set out in the Addendum to the Manchester Core Strategy 2024.

Regeneration Frameworks	Oxford Road Spatial Framework (2018)	Oxford Road Corridor Strategic Regeneration Framework Guidance (2019)
	ID Manchester Strategic Regeneration Framework (2023)	

6.3. In September 2025, MCC published their Regulation 18 Draft Local Plan for consultation which ended in November 2025. This follows on from the Local Plan Issues Consultation stage in 2020. Given the early stage of the preparation of the new Local Plan, this carries limited weight in the determination of the Planning Application, however it does provide an indication of the potential direction of travel of Manchester's planning policy. It is anticipated that a Regulation 19 pre-submission Local Plan consultation will take place in Summer 2026, before submission to the Planning Inspector in November 2026.

6.4. In December 2025, a draft NPPF was published for consultation. As a consultation document, the draft NPPF may be subject to change. Accordingly, while it has been considered, it attracts limited weight.

6.5. The Proposed Development is assessed with reference to these documents in respect to the following relevant planning considerations:

- Principle of Development
    - Overall Case for Development
    - Purpose Built Student Accommodation
    - Flexible Commercial Floorspace
    - Density and Height
- Design and Appearance
    - Architectural Quality and Inclusive Design
    - Landscaping and Public Realm
    - Climate Change and Energy
    - Designing Out Crime
    - Waste Management
- Townscape and Heritage
    - Townscape and Visual Impact
    - Heritage
    - Archaeology
- Environmental Considerations
    - Traffic and Transport
    - Flood Risk and Drainage
    - Ecology and Biodiversity
    - Ground Conditions
    - Noise and Vibration

- Acoustics, Ventilation and Overheating
- Air Quality

- Microclimate Considerations
  - Wind
  - Daylight and Sunlight
  - Solar Glare
- Other Considerations
  - Construction Management
  - Operational Management
  - Socio-economic Effects
  - TV Reception and Broadband Connectivity
  - Aerodrome Safeguarding

Principle of Development

Relevant Policies and Guidance

Places for Everyone Joint Development Plan (2024)

- JPStrat1: Core Growth Areas
- JPStrat2: City Centre

Core Strategy (2012)

- Policy SP1: Spatial Principles
- Policy EC1: Employment and Economic Growth in Manchester
- Policy EC3: The Regional Centre
- Policy EC7: Central Manchester
- Policy CC1: Primary Development Focus: City Centre and Fringe
- Policy CC2: Retail
- Policy CC6: City Centre High Density Development
- Policy CC7: Mixed Use Development
- Policy CC10: A Place for Everyone
- Policy H12: Purpose Built Student Accommodation
- Policy PA1: Developer Contributions
- Policy EN2: Tall Buildings

Saved Unitary Development Plan (1995)

- Policy DC10.1 Food and Drink Uses

Relevant Policies and Guidance

Material Considerations

- NPPF (2024)
- ID Manchester SRF (2023)
- Guide to Development in Manchester (2007)

Overall Case for Development

6.6. In accordance with the first part of S38(6) of the TCPA, the Proposed Development accords with the Development Plan as a whole. The principle of the comprehensive redevelopment of the Proposed Development Site is clearly established through regional and local planning policy, namely the policies in the Core Strategy (2012), Saved Policies from Unitary Development Plan, and Places for Everyone Plan (2024) ('PfE').

6.7. In accordance with the second part of S38(6), it is prudent to assess the Proposed Development against other material considerations, in this regard due consideration has been had to the NPPF and the Site's location within the SRF Area and ORC Strategic Spatial Framework (SSF).

6.8. At the heart of the NPPF is the presumption in favour of sustainable development (Paragraph 11) which states that development proposals that accord with an up-to-date development plan should be approved without delay.

6.9. At the Regional level, PfE enforces the ambition to bring forward urban / brownfield land for development. Policy JP-Strat 1 and JP-Strat2 outlines that Manchester City Centre will be the largest source of new homes in Greater Manchester over the next few decades, playing an increasingly important residential role and offering significant opportunity to maximise the use of previously developed land. Policy JP-Strat2 supports the expanding role the City Centre plays in supporting high density development which will also enable people to take advantage of access to education and training.

6.10. At the local level, the Site falls within the City Centre and Regional Centre for which a number of Core Strategy Policies apply with specific reference to the principle of development. Those most relevant to the principle of the Proposed Development include:

- Policy H12 which sets out criteria for the consideration of PBSA proposals including focusing provision close to the University campuses, in the ORC. High density PBSA developments are expected to be sited in locations compatible with existing developments and in close proximity to retail facilities. Proposals should also contribute to providing a mix of uses and support district and local centres. Further consideration of the Proposed Development against the criteria in this policy is provided in the next sub section of this report.
- Policy CC6 focuses high density development in the City Centre, whereby, scale, massing and height will significantly exceed what is appropriate elsewhere in the City and will have regard to the Council's policy on tall buildings (EN2). The Proposed Development includes three buildings of 8, 10, and 38 storeys respectively. The Site's location within the City Centre deems it appropriate buildings of the proposed scale while the appropriateness of the Site for a tall building in relation to Policy EN2 is assessed in full within Section 7 of this Statement.
- Policy CC7 relates to mixed use developments which will be encouraged in the City Centre as a means of using land efficiently. The Proposed Development aligns directly with Policy CC7 through the provision of PBSA, as a residential offer, combined with ground floor flexible commercial floorspace and as part of the wider mixed use Sister Masterplan.

- Policy CC10 notes that the City Centre will develop as a location which appeals to a wide range of residents. The Proposed Development supports this by providing 1,041 PBSA units, with a mix of clusters and studios, attracting a diverse student population. Alongside this, the provision of ground floor commercial space will increase activity and appeal to various future users. Additionally, the generous new nature-led public realm, including a pedestrian boulevard and civic square, will create an attractive, welcoming, and accessible environment for all, directly addressing the policy's requirement for high standards of accessibility across City Centre space.
- Policy EC3 notes that the Regional Centre is generally a location where higher density residential development is appropriate. The Proposed Development provides PBSA, providing high density residential accommodation in a location identified for landmark / tall buildings within the SRF.
- Policy CC2 encourages growth of retail provision in the City Centre, outlining that proposals will be assessed against relevant design policies in the Core Strategy and in particular must respect existing built heritage and public realm. The Proposed Development aligns directly to the requirements of this policy through the delivery of three flexible commercial units on the ground floor (Use Class E, excluding hot food) as part of the PBSA-led development.
- UDP Policy DC 10.1 notes that for developments involving sale of food or drink for consumption on the premises, there needs to be regard for the general location of the Proposed Development. The commercial units in the Proposed Development are appropriately located on the ground floor with access from Sackville Street and Altrincham Street. The SRF also includes provision of local amenities on the Site.

6.11. The Site sits within the Oxford Road Corridor (ORC) as defined in the Corridor Manchester Strategic Vision to 2025 (2015), Oxford Road Strategic Spatial Framework (March 2018), and the ORC Strategic Regeneration Framework Guidance (September 2019). Sister has been identified as 'North Campus' within these documents. The ORC is Manchester's Knowledge Quarter, a world-class innovation district that is home to a unique concentration of knowledge, business and cultural assets.

6.12. The ORC is Manchester's innovation district and a destination with a unique concentration of knowledge business and cultural assets. The ORC Strategic Spatial Framework was produced in March 2018 on behalf of the ORC Partnership to accompany the Corridor Strategic Vision 2025. Committed and planned investment in the ORC between 2015 and 2025 is estimated at £2.6 billion to foster research, innovation, commercialisation, skills and academic excellence.

6.13. The Spatial Framework identifies potential clusters of activity, including Professional Services consisting of principally new Grade A office space at the north end of Oxford Road, a mixed-use development zone to the south of Oxford Road Station, creative and 11 cultural focuses anchored by HOME at First Street, and educational centres based around University of Manchester (UoM) and Manchester Metropolitan University (MMU) campuses.

6.14. In reference to the latter, ORC is the focus of higher education within Manchester City Centre. The Framework acknowledges that the development of the Corridor is critical to the success of the major institutions, as it helps attract students and a highly skilled workforce. The 2019 iteration acknowledges that there has been a major change in the student housing market. Changing attitudes have resulted in an expectation of higher quality student accommodation. To meet this demand, universities have invested in new stock, while new PBSA has been developed by national and regional developer/operators. The strategic visions of UoM, MMU and RNCM within the ORC have been set out in more detail in the submitted PBSA need case statement.

6.15. The Site sits within the Sister innovation district, as defined by the ID Manchester SRF. The SRF earmarks the Site for redevelopment for tall landmark buildings potentially accommodating bespoke forms of housing, including PBSA.

6.16. As envisioned within the SRF, the aim is to create a mixed-use innovation district. Therefore, the proposed PBSA supports the aspirations and vision set out in the SRF, supporting the delivery of a mix of accommodation that can support and retain talent within Manchester, including PBSA (to meet the needs of people studying in the city). The introduction of PBSA will contribute to the diversity of uses at Sister, and will increase footfall and activity, which in turn will help to support local businesses and amenities and will make Sister a more attractive place to work. The Proposed Development will deliver on key principles (including delivering high-quality public realm, enhancing the pedestrian environment; and delivering exemplar urban design and architecture), including the place-based principles established within the SRF.

6.17. The public realm will contribute to increasing green and blue infrastructure in the City Centre, providing an additional +41.96 % net gain (for habitats) on the Site's existing biodiversity.

Principle of Proposed Use

6.18. Core Strategy H12 sets out the City Council's policy on new PBSA development in the City.

6.19. Policy H12 states that, "Priority will be given to schemes which are part of the universities' redevelopment plans, or which are being progressed in partnership with the universities, and which clearly meet MCC's regeneration priorities". It should be noted that University of Manchester is one of the Applicants for this Planning Application alongside RGRE and also forms a part of the JV delivering Sister.

6.20. Policy H12 also states that, "the provision of new purpose built student accommodation will be supported where the development satisfies the criteria below." These criteria are reproduced and considered in turn in Table 7.2.

Table 6.2: Response to Policy H12

Policy H12 Criteria	Response
Sites should be in close proximity to the University campuses or to a high frequency public transport route which passes this area	The Proposed Development Site sits in close proximity to several University campuses, including: UoM Campus (circa 8 minutes' walk); and MMU Campus (circa 5 minutes' walk); Royal Northern College of Music (14 minutes' walk). The Proposed Development Site is well-connected via public transport, with bus services running along Princess Street, Charles Street, Sackville Street, Whitworth Street, London Road and Oxford Road. There are bus stops adjacent to the Site on Sackville Street in both directions. The Proposed Development Site is also a 10-minute walk from Piccadilly Station Metrolink stop, which provides services across the City Centre, and is connected to the Manchester Piccadilly Station which provides rail access nationally.

Policy H12 Criteria	Response
The Regional Centre, including the Oxford Road Corridor, is a strategic area for low and zero carbon decentralised energy infrastructure. Proposed schemes that fall within this area will be expected to take place in the context of the energy proposals plans as required by Policy EN 5.	The Proposed Development is located within the Regional Centre and the Oxford Road Corridor. An Energy and Carbon Statement for Plot H has been submitted as part of this Planning Application and discussed below, alongside commentary on policies EN4, EN5 and EN6, to demonstrate compliance with this criterion.
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	The Proposed Development aims to make efficient use of this brownfield site. It has been carefully designed and considered in order to ensure it is compatible with existing developments and initiatives in the area, including that of Sister and higher education agglomeration within the ORC. The Site is in the City Centre where high density development is supported and identified for high densities As detailed in this statement and the D&A, the Proposed Development has been designed to respond to surrounding buildings and existing initiatives, including the principles established in the SRF. The proposed massing and density are therefore compatible with the existing surrounding context. The Site's location within the City and Centre and ORC places it in within easy walking distance of a variety of services and amenities including retail units, healthcare services and leisure activities. There are multiple shops located within a 5-minute walking radius including a 'SPAR' adjacent to the Site on Princess Road, with further retail options towards Oxford Road. The University of Manchester provides a student GP service via the on-campus medical GP practice (provided by the Robert Darbishire Practice), which are currently accepting students and staff of the university. More broadly, additional medical facilities are conveniently located with eight General Practitioner (GP) practices situated within a 1.5km walking radius from the Site, with the closest GP service being the Doc's Surgery, which is a 7-minute walk away. It is also worth noting that students typically do not register in the area where they are staying. A Superdrug and a Boots Pharmacy are located 9 minutes away on Oxford Road.

Policy H12 Criteria	Response
	The Proposed Development is designed as a car-free development, with the exception of two parking bays for disabled people. The Applicants anticipate there is very little demand for car parking, especially where sites are centrally located with amenities and the University campuses. All students taking up accommodation will be informed of the car parking limitations and restrictions in place in the vicinity of the Site. Sustainable and active modes of transport will be encouraged via the future operator's Travel Plan, to be secured through condition. A Framework Travel Plan is submitted with the application. It is also proposed to include 64 resident cycle parking spaces with 26 visitor cycle parking spaces within the public realm, encouraging the use of bikes by students (equates to 6.2% provision). For any necessary car use, there are several off-street car parking facilities with a high capacity for parking close to the site. To the north of site, there is a large off-street car park that can be accessed from Granby Row. The Proposed Development therefore satisfies this criterion.
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.	This project presents a significant opportunity to revitalise an underutilised brownfield site within the Sister SRF area, realising the masterplan's vision for the area. The Proposed Development is considered to meet the strategic regeneration objectives for the area and a detailed assessment of the proposal's compliance with the Sister SRF's place-based principles is provided in Section 6. As one of the early Sister plots to come forward, high-quality and high-density PBSA, with active ground floor commercial uses will support the overall vision and objectives for Sister and ensure the area remains vibrant and attractive, acting as a catalyst for continued regeneration and investment into the regeneration area.

Policy H12 Criteria	Response
	The existing vacant and dilapidated car park, with consent for demolition, provides no amenity to the local area, with low levels of activity and visibility and poor pedestrian connections making the Site feel unsafe. The redevelopment of the Site, including public realm improvements will diversify land use within Sister, adding interest and activity during the day and evening, and make it a more welcoming environment for pedestrians. Development would also enhance the prospects of Sister securing future occupiers by reactivating the area and ensuring vitality, accelerating the delivery and overall success of Sister. The SRF's goal to attract and retain talent is strongly supported by PBSA which feeds into the IDM ecosystem by supporting the student population, which is a fundamental component of the innovation district's talent pipeline. The Proposed Development therefore satisfies this criterion.
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.	Safety and security of users is central to the design of the Proposed Development. The Proposed Development Site is currently underutilised. Pre-application discussions were undertaken with Greater Manchester Police, which have fed into the production of the Crime Impact Statement. The intention is that the PBSA building would achieve Secure by Design accreditation prior to first occupation. The Proposed Development therefore satisfies this criterion
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 street scene either from the Proposed Development itself or when combined with existing accommodation.	The proposed design and layout have undergone an extensive design development process, as set out in the DAS. A full EIA has been produced that considers any potential effects to the existing neighbouring uses.

Policy H12 Criteria	Response
	The primary noise sources associated with the Proposed Development include building services plant, and noise from the ground-floor commercial units and first-floor residents' gym. Noise from building services plant will be controlled through appropriate plant selection, acoustic screening, and detailed design. Noise from commercial and gym activities will also be managed through sound insulation, equipment isolation, and operational controls. Furthermore, the Application is supported by an Operational Management Plan prepared by RGRE This includes a number of measures including 24-hr on site staff presence who will manage any potential disturbances arising within the building and the surrounding area. The Proposed Development therefore satisfies this criterion
Where appropriate proposals should contribute to the re-use of Listed Buildings and other buildings with a particular heritage value	The Proposed Development Site is a vacant, underutilised multistorey car park (subject to demolition under a separate planning permission) and does not contain any heritage assets. Impact on heritage assets in the surroundings have been assessed and considered within the Heritage Statement. The Proposed Development therefore satisfies this criterion.
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.	A comprehensive Operational Waste Strategy has been prepared by Civic. It details dedicated internal waste storage facilities, including a lower ground floor room for the PBSA and contained stores for commercial units. Management protocols include clear collection processes, with PBSA waste moved via a bin lift to a designated loading bay on Charles Street for weekly MCC collection, and tenants arranging commercial waste. The plan promotes waste minimisation and high recycling rates through accessible facilities and resident engagement, ensuring efficient and compliant waste disposal within the development.

Policy H12 Criteria	Response
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	An assessment of need is included at Section 3 to satisfy this criterion, along with a Student Need Assessment prepared by Cushman & Wakefield.
Applicants/developers must demonstrate to the Council that their proposals for purpose-built student accommodation are deliverable.	As outlined in the introduction to this Statement, the Applicants have a strong track record of delivery in Manchester, London, Bristol, Nottingham, either under construction or complete and operating successfully. The Applicants are fully committed to bringing forward the Proposed Development Site with a target opening year of 2030/31 academic year.

6.21. The proposed PBSA use is therefore considered to meet the requirements of Policy H12.

6.22. Regard has also been given to the MCC Executive Report 'Consideration of Policy H12: Purpose Built Student Accommodation Within the Changing Market Context' (November 2019) and subsequent December 2020 Report that establishes this paper as a material consideration in the determination of planning applications. These have been summarised below:

Table 6.3: Response to MCC Executive Report

Criteria	Response
Supports the longer-term regeneration and growth objectives of MCC and its partners.	As set out above, the Proposed Development supports MCC's regeneration and growth objectives.
Facilitates the delivery of relevant regeneration frameworks and ensures the right balance of residential uses alongside commercial and educational growth.	The Proposed Development is brought forward with direct regard for the ID Manchester SRF and ORC Strategic Spatial Framework, and the ORC Strategic Regeneration Framework Guidance. The PBSA use will complement the (future) commercial heart of Sister (with the first new build phase for commercial office led development at Plot C was approved in March 2026) and contribute to diverse uses within the Sister masterplan, the ORC, and the wider City Centre.

Criteria	Response
Creates a new and diverse PBSA pipeline in the right places, close to University facilities, in the broad Oxford Road Corridor area. In addition, appropriate density of student accommodation will be essential to deliver the level of new high-quality accommodation needed within the context of scarce land availability both in the Oxford Road Corridor area and the wider City Centre.	The Proposed Development Site is located in the ORC and is within close proximity to higher education facilities, as well as broader amenity offers of both the Corridor and the City Centre. The Proposed Development aims to make efficient use of the brownfield land and has been carefully designed to make a notable contribution in addressing the shortfall of PBSA.
Creates a PBSA pipeline that includes an affordable element accessible to less affluent undergraduate occupiers and provides facilities that contribute to high levels of student well-being and pastoral care.	The Proposed Development will incorporate 10% affordable bedspaces.
Improves the overall quality of PBSA and increases the well managed entry level PBSA market in order to both improve the student experience and reduce demand in the mainstream lettings market.	Plot H will provide a well-designed and high quality PBSA product which be well managed. The Proposed Development will therefore contribute to the identified shortage of high-quality PBSA and reduce demand on mainstream lettings.
Improve the management of neighbourhoods. PBSA should consider the welfare and wellbeing of students as a major factor, in both design and management.	The Proposed Development will provide world class amenities such as study suites and gyms with outstanding resident focused services supporting wellbeing, community, and future careers. The submitted outline operational management strategy sets out how the welfare and wellbeing of students will be prioritised, including the management of deliveries, move-in and move-out, safety and security and resident conduct. Building management will operate from a management suite which is strategically located off the entrance lobby and supported by a main reception desk. The Site will operate a 24/7 managed security and access regime, including a manned reception and digital access control systems.
Contributes to net zero carbon objectives.	Net zero is currently defined as the state when the total greenhouse gas emissions are equal to the carbon removed from the atmosphere.

Criteria	Response
	To align with this ambition, the energy strategy proposed for the Proposed Development uses electric panel heaters and variable refrigerant flow systems, air source heat pumps and point-of-use electric heaters, and Mechanical Ventilation with Heat Recovery (MVHR) units and demand-controlled ventilation, as well as high-efficiency LED lighting with demand-controlled systems. The inclusion of highly efficient systems utilises grid electricity to provide space heating, which is rapidly decarbonising through increasing renewable resources. The use of heat pumps will ensure that fossil fuels converted and distributed through the National Grid as electrical energy will be consumed cleanly and efficiently. This efficient heating, cooling and lighting strategy will help support the Council's ambitions to move towards net zero carbon through minimising operational energy usage. Subject to approval, a condition is anticipated that will help to identify measures to minimise embodied carbon via the use of reclaimed, reused or recycled materials within the construction.

6.23.

6.24. The inclusion of three flexible commercial units at ground level, featuring active frontages with entrances onto the new Princess Square and along Sackville Street, directly addresses the requirements of Policy CC 7 which states that "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". The proposed supporting retail units will help to animate the city centre, emphasise the sense of place and improve security by increasing footfall and activity, and providing enhanced surveillance.

6.25. Policy CC 2 states that across the city centre, "retail will be supported where it would serve a local community" or "contribute to the area's character". Mixed developments which include retail units "will be expected to demonstrate that reasonable steps have been taken to ensure that these units will be occupied." The prominent, highly visible and accessible locations of these units, along with their flexible use class, are considered to ensure their long-term occupation and viability.

6.26. The proposed ground floor commercial uses also align with SRF place based principle 'curated commons' which advocates for "animated ground floors" and prioritisation of active frontages at ground and upper ground floors where these address principal routes and spaces. The proposed units support this principle through the creation of a vibrant, engaging and permeable public realm that enhances the overall quality and experience of the city centre. In line with the above policies, the Proposed Development is considered to be in accordance with the Development Plan when read as a whole, which supports the redevelopment of the Site for PBSA and supporting retail uses.

Scale, Massing and Density

6.27. Core Strategy Policies CC1, CC6 and CC7 all seek to locate density within the City Centre, where scale and massing of developments would exceed what is appropriate elsewhere.

6.28. Policy EN2 states that tall buildings should be located outside of conservation areas in close proximity to transport hubs; the Proposed Development meets this locational criteria. Policy EN2 also sets criteria for tall buildings.

6.29. Core Strategy Policy DM1: Development Management states that:

"All development should have regard to the specific issues including:

- *Appropriate siting, layout, scale, form, massing, materials and detail*
- *Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area."*

6.30. Draft Policy D3 (Tall Buildings) of the Regulation 18 Draft Local Plan outlines that proposals for tall buildings will be supported if it can be demonstrated that they:

- deliver excellent design quality;
- give due consideration to location and siting, local context, character, views and sight lines;
- 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
- and take account of the City's priorities in the area and will bring significant regeneration benefits.

6.31. The SRF outlines place-based principles which are intended to guide forthcoming developments in the SRF Area. It suggests that tall landmark buildings, potentially comprising bespoke forms of residential accommodation or PBSA could mark the entry point at Princess Street into IDM. Additionally, building heights are anticipated to be highest around the edges of the SRF Area, including along Sackville Street and Princess Street.

6.32. The SRF outlines place-based principles which are intended to guide forthcoming developments in the SRF Area. It suggests that tall landmark buildings, potentially comprising bespoke forms of residential accommodation or PBSA could mark the entry point at Princess Street into IDM. Additionally, building heights are anticipated to be highest around the edges of the SRF Area, including along Sackville Street and Princess Street.

6.33. The scale, massing and density of the Proposed Development complies with these adopted and emerging policies and the place-based principles of the SRF. A detailed tall building assessment is included within Section 7 of this Statement, considering the proposals with respect to the criteria of Policy EN2 and Historic England's Advice Note 4 (2022). The environmental and amenity impacts of development are fully assessed within this Statement and the submitted EIA.

6.34. The scale, massing and density of the Proposed Development is therefore considered to comply with policy and the SRF.

Design and Appearance

Relevant Policies and Guidance

Places for Everyone Joint Development Plan (2024)

- Policy JP-P2: Heritage

Core Strategy (2012)

- Policy SP1: Spatial Principles
- Policy DM1: Development Management
- Policy EC1: Employment and Economic Growth in Manchester
- Policy CC1: Primary Development Focus: City Centre and Fringe
- Policy CC6: City Centre High Density Development
- Policy CC8: Change and Renewal
- Policy CC9: Design and Heritage
- Policy CC10: A Place for Everyone
- Policy EN1: Design Principles and Strategic Character Areas
- Policy EN2: Tall Buildings
- Policy EN3: Heritage
- Policy EN9: Green Infrastructure

Saved Unitary Development Plan (1995)

- Policy DC18.1: Conservation Areas
- Policy DC19.1: Listed Buildings

Material Considerations

- NPPF (2024)
- ID Manchester SRF (2023)
- Design for Access 2 (2003)
- National Planning Practice Guidance
- Guide to Development in Manchester Supplementary Planning Document (2007) and Technical Guidance (2015)

6.35. Core Strategy Policy SP1 requires that all development make a positive contribution to neighbourhoods of choice including creating well designed places that enhance or create character.

6.36. Core Strategy Policy EN1 Design Principles and Strategic Character Areas states that all development in Manchester will be expected to follow the seven principles of urban design (character, continuity and enclosure, public realm, ease of movement, legibility, adaptability and diversity) and have regard to the strategic character area in which the Proposed Development is located.

6.37. Core Strategy Policy DM1 Development Management states that development should have regard to appropriate siting, layout, scale, form, massing, materials and detailing as well as the impact on the surrounding areas in terms of the design, scale and appearance.

6.38. The NPPF advises that good design is a key aspect of sustainable development. At Paragraph 135 it is advised that planning policies and decisions should ensure that developments:

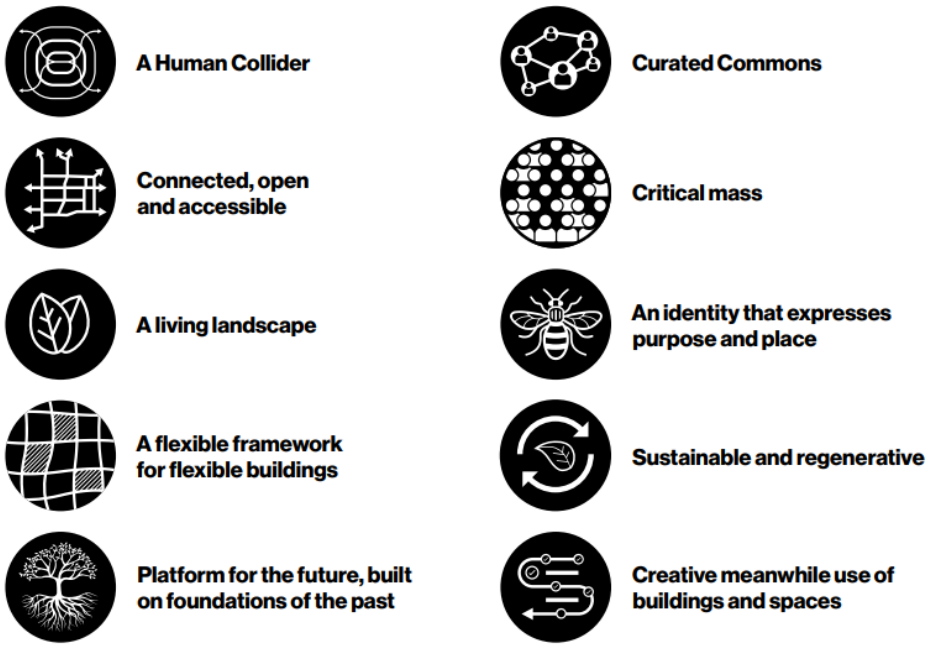
- Will function well and add to the overall quality of the area, over the lifetime of the development;
- Are visually attractive;
- Are sympathetic to local character and history, while not preventing or discouraging appropriate innovation or change;
- Establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- Optimise the potential of the Site to accommodate and sustain an appropriate amount and mix of development and support local facilities and transport networks; and,
- Create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users' and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

6.39. The National Planning Practice Guidance (NPPG) stresses the importance of good design, and that planning should drive up standards across all forms of development. As a core planning principle, plan makers and decision makers should always seek to ensure high quality design through creating places, buildings or space that work well for everyone, look good, last well and will adapt to the need of future generations. The NPPG references pre-application discussions, DASs and Design Reviews as some of the methods that can be used to achieve good design.

6.40. In addition, Guide to Development in Manchester Supplementary Planning Document (2007) and Technical Guidance (2015) provides design guidance for developers. Design for Access 2 is also relevant. This document provides guidance on measures that should be incorporated into schemes to increase their accessibility.

6.41. The SRF includes ten place-based principles, which provide guidance for detailed development proposals coming forward in the SRF Area. The SRF notes that developments that successfully adopt these principles should contribute positively to a place that realises the vision for Sister.

Figure 6.1 – SRF Place-Based Principles (2023)



6.42. The Proposed Development has been developed by a design team, led by Hodder + Partners with extensive experience in designing high-quality, large-scale developments. Public realm design has been designed by Layer Studio ('Layer'); a Landscape Architect known for their nature-inspired design solutions across the UK.

Architectural Quality and Inclusive Design

6.43. The Proposed Development represents a significant new-build within the SRF Area, designed as a landmark of the highest architectural quality at a key entry point to Sister from Princess Street. The design establishes a dynamic relationship between its three tower elements, with the prominent 37-storey Tower 3 asserting its presence as a slender, elegant vertical landmark at the eastern end of the Site. This is complemented by the stepped massing of the lower-rise Towers 1 and 2, which step down in height and incorporate setbacks to articulate the building's form and provide a sensitive transition in scale within the urban fabric.

6.44. The Site layout is meticulously planned to integrate with and enhance its surroundings. The new Square', forms a central landscaped area, creating a visual and amenity relief within the dense urban environment. This space, along with an improved green gateway at the western end, connects to the newly pedestrianised Altrincham Street, fostering a high-quality, welcoming urban environment. The buildings' elongated form defines the street edges along Charles Street and Sackville Street, while a covered colonnaded walkway at street level ensures an inviting and open pedestrian experience.

6.45. The treatment of the elevations has been carefully considered throughout the design development process to ensure the Proposed Development is robust and deliverable. The material strategy has been developed to respond to the established and emerging context of the area, as detailed in the submitted DAS.

6.46. Each building has a strong compositional relationship with the other as well as the proposed public realm and urban surroundings. This approach will result in transforming this currently underutilised area of the City into a high-quality welcoming urban environment.

6.47. The highest quality materials have been proposed that are appropriate to their purpose and location, and an attention to detailing will be maintained to ensure an exemplar of good design.

6.48. The buildings' location is in line with the criteria as set out in Policy EN2 of the Manchester which notes that tall buildings must be located appropriately, this is set out in full within Section 7 of this Statement.

6.49. In addition, the significant consideration given to implementing the highest quality finishes using the best possible materials is in line with Policy EN2 criteria, which states that tall buildings must be of the highest design quality to be supported.

SRF Place Based Principles

6.50. The Proposed Development also aligns with the SRF's following place-based principles, including:

A human collider

- Delivering PBSA, tailored to the IDM ecosystem to support a sustainable mix of accommodation that can help to attract and retain talent within Manchester, designed to meet the needs of people studying or working in the city.
- Strengthening movement patterns of people entering and moving through the Framework area, including key routes, such as the east-west connection along Altrincham Street.

Connected open and accessible

- Establishing new and enhanced routes by widening Altrincham Street to create a generous, 3.7m to 8m, at some sections, wide east-west thoroughfare between the Corridor and Piccadilly Station, along with transforming Charles Street as a key secondary east-west route.
- Delivering an improved green gateway as threshold space at the junction of Charles Street and Princess Street. This extends into 'Princess Square' in the middle of the Site.
- Repairing pedestrian routes across Princess Street, particularly along Charles Street.
- Limiting deliveries and servicing to periphery of SRF Area and increasing opportunities for wide pathways with dwell spaces and cycle lanes on Altrincham Street.
- Repairing the entry sequence to the ORC from Piccadilly for pedestrians and cyclists.

Living Landscape

- Pedestrianising Altrincham Street establishes it as a principal public realm area, fostering a coherent urban realm within the SRF Area.
- Considering microclimate through hard and soft landscaping, building orientation, and high albedo materials to create pleasant, thriving urban spaces. Integration of soft landscaping and trees will provide shade and shelter, mitigating heat island effects.
- Retaining high value mature trees where practicable. Where trees are lost, they would be replaced at a ratio of at least 3:1 to achieve a genuinely nature-led place.
- Contributing to habitat and biodiversity net gain across Siter by significantly bettering the regulatory 10% BNG target (41.96% net gain for habitat areas).

Platform for the future, build on foundations of the past

- Creating a seamless and inviting connection between areas north and south of the viaduct by opening up the distinctive arches, thereby reinforcing Altrincham Street as a principal pedestrian and cycle route.

- Proposed enhancements to Altrincham Street support future proposals to activate arches adjacent to the Site, which would further enhance Altrincham Street as a vibrant and attractive street connecting Piccadilly Station with ORC.

Curated commons

- Delivering active frontages at ground and upper ground floor levels, address principal routes and spaces, such as Altrincham Street and Princess Square.
- Creating a seamless blend of indoor and outdoor spaces where urban life is encouraged to spill out.
- Creating Princess Square as gathering space that helps showcase Sister as a destination to draw people into the innovation district, forming part of a wider network of exhibition and/or gathering spaces in Sister (e.g. Sister Square)
- Providing local amenities that meet the needs of existing and future communities in the area, thereby reducing unnecessary travel and improving sustainability and liveability.

Critical mass

- Delivering tall landmark buildings, comprising PBSA, to mark the entry-point at Princess Street into Sister.
- Introducing setbacks, colonnades, and active frontages where taller buildings meet the ground to animate the threshold spaces, thereby creating attractive entrances into Sister.

An identity that expresses purpose and place

- Creating building forms that reference IDM's Modernist heritage and capture the essence of the former UMIST campus, including a covered colonnaded walkway at street level, and a spacious covered pedestrian walkway at ground level, reinforcing a strong sense of place and pedestrian engagement.
- Utilising a material palette that reflects Manchester's warmth and industrial past, offering a warm, distinct contrast within a muted, earthy colour scheme.
- Delivering a strong Manchester identity through a contemporary and elegant appearance, incorporating modern interpretations of the city's vernacular via decorative perforated panels.

Sustainable and regenerative

- Delivering new-build towers informed by rigorous, holistic assessments.
- Designing buildings in alignment with industry best practice standards to support the physical, mental, and social health of occupants, addressing factors like air quality, acoustics, lighting, and thermal comfort.
- Providing access to nature through the new 'Princess Square' and improved green gateway, alongside opportunities for physical activity within amenity spaces.
- Incorporating brown and green roofs on the towers to positively contribute to the biodiversity of the site, creating habitats for insects and birds at roof levels.
- Utilising renewable energy sources for heating and water to support the drive to net zero, helping the development meet the emerging PfE policy requirement for net zero carbon by 2028.
- Exploring opportunities to re-use and up-cycle materials from demolitions and earthworks within the SRF Area for both heritage and carbon benefits.

Inclusive Design

6.51. Core Strategy Policy CC10 promotes high standards of accessibility to buildings and across spaces in the City Centre.

6.52. PfE Policy JP-H3 includes all new dwellings must be built to the 'accessible and adaptable' standard in Part M4(2) of the Building Regulations unless specific site conditions make this impracticable.

6.53. The Design for Access 2 manual provides a practical and clear set of best practice standards supporting equal access to facilities in building and measures that should be incorporated into schemes to increase their accessibility.

6.54. To comply with the above, an Access Statement is provided within the Design and Access Statement which accompanies this application, prepared by Hodder + Partners. In summary, the building is designed to be inclusive in terms of access, with the entrance having level access, set back from the footway. The design of the ground floor has been developed to provide a simple and clear layout which is easy to use. The proposed accommodation is designed to the highest quality and will be easy to navigate and accessible by users with mobility, hearing and visual impairments.

6.55. The Proposed Development has considered the existing topography and aim to effectively integrate the scheme into the existing landform without significant changes to the current levels. A level approach is proposed to the entire envelope of the building. Accessibility has been a key consideration in creating welcoming and easy to navigate routes. An inclusive environment will be provided by ensuring:

- Level access is provided to all external and internal doors.
- Communal corridor widths are designed to 1350mm wide to allow for passing. Whilst the cores and junctions provide extended spaces for stopping, passing, and turning.
- Level changes across the entirety of the Site and public realm can be navigated by integrated ramps.
- All bedrooms have been designed to meet Approved M4(2) regulations, with 18 studios are designed to 'wheelchair accessible bedrooms' requirements.

6.56. No car parking is proposed as part of the development, except for two DDA spaces. Additionally blue badge holders can park anywhere in Manchester.

Landscaping and Public Realm

6.57. Great Outdoors: A Green and Blue Infrastructure Strategy for Manchester 2015-25 (2022 Refresh)recognises that parks, river valleys, gardens, street trees, green roofs and canals are an essential part of creating a successful, liveable city. The 2025 vision is that high quality, well-maintained green and blue spaces will be an integral part of all neighbourhoods, with access for communities and workers, and stimulating business investment[3]. Sister aligns with the strategy's vision through its commitment to enhancing public realm, creation of a new civic square and overall creating a more liveable City Centre.

6.58. In line with Core Strategy Policy EN9 the Proposed Development will enhance the quality and quantity of green infrastructure, improve the performance of its functions and create and improve linkages to and between areas of green infrastructure by:

- Protecting and retaining existing trees where practical, and introducing planting to create improved green links;

[3] Manchester City Council, *Green and Blue Infrastructure*, available at Green and blue infrastructure | Green and blue infrastructure | Manchester City Council, accessed on 12 December 2025

- Introducing significant new tree planting, supporting the adaption to climate change in a heavily urbanised part of Manchester; and
- Enhancing and improvement to the quality and accessibility of existing green infrastructure.

6.59. The Proposed Development contains significant new elements of landscaped space and public realm which will support delivery of the SRF vision and principles, in particular, the following place-based principles, including by:

A human collider

- Delivering Princess Square, a new area of open space at the western gateway of the SRF Area.
- Strengthening movement patterns of people entering and moving through the Framework area, including key routes, such as the east-west connection along Altrincham Street and Charles Street.

Connected open and accessible

- Widening of Altrincham Street, forming one of two principal east-west routes to be enhanced (identified within SRF), to create a generous, safe thoroughfare leading from Piccadilly Station and Mayfield through to the Corridor.
- Repair pedestrian routes across Princess Street, particularly along Charles Street by improving the pedestrian environment along Charles Street, as a key secondary east-west connection into the SRF Area from the west.
- Creative, landscaped solutions to provide accessible routes that address the level changes.
- Limiting vehicle access (other than maintenance and emergency vehicles) to Charles Street and therefore preventing them from entering principles areas of the public realm (e.g. Altrincham Street) and ensuring deliveries and servicing takes place at the periphery of the SRF Area.
- Creating a welcoming, outward looking space at Princess Square. Princess Square is identified as one opportunity area for intervention around the periphery of the SRF Area to help knit Sister into the urban fabric of the City by helping to repair the wider entry sequence to the ORC through from Piccadilly for pedestrians and cyclists.
- Creating a welcoming, outward looking space along Princess Street (with Princess Square) which within the SRF is recognised as being an opportunity given the existing poor pedestrian environment.

A living landscape

- Delivering a significant betterment on the regulatory 10% BNG target ((41.96% net gain for habitat areas);
- Integration of soft landscaping and trees within the public realm to create a comfortable environment for dwelling (including by providing shade and shelter);
- Delivering a variety of spaces within the public realm, including features that encourage interaction and play, to promote enjoyment of nature;
- Improving access and links to nature through significant enhancements to the existing, underutilised public realm e.g. widening of Altrincham Street, improvements along Charles Street, and the formation of the Green Gateway;
- New planting, including native species to promote biodiversity and habitat;
- Retaining trees on the Site, wherever feasible, including high value mature trees. Seven existing trees are proposed to be retained within the Site (of the existing 11 trees); and

- Planting 27 new trees, making a significant contribution to the SRF vision for over 400 trees across the SRF Area, whilst also exceeding the tree replacement ratio of at least 3:1 within SRF (with a 5:1 ratio) to ensure a nature-led place is achieved.

Sustainable and regenerative

- Integrating upcycled materials into the hard landscaping materials to reduce waste and environmental impact, where possible (e.g. opportunities for repurposing demolition materials(demolition subject to separate planning permission) , such as within aggregates).

6.60. A detailed summary of the design and appearance of the Proposed Development is provided within Section 5 of this Statement as well as the DAS prepared by Hodder + Partners and Layer. The DAS also provides details on the management of the landscaping and public realm.

6.61. Based upon this it is considered that the design and appearance of the Proposed Development is compliant with policies set out within the Local Development Plan.

Climate Change and Energy

Relevant Policies and Guidance

Places for Everyone Joint Development Plan (2024)

- JP-S1 – Sustainable Development
- JP-S2 – Carbon and Energy
- JP P-S3: Heat and Energy Networks

Core Strategy (2012)

- Policy EN4 – Reducing CO2 Emissions by Enabling Low and Zero Carbon Development
- Policy EN5: Strategic Aras for low and zero carbon decentralised energy infrastructure
- Policy EN6: Target Framework for CO2 reductions from low to zero carbon energy supplies
- Policy EN8 – Adaption to Climate Change
- Policy EN9 – Green Infrastructure

Material Considerations

- NPPF (2024)
- ID Manchester SRF (2023)
- Guide to Development in Manchester SPD (2007) and Technical Guidance (2015)
- Manchester Climate Change Framework 2020-2025
- GMCA Net Zero Design Guidance (March 2025)

6.62. A Climate Emergency was declared by MCC on 10 July 2019, with the target to make Manchester carbon neutral by 2038. In March 2020 the Executive adopted the Manchester Climate Change Framework 2020- 2025. The five-year framework sets out measures that MCC will take in order to reduce carbon emissions from its buildings, energy use and transport. The measures include retrofitting buildings to improve energy efficiency, increasing the use of Electric Vehicles, and seeking 100% renewable energy. Whilst this has also not been formally adopted into planning policy, it is a material consideration for development proposals.

6.63. PfE Policy JP-S2 requires the following measures in developments to reduce greenhouse gas emissions:

- Promoting retrofitting of existing buildings with measures to improve energy efficiency;
- Promotion of use of life cycle cost and carbon assessment tools to ensure the long-term impacts from development can be captured;
- Positive approach to renewable and low carbon energy schemes;
- Increasing the range of nature-based solutions including carbon sequestration through the restoration of peat-based habitats, woodland management, tree planting and natural flood management techniques;
- Regulated operational carbon emissions in new developments to be net zero, unless it is not financially feasible. Developments are also required to calculate and minimise carbon emissions from unregulated emissions alongside regulated emissions, which needs to be set out in an Energy Statement in accordance with the energy hierarchy. It also requires any residual carbon emissions that cannot be fully mitigated on-site to be offset, in agreement with the LPA, 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 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;
- For non-residential developments, achieve at least BREEAM excellent standard (or equivalent) for the 'Ene 01 – reduction of energy use and carbon emissions' category; and
- Include a detailed Energy Statement to demonstrate via site relevant evidence how the development has sought to maximise reductions in carbon emissions in line with relevant policy targets, including the minimisation of overheating risks and appropriate measures for post occupancy evaluation. Whole life cycle emissions should be considered where possible.

6.64. Core Strategy Policy EN5 requires new development, regeneration and retrofit projects in the ORC to take place in the context of more detailed proposals for decentralised low and zero carbon energy infrastructure in the form of energy proposals plans. While Policy EN6 has been partially replaced by PfE Policy JP-S2, it requires an Energy Statement to be submitted at the outset of any Proposed Development.

6.65. Greater Manchester Combined Authority's Net Zero Design Guidance (March 2025) offers a framework for applicants to design net-zero carbon buildings, aligning with the city's climate goals and the PfE. Prioritising early design stage interventions, the guidance focuses on achieving net-zero operational carbon, minimising reliance on post-construction modifications. This document, the first in a three-part series, addresses PfE policies JP-S2 and JP-S3, linking to the TANZ homes standard, and is complemented by further guidance on low carbon heat and planning submissions.

6.66. The guidance promotes a holistic design approach, encompassing building form, orientation, window and ventilation design, insulation, low-carbon heating, and renewables. It emphasises a fabric-first approach, prioritising passive design measures for energy efficiency before considering active systems. Minimising upfront embodied carbon is also key, advocating for a material selection hierarchy and the reuse of existing materials. The guidance further addresses overheating risk mitigation through design and specification and includes case studies showcasing net-zero principles in practice.

6.67. Climate change has been scoped into the EIA and therefore an ES Section has been produced by Buro Happold. An Environmental Standards Statement and Energy and Carbon Statement (prepared by HGCE) and a Climate Change Resilience Risk Assessment (prepared by Buro Happold) have also been submitted with this Planning Application.

6.68. As part the Energy and Carbon Statement (prepared by HGCE), a Part L2A model for the development was created by an experienced Energy Assessor. The development has been designed in accordance with the energy hierarchy approach and aims to minimise energy demand through a combination of passive design measures. Proposed energy reduction measures will ensure there is minimal operational carbon emissions. Any remaining operational carbon emissions will be offset in agreement with the LPA, through a financial contribution to a carbon offset fund.

6.69. The Climate Change Section of the ES details the strategy for managing energy use and carbon emissions, aiming to minimise the Proposed Development's contribution to climate change. The strategy adheres to the energy hierarchy, prioritising the minimisation of energy demand through passive design measures, such as a compact building form, optimised glazing specifications, and external shading. The design is "all-electric," eliminating reliance on gas or fossil fuels for HVAC, thereby leveraging the ongoing decarbonisation of the UK's electricity grid.

6.70. Energy efficiency has been maximised through the following measures:

- Heating and Cooling: Electric panel heaters and variable refrigerant flow systems.
- Hot Water: CO2 air source heat pumps and point-of-use electric heaters.
- Ventilation: Mechanical Ventilation with Heat Recovery (MVHR) units and demand-controlled ventilation.
- Lighting: High-efficiency LED lighting with demand-controlled systems.

6.71. The Proposed Development is designed to be ‘all-electric’, meaning it is linked to the National Grid, this consequently means as the National Grid decarbonises as does the energy provided to the Proposed Development.

6.72. Consideration has been given to PfE Policy JP-S3 District Heat Networks and Decentralised Energy, which notes that a heat network approach is not feasible, with proposed on-site solutions offering better performance and noting that the Site is not within proximity to an existing network. Complying with Policy JP-S2, roof mounted photovoltaic (PV) panels will be installed comprising 140 PV panels across Tower 1 and Tower 3.

6.73. The Proposed Development aims to achieve a BREEAM 'Excellent' rating for the PBSA element complying with the requirements of Policy JP-S2 and with Building Regulations Part L 2021. It is anticipated that BREEAM ‘Very Good’ will be achieved for the proposed commercial units, acknowledging that this will be informed by final commercial tenant fit out.

6.74. As the building is primarily a new build, the focus for reducing embodied carbon will be in relation to the detailed stages of design, reducing the quantum of materials used during construction and sourcing the supply chain from those that are as local as possible whilst maintaining the viability of the Proposed Development.

6.75. The Circularity Statement and Whole Life Carbon Assessment (Buro Happold, 2025) sets out how the design will prioritise the use of low embodied carbon materials in the Proposed Development and minimise waste to landfill during demolition. The upfront embodied carbon intensity of the whole development targets 765 kgCO2e/m^2.

Crime and Security

Relevant Policies and Guidance

Core Strategy (2012)

- Policy DM1- Development Management

Material Considerations

- NPPF (2024)

6.76. Core Strategy Policy DM1 Development Management outlines that all development should have regard to the specific issues including community safety and crime prevention.

6.77. The Proposed Development has been designed in consultation with Greater Manchester Police, which has had a direct impact on the security measures proposed. A Crime Impact Statement ('CIS') prepared by Greater Manchester Police has been submitted with these applications, which identifies a number of features of the Proposed Development that would make a positive contribution to the prevention of crime and fear of crime. These can be found in full within the CIS submitted in support of these applications.

6.78. The CIS outlined a number of possible improvements to the scheme that should be considered for incorporation into the final design, which can be found in Section 3.3 of the CIS. The project team have subsequently revised the design to address any valid concerns.

6.79. It is anticipated that a condition will be attached to any subsequent planning permission requiring secure by design accreditation.

Waste and Servicing

Relevant Policies and Guidance

Core Strategy (2012)

- Policy EN19- Waste

Saved Unitary Development Plan (1995)

- Policy DC10.1- Food and Drink Uses

Material Considerations

- Waste and Storage Collection Guidance Note (GD04)
- NPPF (2024)
- NPPG – Waste (2015)
- Guide to Development in Manchester (2007)

6.80. Core Strategy Policy EN19 'Waste' requires all developers to demonstrate the Proposed Development consistency with the principles of the waste hierarchy.

6.81. Saved UDP Policy DC 10.1 states that developments with F&B uses should have regard of the storage and collection of refuse and litter.

6.82. MCC's Waste Storage and Collection Guidance Note (GD04) contains minimum standards to be considered for the storage and collection of waste. This guidance follows the recommendations set on the Waste Management Plan for England, strongly encouraging and promoting high levels of quality recycling.

6.83. The note states that all planning applications for new developments and conversions must include a Waste Management Strategy that includes:

- An estimated storage area for the waste prepared by the development, F&B, retail and PBSA uses;
- Details of internal and external stores for both waste and recycling; and
- Location of the proposed collection point and details of the route the collection will take.

6.84. To comply with the above, Civic has prepared an Operational Waste Strategy to support this Application. The strategy has been prepared with reference to MCC's GD04 Waste Storage and Collection Guidance for New Development (v7). Consideration has also been given to Policy EN 19 Waste of the Manchester Core Strategy.

6.85. The strategy sets out the predicted waste production for the Proposed Development, including the primary recycling streams. The strategy proposes that refuse collections will be once per week. Details are to be secured through condition. The proposed forecast deliveries, waste management and refuse collection accords with planning policy and GD 04 Waste and Storage Collection Guidance and is appropriate for this scale of development, with dedicated on-site storage and a clear collection process via the loading bay on Charles Street.

6.86. For further details on the proposed e waste and servicing strategy please see Section 5 of this Statement as well as within the DAS and Operational Waste Strategy prepared by Civic.

6.87. It is anticipated that a details of waste management will be conditioned as part of any resultant planning approval.

Townscape and Heritage

Relevant Policies and Guidance

Places for Everyone Joint Development Plan (2024)

- Policy JP-P2: Heritage

Core Strategy (2012)

- Policy CC6 – City Centre High Density Development
- Policy CC9 – Design and Heritage
- Policy EN2 – Tall Buildings
- Policy EN3 – Heritage

Saved Unitary Development Plan (1995)

- Policy DC18.1 – Conservation Areas

Relevant Policies and Guidance

- Policy DC19.1 – Listed Buildings

Material Considerations

- NPPF (2024)
- NPPG
- HE Tall Building Advice Note 4 (2022)
- Guide to Development in Manchester (2007)

Townscape and Visual Impact

6.88. Section 12 of the NPPF advises that developments should add to the overall quality of the area and be visually attractive due to good architecture, layout and effective landscaping.

6.89. Policy CC9 of the Core Strategy requires new buildings to be of the highest standard in terms of appearance and function. The design approach should give particular attention should also be given to the City Centre context and character.

6.90. To comply with the above, a Townscape and Visual Impact Assessment (TVIA), assessing the impact of the Proposed Development has been undertaken by Layer and is submitted in the ES.

Townscape

6.91. The Townscape Assessment considers the impact of the Proposed Development across the following criteria: urban grain; land use; building heights; public realm and streetscape; and site character.

6.92. During construction, post mitigation impacts range from moderate-moderate/major neutral (temporary) to moderate adverse (temporary). The urban grain, land use, building heights, and public realm will be temporarily affected by construction activities, and road closures.

6.93. In the operational phase, the assessment concludes predominantly beneficial impacts across the townscape criteria:

- The proposed urban grain will instil more varied texture and bear greater resemblance to the existing surrounding grain to the north of the Site, with the Proposed Development resulting in a beneficial (minor/ moderate) effect on urban grain
- The introduction of PBSA land use is considered appropriate for the area, reflecting wider City Centre trends and complementing adjacent uses. The Proposed Development results in a beneficial (minor/ moderate) effect on land use.
- The Proposed Development will be taller than existing buildings on the Site; however, IQ Echo Street to the east of the Site sets recent precedent for high rise buildings in the vicinity, extending to 28 residential storeys at its highest point, and taller buildings are characteristic of the Circle Square development to the south west. There is also an emerging datum more generally within this part of the City Centre with numerous consented commercial schemes as well as a car park and residential scheme set to come forward within the emerging Mayfield neighbourhood located to the east of the Site, as along with forthcoming development along Charles Street to the west of the Site. The SRF envisages tall buildings, including large-scale commercial buildings and tall residential towers to the south-east and east of the Site. This is a high magnitude of change but on balance with the city centre context and other tall buildings in the vicinity the Proposed Development results in a neutral (moderate/major) effect on building heights.

- Proposed public realm will create amenity and enhance the street scene on Sackville Street, Charles Street and Princess Street. Streets will be more welcoming, easier to navigate and better connected to adjoining neighbourhoods. Ground floor uses will present active facades and Altrincham Street will be opened up to pedestrians. The Proposed Development results in a beneficial (moderate) effect on public realm and street scene.
- The Proposed Development will present active frontages onto adjoining streets and will be further enhanced with new public realm. Proposed building materials have been selected to complement the established character of this part of Manchester and are therefore more in keeping than what is offered by the baseline position. The Proposed Development results in a beneficial (moderate) effect on site character.

Visual Impact

6.94. The Visual Impact Assessment considers 18 viewpoints of the Proposed Development Site and the Proposed Development, considering: the existing baseline scenarios (i.e. the Site as it is today); the Proposed Development together with other cumulative developments; and the Proposed Development together with other cumulative developments and the IDM Masterplan.

6.95. During the construction phase, the residual effects upon townscape resources, townscape character and the visual envelope will result in two instances of adverse effects ranging from moderate to moderate/major. However, these will be short term in nature (temporary) and local in nature due to being during construction only and to the mitigation measures applied, including erection of site hoarding, maintenance of a tidy construction site, and controlled working hours to minimise visibility of cranes, and therefore will be non-significant. The proposed mitigation measures will be secured through condition.

6.96. In the operational phase, primary embedded mitigation measures will be required, which have been designed into the Proposed Development and reflected in this Application. The detailed design and materials palette will be secured through condition, to ensure the mitigation measures are implemented.

6.97. Where impacts on visual receptors have a moderate significance or greater, impacts are predominantly neutral or beneficial. This includes viewpoints 1 and 3 – 8. From more distant locations (viewpoints 10 -18) significance is lower because of intervening buildings restricting the amount of development visible and therefore, limiting the magnitude of change. Further details can be found in the TVIA Chapter of the Environment Impact Assessment

Heritage

6.98. The Planning (Listed Building and Conservation Areas) Act 1990 sets out the general duty on decision makers in exercising their planning functions with respect to heritage assets. Section 66 requires:

> "In considering whether to grant planning permission for development which affects a listed building or its setting, the LPA or, as the case may be, the Secretary of State, shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses..."

6.99. Chapter 16 of the NPPF notes that one of the key dimensions to sustainable development is protecting and enhancing our historic environment.

6.100. Paragraph 212 requires that when considering the impact of the Proposed Development on the significance of the asset, great weight should be given to the asset's conservation, the more important the asset the greater the weight should be.

6.101. PfE Policy JP-P2: Heritage sets out that reference should be made to national planning policy. It also sets out:

"3. Integrating the conservation and enhancement of heritage assets and their settings, with creative contextual architectural responses that contribute to their significance and sense of place;

4. Delivering positive benefits that sustain and enhance the historic environment, as well as contributing to the economic viability, accessibility and environmental quality of a place, and to social wellbeing; and

5. Exploring opportunities to reduce greenhouse gas emissions that restoration of historic buildings offer."

6.102. The local heritage Development Plan policies detailed in PfE Policy JP-P2, Core Strategy Policies CC9, EN3 and retained UDP Policies DC18.1 and DC19.1 retain the same emphasis as the NPPF, with a focus on the fundamental importance of 'preserving or, where possible, enhancing the historic environment'.

6.103. The NPPF and the associated PPG emphasise the need for a thorough understanding of the significance of heritage assets, to form the basis for the assessment of any development impact. In addition, Core Strategy Policy EN3 evidently requires development proposals to be sensitive to the inherent values of the designated heritage asset, with any impact justified by clear, documentary evidence.

6.104. There are no World Heritage sites, Scheduled Ancient Monuments, Registered Parks and Gardens, Registered Battlefields or Protected Wrecks on the Site or within its immediate vicinity. Whilst the Site does not contain any heritage assets, it is within the wider setting of a number of listed buildings and non-designated heritage assets (NDHAs), and the Whitworth Street Conservation Area.

6.105. To comply with the above, a Heritage Statement has been prepared by SLHA as part of this application. This document assesses the significance of the designated heritage assets which have the potential to be affected by the Proposed Development.

6.106. A range of key heritage views were considered in association with the TVIA consultants, Layer, as well as being agreed with the LPA and Historic England. The views were carefully considered to ensure they consider not just the asset and Proposed Development, but also the broader historic context. A total of 12 viewpoints (within the existing context, as of today) have been agreed with the case officers to assess the impact on heritage assets these can be viewed within the Heritage Statement.

6.107. As well as assessing the potential impact of the Proposed Development it is also important to understand the setting of each heritage asset and identify whether there is any potential for this to be impacted. This is important in relation to 'The Setting of Heritage Assets: Historic Environment Good Practice Advice in Planning Note 3 (Second Edition)' by Historic England which states

"*setting is not itself a heritage asset, nor a heritage designation, although land comprising a setting may itself be designated. Its importance lies in what it contributes to the significance of the heritage asset or to the ability to appreciate that significance*".

6.108. The Heritage Visual Impact assessment identifies that the Proposed Development would result in eight instances of minor adverse impact; one instance of negligible-to-minor adverse impact; six instances of negligible adverse impact; and 12 instances of neutral impact upon the settings of identified designated and non-designated heritage assets. The Proposed Development has also been demonstrated to enhance the character of the area and the composition of the street scene in the immediacies of the Site, providing a more inviting pedestrian environment and improving the overall vibrancy of the area.

6.109. The Proposed Development has been designed to respond its heritage setting. As set out in this Statement and the Design and Access Statement, careful consideration has been given to the scale and massing of the Proposed Development as well as the appearance and materiality.

6.110. Overall, the Heritage Statement concludes:

- Each instance of identified impact is indirect and will only influence the experience of the settings of the individual identified heritage assets. There will be no direct impacts to identified heritage assets as a result of the Proposed Development.
- The identified impact to designated heritage assets, which includes the settings of the Renold Building (Grade II), Institute of Science and Technology (Grade II), Regency House with Barclays Bank (Grade II), 46 Sackville Street (Grade II), 42 and 44 Sackville Street (Grade II), The Shena Simon Sixth-Form College (Grade II), Manchester South Junction and Altrincham Railway Viaduct (Grade II), and the Whitworth Street Conservation Area are considered to equate to "less than substantial" harm, at the lower end of the scale, which would need to be considered in the context of Paragraph 215 of the NPPF and demonstrably balanced by the public benefits of the Proposed Development.
- The identified impact on the non-designated Barnes Wallis and Wright Robinson building is minor adverse. This is based on the setting of the building being a high beneficial contribution to the significance of the building. Given the Site's proximity to the building, and the comparative height of the Proposed Development, the Proposed Development introduces some direct competition from identified view 12.

  - Paragraph 216 of the NPPF states that "*a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset*." It should be noted that the Barnes Wallis and Wright Robinson Building has a certificate of immunity from listing and a planning and listed building consent application for its demolition secured resolution to grant at planning committee in November 2025 (refs. 143024/FO/2025, 143060/LO/2025 and 143025/LO/2025). Therefore, the impact upon significance could be considered void following formal approval of the demolition.

6.111. The public benefits are outlined in Section 8 of this Statement. The Proposed Development will see the regeneration of a currently underutilised, vacant Site that currently experiences anti-social behaviour and will therefore provide an overall enhancement to the amenity of the area and to the setting of the heritage assets.

6.112. In summary and on balance, the Proposed Development will result in less than substantial harm to designated and non-designated heritage assets, with any identified harm outweighed by the substantial public benefits of the Proposed Development (as outlined within Section 8 of this Statement).

Archaeology

6.113. An Archaeological Desk-based Assessment has been undertaken by Civic Heritage to establish the nature and significance of any sub-surface archaeological resource within the area and assess the potential impact of the Proposed Development. This assessment was prepared in line with Core Strategy Policy DC20 and DM1.

6.114. The Assessment considers the known archaeological resource within the Site and its surrounding area. It concludes that the potential for the survival of any archaeological remains from the prehistoric, Roman, medieval or post-medieval periods is considered low, given the distance from known settlements and the intensive later development of the Site.

6.115. The most likely archaeological remains to be encountered would date to the industrial period (18th and 19th centuries), associated with features such as Old Garratt Mill, back-to-back dwellings, and a rope works and saw mill and timber yard, however with the potential limited and the significance of these remains is assessed as negligible. There is also considered low potential for archaeological remains associated with late 19th century engineering works and metal refiners, with the significance of these remains considered low.

6.116. Archaeological remains of Old Garratt Mill would be of high to medium significance, however, buried remains are likely to have been damaged or destroyed by the construction of the multi-storey car park on the Site (subject to separate planning permission for demolition). Archaeological heritage assets therefore are considered to have little or no surviving archaeological interest, and so the archaeological assessment concludes that the Site is of negligible significance.

6.117. Following consultation with the Greater Manchester Archaeology Advisory Service (GMAAS), it is anticipated that no further archaeological work will be required.

Environmental Considerations

Traffic and Transport

Relevant Policies and Guidance

Places for Everyone Joint Development Plan (2024)

- Policy JP-C8 – Transport Requirements of New Development

Saved Unitary Development Plan (1995)

- Policy DC10.1- Food and Drink Uses

Core Strategy (2012)

- Policy T1 – Sustainable Transport
- Policy T2 – Accessible Areas of Opportunity and Needs
- Policy CC5 – Transport

Material Considerations

- NPPF (2024)
- Guide to Development in Manchester (2007)
- Regulation 18 Draft Local Plan (2025)

6.118. Core Strategy Policy T2 Accessible Areas of Opportunity and Needs sets out that in developments regard should also be given to the need for parking provision for cyclists and disabled people.

6.119. Core Strategy Policy CC5 Transport outlines that developers should 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.

6.120. Saved UDP Policy DC 10.1 states that developments with F&B uses should have regard of the availability of safe and convenient arrangements for car parking and servicing and ease of access for all, including disabled people.

6.121. PfE Policy JP-C8 notes the importance of prioritising cycling, walking and public transport routes; ensuring appropriate connectivity to the existing highway network. Part (7) references the importance of ensuring adequate car parking provision, including for disabled drivers. Part (9) references the importance of incorporating enough secure and covered cycle parking to meet long-term demand from occupiers and visitors. Part (14) sets out the requirements for project specific Delivery and Servicing Plan, whilst Part (16) establishes requirements for Transport Assessments and Travel Plans.

6.122. The Manchester City Centre Transport Strategy supports the City's ambition to grow and become carbon neutral by 2038, whilst ensuring that it is well-connected to the wider area that it serves. The central aim of the Strategy – for 90% of all morning peak trips to the City Centre to be made by sustainable travel modes before 2040 – is critical to the successful and sustainable growth of the City[4].

6.123. To comply with the above, a Transport Assessment, Framework Travel Plan and a full EIA Section have been prepared by Civic assessing the impact of the Proposed Development.

Trip Generation

6.124. The Proposed Development is designed as a car-free development, with two parking bays for disabled people provided on Charles Street, which aligns with Manchester's strategic vision to promote sustainable transport and reduce car dependency, in line with Core Strategy Policy CC5 and PfE Policy JP-C8.

6.125. The Site has excellent public transport accessibility, scoring the highest level of 8 on the Greater Manchester Accessibility Level (GMAL) scale. It is highly accessible by walking, with the majority of the city centre, including university campuses (MMU and UoM), within a 15-minute walk. New pedestrian routes and public realm improvements are proposed, including a new footway on Charles Street.

6.126. The Site is well-served by public transport, with high-frequency bus services available within 400m and tram stops within an 800m walk, offering services every 1-2 minutes. Major train stations (Oxford Road and Manchester Piccadilly) are also within 500m-800m, providing extensive regional and national connections.

6.127. The Transport Assessment's multi-modal trip generation exercise indicates that the primary modes of travel for residents will be walking and public transport. The estimated maximum impact on the highway network is 2 two-way vehicle trips in both the weekday AM and PM peak hours. This minimal increase is not anticipated to significantly impact the highway network.

6.128. Being a car-free development, along with the close proximity of public transport options and amenities, there will be no impact on car parking capacity in the surrounding area. This will be further bolstered by the travel plan measures such as promotion of public transport, cycling and walking opportunities, and encouragement of the use of nearby car clubs when needed.

6.129. Servicing and deliveries will be managed via two loading bays on Charles Street. This provision has been demonstrated to accommodate anticipated demand following a review of hourly trip rates and trip generation for taxis, OGVs and LGVs. The assessment demonstrates that the proposed loading bay provision is sufficient to serve the day-to day demand associated with the proposed development. The proposed provision provides a good amount of spare capacity should demand increase in future, and is therefore considered to be robust. A comprehensive management strategy for move-in/move-out periods, food, and parcel deliveries will be implemented to prevent disruption.

6.130. It is acknowledged that a key issue with PBSAs of this scale is the management of these operational aspects. To mitigate this, in addition to the proposed two dedicated loading bays on Charles Street, strategically located for quick access to the reception area; the reception will be permanently manned to ensure efficient handling of deliveries, allowing drivers to quickly return to their vehicles.

6.131. To robustly manage taxi and ad hoc deliveries, a detailed Management Strategy for Food/Parcel Deliveries will be a condition of planning permission. This strategy includes:

- Establishing a designated drop-off point for all deliveries.
- Displaying clear signage in common areas to guide drivers.
- Informing residents about the delivery process and designated points.
- Considering set delivery hours to manage flow, especially during peak times.
- Implementing a process for periodic review and feedback from residents, staff, and drivers.
- Exploring the feasibility of a secure delivery holding area within the development.
- Continuously monitoring security concerns related to deliveries.
- Encouraging feedback from residents to assess efficiency and identify issues.

6.132. For the high-volume periods of move-in and move-out, which can significantly impact local traffic, the Charles Street loading bays will also be utilised. A specific move-in/move-out strategy will be a planning condition, developed in collaboration with neighbouring PBSAs. The strategy focuses on proactive planning for the busiest move-in days, which are typically once a year. Key mitigation measures, to be secured through condition, include:

- Implementing a scheduled time-slot system for occupants to unload belongings.
- Advance booking for time slots, with clear instructions on unloading and subsequent parking.
- On-site management team presence to meet arrivals, check bookings, and oversee the process.
- Utilising a 'holding area' (e.g., a common ground floor area) for belongings to expedite unloading.
- Directing drivers to nearby car parks after unloading to free up the bays.
- Reserving contingency slots for those who miss their allocated time. Move-out periods are anticipated to be more flexible, spread over several weeks, reducing concentrated impact.

6.133. These proposed solutions aim to create a structured and managed approach to servicing, taxis, and deliveries, thereby minimising disruption to the local area and ensuring efficient operations for the PBSA.

Flood Risk and Drainage

Relevant Policies and Guidance

Places for Everyone Joint Development Plan (2024)

- Policy JP-S4 – Flood Risk and the Water Environment

Core Strategy (2012)

- Policy EN14 – Flood Risk

Relevant Policies and Guidance

- Policy EN17 – Water Quality

Material Considerations

- NPPF Chapter 14 – Meeting the challenge of climate change, flooding and coastal change.
- Planning Policy Statement 25: Development and Flood Risk Practise Guide

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6.134. PfE Policy JP-S4 requires 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.

6.135. Core Strategy Policy EN14 notes that all new development should minimise surface water run-off, including through Sustainable Drainage Systems (SUDS) and the appropriate use of Green Infrastructure. Developers should have regard to the surface water run-off rates in the SFRA User Guide. In CDAs, evidence to justify the surface water run-off approach / rates will be required.

6.136. To comply with the above, Roscoe have prepared a Flood Risk Assessment and Drainage strategy which have been submitted alongside these Planning Applications.

6.137. The Site is identified as being within Flood Zone 2 by the Environment Agency's Flood Map for Planning, indicating a medium probability of fluvial flooding (between 0.1% and 1% annual chance) associated with the River Medlock. However, the development areas are located outside the modelled fluvial flood extents. The Site is assessed to have a very low risk of pluvial flooding, low risk from overland flows and groundwater, very low risk from sewers, and an extremely low risk from reservoirs.

6.138. The submitted flood risk assessment clearly demonstrates that the proposed layout, design and mitigation measures will ensure that occupiers and users remain safe from all sources of flooding, including future surface water risk, and that the development will not increase flood risk elsewhere. Therefore, in accordance with Planning Practice Guidance paragraph 27, on the application of NPPF paragraph 175, and in line with the LPA's LLFA advice, a sequential test does not need to be separately applied.

6.139. The Site is located within a Critical Drainage Area (CDA) and is therefore identified as having a recurring drainage problem due to surface water runoff.

6.140. In terms of drainage, the proposed drainage strategy ensures that the development can manage surface water run-off effectively. The scheme is based on a 1 in 100 year rainfall event and incorporates a 45% climate change allowance for rainfall intensity. This ensures resilience for the development's 60-year design life. The strategy is designed to prevent an increase in flood risk elsewhere.

6.141. As part of this Drainage Strategy, a SuDS Assessment has been undertaken. This assessment identified filter drains as appropriate SuDS options to effectively manage and reduce runoff. The proposed design also includes significant soft landscaping features that promote natural infiltration, replacing previous free discharge arrangements. The final design and implementation details of these SuDS features will be confirmed and agreed upon as a condition of any subsequent planning permission.

6.142. The Surface Water Drainage Strategy will discharge surface water at a controlled rate of 3 litres per second into the existing culvert on site, which connects to the River Medlock. This discharge rate has been agreed with the Lead Local Flood Authority (LLFA) and United Utilities. An attenuation tank with a volume of 285m³ will be implemented to manage peak runoff effectively.

6.143. Based upon the above the Proposed Development is considered to address the requirements of with the Development Plan and NPPF policies with regards to Flood Risk and Drainage.

Ecology and Biodiversity

Relevant Policies and Guidance

Places for Everyone Joint Development Plan (2024)

- Policy JP-G7 – Trees and Woodland
- Policy JP-G8 – A Net Enhancement of 34 and Geodiversity

Core Strategy (2012)

- Policy EN15: Biodiversity and Geological Conservation
- Policy EN9: Green Infrastructure
- Policy EN17: Water Quality

Material Considerations

- Manchester's Green and Blue Infrastructure Strategy (2018 updated in 2022)
- NPPF (2024)
- NPPG – Biodiversity Net Gain (2024)

6.144. In England, Schedule 7A of the Town and Country Planning Act 1990 sets out the objective that any development for which planning permission is granted will achieve at least a 10% Biodiversity Net Gain (BNG), and that a plan to achieve this will be submitted to and approved by the LPA. This was inserted by the Environment Act (2021).

6.145. PfE Policy JP-G8 outlines that through local planning and associated activities a net enhancement of biodiversity resources will be sought.

6.146. Core Strategy EN15 states that MCC will seek to maintain or enhance sites of biodiversity and geological value throughout the City. Proposed Developments will be expected to identify and implement reasonable opportunities to enhance, restore or create new biodiversity.

6.147.

6.148. To comply with the above, Tyler Grange has prepared an Ecological Impact Assessment and Arboricultural Impact Assessment and Method Statement which have been submitted alongside the Planning Applications.

6.149. Complying with Policy JP-G8, the Ecological Impact Assessment demonstrates adherence to the mitigation hierarchy. It confirms that the Site does not contain any designated nature conservation sites. While one internationally designated site (Rochdale Canal SAC) is located 5.4 km away and two Sites of Biological Importance (SBIs) are within 2 km of the Site, the Proposed Development is unlikely to have any direct adverse impacts on these sites due to their distance and the nature of the habitats they support. The majority of habitats present on the Site are considered to be of negligible ecological importance, being widespread and common within the urban context of Greater Manchester.

6.150. A Preliminary Bat Roost Assessment (PBRA) has been undertaken as part of these Planning Applications which concluded that the Site has negligible potential for supporting roosting bats, primarily due to the lack of observed roosting features and the limited suitability of the surrounding habitat. While common bird species could potentially nest on the Site, it is considered to have negligible potential for supporting protected or notable bird species. However, measures will be implemented during construction to avoid disturbing any nesting birds, including pre-removal checks for nesting birds. It is also proposed that two bird boxes shall be incorporated into the scheme to facilitate nesting during operation. Specific details on box type and location shall be secured via planning condition attached to any subsequent planning permission.

6.151. The Biodiversity Net Gain Assessment concluded that the Proposed Development would result in the loss of some existing habitats, but this will be more than compensated for by the creation of new habitats, including planting beds with native and ornamental shrubs and grasses, and reseeded neutral grassland. This leads to a projected 41.96% net gain in habitat units. The Arboricultural Impact Assessment further details the removal of four low-quality Category C trees, which is offset by a tree replacement ratio exceeding 3:1, ensuring an overall enhancement of the treescape and in line Policy JP-G7 (Trees and Woodland) of PfE (2024).

6.152. For details on how the proposed landscaping and public realm responds to Manchester's Green and Blue Infrastructure Strategy (2022) vision and objectives please with this Application refer to the Green and Blue Infrastructure Statement, prepared by Deloitte and appended to this Planning Statement (Appendix B).

6.153. Based upon the above the Proposed Development is considered to address the requirements of the Local Development Plan and NPPF policies with regards to Ecology and Biodiversity.

Ground Conditions

Relevant Policies and Guidance and Guidance

Core Strategy (2012)

- Policy EN18 – Contaminated Land and Ground Stability

Saved Unitary Development Plan (1995)

- Policy DC26.1 and DC26.5 – Development and Noise

Other Planning Policy and Guidance

- NPPF (2024) Paragraph 196

6.154. Paragraph 196 of the NPPF and Core Strategy Policy EN18 requires that planning policies and decisions should ensure that sites are suitable for any proposed use by taking account of ground conditions and risks arising from land instability and contamination.

6.155. To comply with the above, a Preliminary Geoenvironmental Appraisal has been prepared by Calabrian and is submitted in support of this Planning Application.

6.156. The report notes that the Site has a history of small scale industrial and commercial use, including saw-mill, garages which may have impacted the ground.

6.157. The report notes that the Site evolved from undeveloped land in the 1850s, through minor industrial and commercial uses by the early 1900s, to its current state as a car park by 1985 following substantial clearance.

6.158. The report indicates that the Site is likely underlain by Made Ground, potentially up to 6 metres thick, consisting of a mixture of natural soils and man-made materials. Beneath this, Natural Soils are anticipated, with bedrock (sandstone) expected at approximately 7 metres depth. Groundwater may be present within the Made Ground and deeper in the sandstone.

6.159. Potential on-site contamination sources include the Made Ground itself, associated with previous development phases, and possible small-scale petrol and oil storage from former garages. Off-site, hazardous gas from Made Ground is a potential concern. Geotechnical hazards primarily relate to the presence of deep Made Ground.

6.160. A Preliminary Conceptual Site Model (CSM) and risk assessment have been developed, identifying various potential contaminants for the proposed end use. Most identified contaminant linkages are assessed as having a 'Low to Moderate' risk.

6.161. The Site Investigation report recommend the following additional works and mitigation measures, which will be secured through condition:

- Detailed Unexploded Ordnance (UXO) Threat Assessment is to be carried out prior to any intrusive works below ground level, as the Site is located in a medium-risk area.
- Comprehensive Ground Investigation, including intrusive works and sampling.
- Ground gas monitoring.
- Groundwater monitoring, sampling and analysis, and associated risk assessment.
- Monthly monitoring over a six-month period to determine groundwater gradient and flow direction.
- Foundations designed to extend through any unsuitable Made Ground into underlying natural in-situ strata of adequate bearing capacity.
- Potential requirement to include 'clean' soil cover within landscaped areas and remediation (removal or suitable vapour barrier) of volatile compounds from beneath buildings.
- Detailed consideration and appropriate protective measures for the Grade II Listed railway viaduct and its foundations, and the culverted water course beneath the Site, given the Proposed Development is to be built over it.

6.162. A Phase 2 Site Investigation and detailed Remediation Strategy incorporating these recommendations, will be submitted to the Local Planning Authority (LPA) for approval prior to commencement of development. A Verification Report will then be prepared to confirm the actions have been undertaken accordingly. This information will be secured by a planning condition.

Noise and Vibration

Relevant Policies and Guidance

Core Strategy (2012)

- Core Strategy Policy DM1- Development Management

Saved Unitary Development Plan (1995)

- Policy DC26.1 and DC26.5 – Development and Noise
- Policy DC10.1- Food and Drink Uses

Other Planning Policy and Guidance

Relevant Policies and Guidance

- Acoustic, Ventilation and Overheating (AVO) Residential Guide (2020)
- NPPF (2024)
- NPPG – Noise (2019)

6.163. Saved UDP Policy DC26 Development and Noise outlines the Council intends to use the Development Control process to reduce the impact of noise on people living and working in, or visiting, the City. In giving effect to this intention, the Council will consider both:

- the effect of new development proposals which are likely to be generators of noise; and
- the implications of new development being exposed to existing noise sources which are effectively outside planning control.

6.164. Policy DM1 of the Core Strategy suggests that developments should have regard to effects on amenity including noise and vibration.

6.165. UDP Policy DC 10.1 states that developments with F&B uses should have regard of the general location of the use and the effect on the amenity of neighbouring residents. The proposed commercial units are anticipated to operate as daytime retail or café uses, without hot food preparation, and the noise assessment has considered their potential impact on amenity.

6.166. To comply with the above Noise and Vibration Assessment has been undertaken by Heyda. This includes preparation of a Section of the ES, which assesses the potential noise and vibration impacts of the Proposed Development both during construction and operation.

6.167. This is ES Chapter is supported by technical appendices comprising an Environmental Noise Impact Assessment, Ground-borne Vibration Impact Assessment, Demolition Noise and Vibration Impact Assessment, Construction Noise, Vibration and Road Traffic Noise Assessment, and Commercial Units and Residents' Gym Noise and Vibration Impact Assessment. These documents are submitted with this Planning Application.

6.168. The ES Section confirms that noise and vibration generated during demolition and construction will be minimised through Best Practicable Means as defined in BS 5228 (Parts 1 and 2). This includes using quieter, modern plant and methods, erecting acoustic hoarding, phasing noisy activities, utilising Continuous Flight Auger (CFA) piling, and adhering to a Construction Environmental Management Plan (CEMP) with agreed working hours and continuous monitoring. These measures aim to keep construction noise and vibration levels as low as reasonably practicable.

6.169. An assessment of road traffic noise during the construction phase indicates negligible changes in Basic Noise Level (BNL) across all assessed road links, with increases of +0.1 dB or less. Consequently, no specific mitigation measures are proposed for construction traffic noise, as the effects are considered negligible.

6.170. It is anticipated that a Construction Environmental Management Plan (CEMP) will secure construction-phase mitigation, to be agreed via condition with the LPA.

6.171. During the operational phase, primary noise sources associated with the Proposed Development include building services plant, and noise from the ground-floor commercial units and first-floor residents' gym. The assessment evaluates noise breakout to external facades and noise transfer to adjoining residential accommodation.

6.172. The assessment confirms that internal noise levels within future residential spaces are predicted to meet guidelines through operational mitigation measures embedded within the detailed design, and to be secured through condition, to ensure all predicted operational noise and vibration impacts remain within negligible or minor level. these include:

- Designing external building services plant to be at least 5 dB below background sound levels, through specification of plant, screening, acoustic enclosures, and attenuation;
- The incorporation of high-performance glazing and suitable ventilation systems. A detailed acoustic design assessment shall be undertaken during the design stage to ensure that compliance is maintained;
- Implementation of acoustic treatments within the gym (e.g., floating floors, resiliently mounted equipment, and operational management controls) and detailed acoustic design assessment to be undertaken. These will form part of a Gym Operational Noise Management Plan.

6.173. Subject to implementation of the design and mitigation measures, predicted external noise levels from these uses are at least 5 dB below background sound levels, and internal noise transfer to residential rooms is at least 10 dB below relevant internal noise criteria. We would anticipate the above to be secured by planning condition attached to a future consent, if required by the LPA.

6.174. Noise impacts during operation of the development are therefore not considered to be significant.

6.175. Baseline ground-borne vibration levels, measured near the railway viaduct, were found to be well below the BS 6472 thresholds. Therefore, environmental vibration is not anticipated to result in significant effects for the Proposed Development's future occupants.

6.176. Based on the comprehensive assessments and proposed mitigation, the Proposed Development is considered to address the requirements of the Development Plan and NPPF policies with regards to Noise and Vibration.

Ventilation and Extraction

Relevant Policies and Guidance

Places for Everyone Joint Development Plan (2024)

- JP-P1 Sustainable Places

Core Strategy (2012)

- Core Strategy Policy DM1- Development Management

Saved Unitary Development Plan (1995)

- Policy DC26.1 and DC26.5 – Development and Noise
- Policy DC10.1- Food and Drink Uses

Other Planning Policy and Guidance

- Acoustic, Ventilation and Overheating (AVO) Residential Guide (2020)
- Guide to Development in Manchester (2007)

6.177. The AVO Residential Design Guide recommends that when using provisions for purge ventilation, such as opening windows, an assessment is carried out for the potential effect of the subsequent internal noise levels within the apartment rooms.

6.178. Policy JP-P1 Sustainable Places requires developments to be comfortable and inviting, with indoor environments addressing microclimate issues such as overheating, air quality, sunlight, shade, wind and shelter.

6.179. Policy DM1 of the Core Strategy suggests that developments should have regard to effects on amenity including air quality and odours.

6.180. UDP Policy DC 10.1 states that developments with F&B uses should have regard of the general location of the use and the effect on the amenity of neighbouring residents. The proposed commercial units are anticipated to operate as daytime retail or café uses, without hot food preparation, and the noise assessment has considered their potential impact on amenity.

6.181. To comply with the above, a Ventilation Statement has been prepared by HGCE Ltd to support these applications. A holistic solution has been developed that will provide an efficient envelope and contain intelligent building services reducing the environmental impact of the proposed development whilst providing comfortable living and working accommodation.

6.182. Residential areas will be continuously ventilated at minimum rates using Mechanical Ventilation with Heat Recovery (MVHR) units. These units are designed to recover heat from extracted air for re-use in the fresh air supply, contributing to energy efficiency. The MVHR systems will be controlled by CO2 sensors and integrated humidity sensors, operating on a trickle and boost principle.

6.183. Purge ventilation and overheating mitigation will be achieved through free area natural ventilation openings (inwardly opening windows with fall protection) in areas without air quality concerns. In areas with air quality concerns, MVHR units will be capable of boosting to 4 air changes per hour (ac/h) to provide mechanical purge ventilation via a manual purge switch.

6.184. A central air handling unit (AHU) will supply tempered fresh air to amenity spaces on the ground and first floors, including the Gym, Health and Wellbeing areas, Private Dining, Co-Working, Lounge, Library, and Management Suite.

6.185. All refuse and cycle store areas will be provided with appropriate dedicated extract ventilation, exhausting foul air to atmosphere at ground floor level, away from public spaces. Plantrooms will be provided with natural ventilation, supplemented by mechanical ventilation where necessary.

6.186. A dedicated Thermal Comfort Report has been produced to assess the internal temperatures over a typical year, and risk of overheating within prescribed tolerances, in compliance with Building Regulations Approved Document O (2022). This relates to residential areas so only (the PBSA element) in this report. Amenity areas are comfort cooled, as are the commercial spaces.

The report concludes that the current design provides adequate provision to deal with overheating. Mitigation of overheating is provided by enhanced mechanical ventilation flowrates in all areas, coupled with the high-performance solar control glazing, local shading to the opening windows via external louvres and solar shading from façade articulation, ensures a passive approach to mitigating overheating.

6.187. The three flexible commercial units on the ground level will be delivered as tenant fit-out shell and core. No ventilation plant will be installed as part of the base build scheme. Adequate air terminal provision will be allowed for a minimum of the ventilation rates set out in the Ventilation Strategy. It is anticipated that a condition would be attached to any future consent to agree details of the ventilation strategy in these units.

6.188. Based upon the above, the Proposed Development is considered to be wholly compliant with the relevant statutory requirements and industry best practices with regards to ventilation

Air Quality

Relevant Policies and Guidance

Places for Everyone Joint Development Plan (2024)

- Policy JP-S5- Clean Air

Core Strategy (2012)

- Policy EN16 – Air Quality
- Policy DM1 – Development Management

Other Planning Policy and Guidance

- NPPF (2024)
- NPPG – Air Quality (2019)
- Guide to Development in Manchester (2007)

6.189. Policy JP-S5 of the PfE Plan encourages to take up a comprehensive range of measures to support improvements in air quality and requiring developments to submit relevant air pollution data if they could have an adverse impact on air quality.

6.190. Policy DM1 of the Core Strategy suggests that developments should have regard to effects on amenity including air quality and odours.

6.191. Policy EN16 requires developers 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.

6.192. Section 9 of the NPPF notes that the environmental impact of transport and traffic should be identified and assessed, while mitigating adverse effects to bring about net environmental gains.

6.193. Further to this, Section 15 of the NPPF notes that planning policies should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of AQMAs and Clean Air Zones (CAZ), and the cumulative impacts from individual sites in local areas. Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement.

6.194. NPPG (2019) provides guiding principles on how the planning process can consider the impact of new development on air quality. The guidance outlines when air quality considerations could be relevant to the development management process.

6.195. To comply with the above an Air Quality Assessment has been prepared by Buro Happold. This includes preparation of a Section of the ES which assesses the potential air quality impacts of the Proposed Development both during construction and operation. Along with the ES Section, an Air Quality Assessment and a Construction Dusk Risk Assessment is also submitted with the Planning Application.

6.196. The Site is located within an Air Quality Management Area (AQMA), with some nearby roadside monitoring locations showing exceedances of the annual mean NO2 Air Quality Objective (AQO). Defra background concentrations at the Site are below AQOs, but the site's proximity to elevated railway tracks is noted as a contributing emission source.

6.197. Transport data provided by Civic Engineering has indicated that, given the Proposed Development is to be car-free, there is a predicted maximum AADT trip generation of 78 LGVs and 24 HDVs movements during construction phase and of 34 LGVs and 1 HDVs movements during operational phase on any single road network within the vicinity of the Proposed Development. This is below the with the criteria for a detailed assessment outlined in the EPUK/IAQM guidance and the Proposed Development is predicted to have a negligible effect on air quality. Operational effects from road traffic have therefore been scoped out of detailed assessment.

6.198. A Construction Dust Risk Assessment is included, outlining mitigation measures to minimise dust impacts in line with line with best practice, the IAQM construction guidance. With these measures, construction dust effects are expected to be negligible.

6.199. A qualitative site suitability assessment for future occupants has been done which indicates potential exposure to elevated NO2 from nearby railway lines. To address this, NOx filtration is recommended for intake air ducts up to the 4th floor on the north, east, and west façades.

6.200. The assessment concludes that, with the recommended mitigation, the Proposed Development is not anticipated to result in any significant adverse air quality effects.

6.201. Based on these comprehensive assessments and proposed mitigation, the Proposed Development is considered to address the requirements of the Development Plan and NPPF policies regarding Air Quality.

Microclimate Considerations

Wind

Relevant Policies and Guidance

Places for Everyone Joint Development Plan (2024)

- JP-P1 Sustainable Places

Core Strategy (2012)

- Policy EN2 – Tall Buildings

Other Planning Policy and Guidance

- NPPG
- Guide to Development in Manchester (2007)

6.202. Policy JP-P1 Sustainable Places requires developments to be comfortable and inviting, with indoor environments addressing microclimate issues such as overheating, air quality, sunlight, shade, wind and shelter.

6.203. Core Strategy Policy EN2 Tall Buildings states that,

"*by their very size tall buildings can have a significant impact on the local environment and its micro-climate. It is therefore expected that this impact be modelled and that submissions for tall buildings also include appropriate measures to create an attractive, pedestrian friendly local environment*."

6.204. Paragraph 135 of the NPPF states that:

"*Planning policies and decisions should ensure that developments will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the developments…. and create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users'.*

6.205. To comply with the above, a Wind Assessment has been carried out by GIA. This includes preparation of the Wind Section of the ES which assesses the likely significant effects of the Proposed Development in relation to the pedestrian level wind environment within and around the Site. Please refer to Section 13 of the Environment Statement for further details regarding proposed wind impacts.

6.206. A high-resolution Computational Fluid Dynamics (CFD) wind microclimate study was carried out, complying with Policy EN2 of the Core Strategy. This study used a full-scale digital model of the Site and surrounding area, incorporating existing and planned buildings. The CFD results, measuring mean and gust-equivalent-mean wind speeds, were combined with 30 years of historical wind data from Manchester International Airport. The assessment used the Lawson Comfort and Safety Criteria (LDDC variant) to evaluate pedestrian comfort and safety across various scenarios, including the Proposed Development, and cumulative impacts with consideration of nearby forthcoming developments.

6.207. During the (demolition and) construction phase, no significant wind impacts are anticipated. As such, no mitigation measures are proposed.

6.208. During operation, the assessment modelled the micro-climatic impact of the tall buildings. It found that all locations within the Site and immediate surrounds meet the safety criteria, with no wind safety risks identified. Pedestrian comfort conditions are predicted to be suitable for existing and intended pedestrian uses, including thoroughfares, roadways, building entrances (existing and proposed), bus stops, amenity spaces, and spill-out seating areas, thereby contributing to an attractive, pedestrian-friendly local environment.

6.209. Furthermore, the anticipated future phases of the ID Manchester Masterplan would result in an increase of the scale and massing of buildings to the east of the Site. This would provide more shelter for the Proposed Development upwind from the north easterly wind direction and provide downwind blockage from the westerly and south westerly wind directions, both of these would result in calmer wind conditions on and around the Site.

6.210. Based upon the above, the Proposed Development is considered to address the requirements of the Development Plan and NPPF policies with regards to Wind Microclimate.

Daylight, Sunlight and Overshadowing

Relevant Policies and Guidance

Places for Everyone Joint Development Plan (2024)

- JP-P1 Sustainable Places

Core Strategy (2012)

- Policy DM1 – Development Management
- Policy EN2 – Tall Buildings

Other Planning Policy and Guidance

- NPPG
- Guide to Development in Manchester (2007)

6.211. Policy JP-P1 Sustainable Places requires developments to be comfortable and inviting, with indoor environments addressing microclimate issues such as overheating, air quality, sunlight, shade, wind and shelter.

6.212. Core Strategy Policy DM1 Development Management outlines that all development should have regard to effects of amenity including privacy and light.

6.213. The National Planning Practice Guidance states in Paragraph 007 that:

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

6.214. Core Strategy Policy EN2 Tall Buildings states that by their very size, tall buildings can have a significant impact on the local environment and its micro-climate. It is therefore expected that this impact be modelled and that submissions for tall buildings also include appropriate measures to create an attractive, pedestrian friendly local environment.

6.215. To comply with the above, GIA has prepared the Daylight, Sunlight and Overshadowing Section of the ES. The assessment of daylight, sunlight and overshadowing effects is based principally on the amount of visible sky and direct sunlight available to surrounding properties and amenity spaces before and after the construction of a new development.

6.216. The assessment considered both existing ('baseline') conditions and an 'alternative baseline' (following demolition of existing buildings), and the impact after the Proposed Development is built. These 'before and after' results were then compared to the BRE Guidelines. While some changes may exceed the BRE guidelines, the overall levels of retained daylight and sunlight amenity are considered reasonable given the urban context of the Site.

6.217. For daylight, 1448 site-facing windows were assessed for Vertical Sky Component (VSC), and 477 rooms with publicly available floor plans were assessed for No Sky Line (NSL). For sunlight, 823 windows were assessed for Annual Probable Sunlight Hours (APSH) in buildings oriented within 90 degrees of due south.

6.218. The following properties were assessed to receive a negligible impact in terms of daylight and sunlight:

- 121 Princess Street
- Whitworth House
- Princess Court
- Montana House
- 4-6 Nobel Way
- 88-92 Princess Street
- 36 Charles Street
- Asia House
- Sackville Place

6.219. Impacts beyond negligible were assessed have been summarised in further detail below:

Salisbury House

6.220. Out of 72 windows assessed for daylight amenity, 67 will be fully BRE compliant, while 5 will experience minor changes. The overall impact is considered minor adverse.

6.221. Out of the 58 windows assessed for sunlight amenity, all 58 will remain BRE compliant. The overall impact is considered negligible..

Orient House

6.222. Out of 150 windows assessed for daylight amenity (NSL not assessed), 104 (69%) will be fully BRE compliant. Of the affected windows, 19 (13%) will experience minor VSC changes, and 27 (18%) will experience moderate to major VSC changes.

6.223. The magnitude of VSC change to the remaining 27 (18%) windows is moderate to major. However, due to the uncharacteristically high baseline values for a property in an urban location, ranging between 21.7% and 37% (with, for context, an average of 32.8%), the VSC levels with the Proposed Development in place, remain very reasonable in an urban context, ranging from13.8% to 25.5% (with, for context, an average of 20.5%) and commensurate with/better than the levels in other successful residential buildings in Manchester.

6.224.

6.225. Out of 150 windows assessed for sunlight amenity, 149 (99%) will be fully BRE compliant, and 1 window will experience minor APSH change. The overall sunlight effect is considered minor adverse .

Granby House

6.226. Out of 103 windows assessed for daylight amenity (NSL not assessed), 40 (39%) will be fully BRE compliant. Of the affected windows, 6 (6%) will experience minor VSC changes, and 51 (49%) will experience moderate to major VSC changes. An additional 6 (6%) low-level windows will also experience moderate to major VSC changes.

6.227. The magnitude of VSC change to 51 (49%) of the remaining 57 windows is moderate to major. However, due to the uncharacteristically high baseline values for a property in an urban location, ranging between 31.3% and 38.5% (with, for context, an average of 36.7%), the VSC levels with the Proposed Development in place, remain very reasonable in an urban context, ranging from 13.4% to 25.2% (with, for context, an average of 18.5%) and commensurate with/better than the levels in other successful residential buildings in Manchester.

6.228. Out of 58 windows assessed for sunlight amenity, 29 (50%) will be fully BRE compliant. The remaining 29 (50%) windows will experience moderate to major APSH changes. However, due to reasonable retained APSH levels in an urban context, the overall sunlight effect is considered minor adverse .

Stanlo House

6.229. Out of 60 windows assessed for daylight amenity (NSL not assessed), 59 (98%) will be fully BRE compliant, and 1 (2%) window will experience minor VSC change. The overall daylight effect is considered minor adverse.

6.230. Out of 34 windows assessed for sunlight amenity, all 34 will remain fully BRE compliant. The overall sunlight effect is considered negligible.

Weston Hall

6.231. Out of 358 windows assessed for daylight amenity, 112 (32%) will be fully BRE compliant. Of the affected windows, 87 (24%) will experience minor VSC changes, 44 (12%) moderate, and 115 (32%) major. For NSL, out of 302 rooms, 182 (60%) will be fully BRE compliant. Of the affected rooms, 21 (7%) will experience minor NSL changes, 26 (9%) moderate, and 73 (24%) major. The overall daylight effect is considered minor adverse due to the transient (student) use of the building.

6.232. Out of 4 windows assessed for sunlight amenity, all 4 will remain fully BRE compliant. The overall sunlight effect is considered negligible.

Granby Village

6.233. Out of 282 windows assessed for daylight amenity (NSL not assessed), 254 (90%) will be fully BRE compliant. Of the affected windows, 18 (6%) will experience minor VSC changes, and 10 (4%) will experience moderate to major VSC changes. However, due to low baseline values disproportionately presenting small absolute changes, the overall daylight effect is considered minor adverse.

6.234. Out of 267 windows assessed for sunlight amenity, 236 (88%) will be fully BRE compliant. The remaining 31 (12%) windows will experience negligible to major APSH changes. However, due to reasonable retained APSH levels in an urban context and the small number of windows with noticeable changes, the overall sunlight effect is considered minor adverse.

Summary

6.235. The context of the Site and surrounding area is key to understanding the sensitivity of the surrounding receptors and significance of daylight and sunlight effects.

6.236. It is well established that the published targets within the BRE Guide are based on low rise, suburban development. The PPG – Making Effective Use of Land, updated 22 July 2019, Paragraph 007 Reference ID: 66-007-20190722 states:

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

6.237. This is a key point to consider in respect of the Proposed Development and its impact on surrounding properties, particularly as it is situated in Manchester City Centre. The Manchester Core Strategy 2012-2027 sets out development principles for the city centre in Policy CC 6 (p60), which states the following:

"City Centre development will generally be high-density. It is a location where land should be used to its maximum efficiency. The appropriate scale, massing and height of development in the City Centre will significantly exceed what is appropriate elsewhere in the City."

6.238. When considering acceptability of matters such as daylight and sunlight, the height, proximity and levels of light already established in should be taken into account

6.239. This approach is also acknowledged in the BRE Guide, which states:

"in special circumstances the developer or planning authority may wish to use different target values… in a historic city centre, or in an area with modern high rise buildings, a higher degree of obstruction may be unavoidable if new developments are to match the height and proportions of existing buildings".

6.240. Additionally, the National Planning Policy Framework ("NPPF") states the following at paragraph 130 (c):

"…when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight…(as long as the resulting scheme would provide acceptable living standards)."

6.241. The Planning Practice Guidance ("PPG") also supports this approach, stating:

Paragraph 007 Reference ID: 66-007-20190722

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

Paragraph: 004 Reference ID: 66-004-20190722

"A range of considerations should be taken into account in establishing appropriate densities on a site or in a
particular area. Tools that can assist with this include…characterisation studies [emphasis added] and design
strategies, dealing with issues such as urban form, historic character, building typologies, prevailing sunlight and
daylight levels [emphasis added], green infrastructure and amenity space…"

6.242. It would therefore be unrealistic for the surrounding residential properties to expect to maintain similar levels of daylight as those currently experienced, as the Site is underutilised with only very low structures. Furthermore, as the Site has been identified as a regeneration priority in the North Campus SRF for several years, there is an expectation of high-density development coming forward, and an understanding since that time that the current daylight conditions would not be permanent. The ID Manchester SRF, endorsed in late 2023, identifies the site as an opportunity for tall landmark buildings with three towers envisaged within the illustrative masterplan.

6.243. The daylight analysis also demonstrates that several of the most successful and desirable residential locations in Manchester City Centre do not meet the BRE target criteria. In some cases, the levels of retained daylight are substantially below the written BRE targets and well below the retained levels within the properties most affected by the Proposed Development. The city centre context is such that deviations from the BRE target criteria are to be anticipated, and this sets the benchmark of what is acceptable in terms of daylight giving due consideration to the specific site characteristics, history and location. It is an inevitable consequence of living in a city centre that compromises are made on certain aspects, such as daylight amenity, in order to avail of other benefits that living in such a location provides.

6.244. Within this context, the overall effect of the Proposed Development upon the daylight and sunlight amenity within the surrounding residential properties is considered to be no greater than minor adverse.

6.245. The overall effect of the Proposed Development upon the amount of shadow upon the surrounding areas of amenity space is qualitatively considered to be negligible.

Privacy

6.246. The Proposed Development has been designed to ensure the privacy of neighbouring residential buildings is not negatively impacted. This has included carefully considered window placement and building separation. The detailed design and layout aim to minimise overlooking and maintain appropriate levels of privacy for both new and existing residents, in line with Policy DM1 and Policy H1.

Solar Glare

Relevant Policies and Guidance

Places for Everyone Joint Development Plan (2024)

- JP-P1 Sustainable Places

Core Strategy (2012)

- Policy DM1 – Development Management

Material Considerations

- NPPF (2024)

6.247. Policy JP-P1 Sustainable Places requires developments to be comfortable and inviting, with indoor environments addressing microclimate issues such as overheating, air quality, sunlight, shade, wind and shelter.

6.248. Solar glare assessments are considered necessary when a Proposed Development has elements of glazing within the façade that may reflect sunlight and obstruct the vision of road users to ensure that the development is safe and well designed in line with Paragraph 131 of the NPPF and Core Strategy Policy DM1.

6.249. To comply with the above, GIA has prepared the Solar Glare Section of the ES. This assessment considers the likely solar glare impacts of the Proposed Development on road users and train drivers within 500 metres of the Site. Potential solar glare impacts on neighbouring residential amenity are not expected to be significant and have been scoped out of this assessment.

6.250. Overall, the six road locations and two train lines assessed for potential solar glare impacts. Significant effects were identified for eastbound and westbound train lines. The effects on all other receptors are not significant (in EIA terms).

6.251. Due to the Site's location and the Proposed Development's scale, some reflections are unavoidable. It should be noted that the assessment considers a worst-case scenario, assuming sunshine every day of the year. However, actual sunlight availability is likely to be lower, reducing the probability of reflections.

6.252. The probability of sunshine during times when significant reflections are predicted ranges from 0% to 39%. To mitigate potential glare, it is recommended that the Visible Light Reflectance (VLR) for the is restricted for glazing on the south-western and north-eastern elevations of all blocks. It is expected the final details of this will be secured via an appropriately worded planning condition.

Other Considerations

Construction Management

Relevant Policies and Guidance

Core Strategy (2012)

- Policy DM1 – Development Management
- Policy SP1- Spatial Principles

6.253. The Construction Methodology and Programme Section of the ES has been prepared by RGRE. The Section sets out the proposed construction programme and methodology for the Proposed Development. The Section sets out best practice for the construction process to minimise the impact on residential amenity and the surrounding area in line with Core Strategy Policy DM1 and has informed the assessments within the ES technical Sections.

6.254. The overall construction programme is anticipated to span approximately 3 years (c149 weeks). This includes demolition (November – April – *subject to separate planning permission*), followed by new build construction in two overlapping phases (Phase A: July 2027 - May 2030; Phase B: Summer 2027 - Winter 2029). Key construction activities include piling, groundworks, frame construction, façade cladding, internal fit-out, landscaping, and works to existing arches.

6.255. Site Logistics and Security will involve securing the Site with solid timber/metal/plastic hoarding, maintaining a minimum height of 2.4m for hoardings, and directing site lighting and security cameras to avoid intrusion on adjacent properties. Appropriate sight lines will be maintained for safety.

6.256. A detailed Traffic Management Plan will be implemented to control logistical activities. This includes planning timely deliveries to avoid peak traffic hours, using designated delivery routes to minimise community impact, and employing qualified personnel for safe handling of deliveries. Pedestrians and vehicles will be segregated using physical barriers. Out-of-hours movements for specific activities like piling rigs or tower crane installation will require prior permission and coordination with relevant authorities.

6.257. Environmental Management procedures will be established to prevent water and ground pollution from activities such as de-watering, soil remediation, concrete works, and storage of fuels/chemicals.

6.258. A formal Site Waste Management Plan (SWMP) will be developed by the principal contractor, it is anticipate that a condition will be attached to any future consent requiring submission of final SWMP to agree with MCC . The strategy focuses on minimising waste generation, proper categorisation and disposal of waste, and investigating opportunities for waste reduction and recycling.

6.259. Site operating hours will adhere to MCC guidance:

- Monday to Friday: 07:30 to 18:00
- Saturday: 08:30 to 14:00
- Outside these hours: Any works must be agreed in advance with the Council, with noise kept to a minimum for the first hour of each shift. Further out-of-hours working is generally limited to internal fit-out operations.

6.260. No pre-emptive mitigation is identified as necessary for general construction impacts. Any reported interference or issues will be investigated to determine if they are attributable to the development, and appropriate mitigation measures will be applied if necessary.

6.261. It is anticipated that a condition be attached to any subsequent planning permission that secures a full Construction, Environmental & Quality Management Plan.

Operational Management

Relevant Policies and Guidance

Core Strategy (2012)

- Policy DM1 – Development Management

6.262. Core Strategy Policy DM1 Development Management outlines that all development should have regard to the effects on amenity, including light, noise, odour, vermin, litter, road safety and traffic generation. Regards should also be had for refuse collection and storage.

6.263. To comply with the above, an Operational Management Plan has been prepared by RGRE in support of these Planning Applications, which is intended to be implemented in the Proposed Development.

6.264. The operational management strategy for the Proposed Development focuses on a safe, efficient, and user-friendly environment.

6.265. A comprehensive delivery and collection strategy will be implemented, with specific delivery hours (07:00–21:00 Mon–Sat; 10:00–16:00 Sundays & Bank Holidays). Parcel deliveries will go to a dedicated Parcel Room, while food and supermarket deliveries will be directed to block entrances. Residents will be encouraged to coordinate grocery deliveries to manage traffic.

6.266. Student check-in and check-out processes will be managed via pre-booked time slots and marshals to assist with traffic management on Charles Street, minimising congestion.

6.267. The building will operate with a 24-hour management and security presence, supported by CCTV covering all external and communal areas.

6.268. Emergency procedures, including fire safety, are clearly defined, with fire routes maintained, alarms regularly tested, and fire drills conducted per statutory requirements. Fire safety information will be displayed in each bedroom.

6.269. A 24/7 Emergency Contact Centre is available for students and family members seeking assistance, ensuring help is always at hand for a range of issues.

6.270. The Building Management team will ensure the property's interior and exterior remain clean and tidy, with regular inspections and a rolling Planned Preventative Maintenance (PPM) programme. Repairs will be carried out quickly by qualified professionals.

6.271. Communal areas will be cleaned weekly and deep-cleaned annually, with deep cleaning of residents' rooms between tenancies. Waste will be collected daily on weekdays, with dedicated refuse stores for general, mixed recycling, and glass waste. Each flat will be equipped with separate bins and clear instructions to promote recycling. Waste management and cleaning standards are key to pest deterrence.

6.272. Operational details for the flexible commercial units will be finalised closer to occupation, with future commercial waste stores contained within unit demises and collection arranged by the relevant tenant.

6.273. It is anticipated that a management strategy be subject to a condition attached to any subsequent planning permission.

TV Reception, Broadband Connectivity

Relevant Policies and Guidance

Core Strategy (2012)

- Policy DM1 – Development Management

Saved Unitary Development Plan (1995)

- Policy DC26.1 and DC26.5 – Development and Noise

Material Considerations

- NPPF (2024)

TV Reception

6.274. Under MCC planning guidance, any developments over four storeys require a TV Reception Impact Assessment. The report should assess the possible interference created by the Proposed Development on TV and radio reception within the area.

6.275. To comply with the above, a Terrestrial Television Desk-Based Report and a Satellite Television Report has been undertaken by Pager Power, to determine the potential effects on the local reception of television broadcast services arising from the Proposed Development.

6.276. For terrestrial television reception, a baseline survey was undertaken to establish current signal strength and quality. The average terrestrial signal strength in the development's shadow zone was found to be very good for main multiplexes and moderate for local (lower power) multiplexes. Negative effects on signal strength are typically limited to within 1km of the development and within its shadow zone. While a reduction in signal strength is considered unlikely for main multiplexes, it cannot be entirely ruled out for local multiplexes. Interference due to reflections is considered unlikely.

6.277. For satellite television reception, the modelled shadow zone for satellite television services is limited to 300m northwest of the Proposed Development. Nineteen buildings, a mix of residential and commercial uses, were identified within this shadow zone. No significant impacts are predicted upon these buildings due to factors such as a lack of observed satellite dishes, rooftops extending above the 3D shadow zone, and the predicted usage of the buildings.

6.278. For both terrestrial and satellite television, no requirement for pre-emptive mitigation has been identified. If any interference is reported, it is recommended that an investigation be undertaken to determine if the Proposed Development is the cause. Should interference be attributable to the development, various mitigation options are available, including upgrading aerials/dishes, providing cable television, or implementing bespoke receiving solutions.

Broadband Connectivity

6.279. Under MCC Planning Guidance, all new residential developments must incorporate measures to facilitate digital connectivity, having regard to the Data Ducting Infrastructure Guidance prepared by the Department for Communities and Local Government.

6.280. A Broadband Connectivity Assessment has been prepared by Pager Power in support of these Planning Applications to investigate internet speeds and infrastructure for the Proposed Development.

6.281. The assessment involved broadband coverage checks for the Proposed Development and eight nearby addresses, consultation with infrastructure providers, and infrastructure map checks.

6.282. Superfast broadband speeds are available at seven of the eight nearby addresses. Openreach FTTP infrastructure is located near the site, and for new developments comprising more than 19 plots, Openreach will install FTTP free of charge, subject to site registration. Virgin Media also has infrastructure nearby, and Hyperoptic has confirmed FTTP availability at the Proposed Development location. Other alternative network providers can also be contacted.

Aviation

Relevant Policies and Guidance

Core Strategy (2012)

- Policy DM1 – Development Management

Saved Unitary Development Plan (1995)

- Policy DC26.1 and DC26.5 – Development and Noise

Material Considerations

- NPPF (2024)
- Acoustic, Ventilation and Overheating Residential Guide (2020)

6.283. Paragraph 20 of the National Planning Practice Guidance on Consultation and Pre-Decision Matters refers to the need for additional consultation to take place in specific local circumstances. This process, 'consultation direction' includes the consideration of proposals in the vicinity of existing facilities, including airports.

6.284. Policy DM2 of the Core Strategy and DM9 of the Regulation 18 of the Draft Local Plan states that developments that would affect the operational integrity or safety of Manchester Airport or Manchester Radar will not be permitted

6.285. A Technical Aerodrome Safeguarding Assessment has been prepared by Pager Power to investigate the potential impact of the Proposed Development upon aviation infrastructure in the surrounding area, namely operations at Manchester Airport.

6.286. It is concluded that the Proposed Development is vertically clear of Manchester Airport's Obstacle Limitation Surfaces (OLS) and beneath the Outer Horizontal Surface (OHS), maintaining a minimum clearance of 53m.

6.287. The Proposed Development itself does not extend to 150m above ground level (agl) or more, and cranes are not expected to breach the OHS or exceed 150m agl. Consequently, aviation lighting is not mandatory for the building structure, though it may be required for cranes if these thresholds are exceeded. It is recommended that the developer applies for a crane permit from the CAA eight weeks in advance, and a crane operations scheme may be requested by MAG.

6.288. A high-level review of Instrument Flight Procedures (IFPs) also indicates sufficient clearances, with no impact predicted.

6.289. Regarding the Secondary Surveillance Radar (SSR), one of the three proposed towers is predicted to be partially visible, but a technical impact is considered unlikely due to the radar's specific features and the façade composition.

6.290. While the potential for some adverse effects on the radar cannot be conclusively ruled out, NATS has indicated mitigation may not be required, and their formal position will be confirmed during the Planning Application process.

6.291. Based upon the above the Proposed Development is considered to address the requirements of the Development Plan and NPPF policies with regards to TV Reception, Broadband Connectivity and Aviation.

Summary

6.292. This section of the Statement provides a summary of how the Proposed Development has been comprehensively assessed in relation to the Development Plan and other material considerations. This has taken place during an extensive process of pre-application consultation and technical due diligence including the preparation of an EIA and other technical reports.

6.293. The Proposed Development has also been prepared in line with Section 38(6) of the Planning and Compulsory Purchase Act (2004) and is in accordance with the development plan and relevant material considerations when read as a whole which has been set out within this section of this Statement.

7. Tall Building Statement

7.1. This Section comprises a Tall Building Statement, considering the Proposed Development against the criteria and guidance within Historic England's (HE) Guidance on Tall Buildings (2022) and Core Strategy Policy EN2. The HE guidance has been used due to the close proximity of the Proposed Development to listed buildings.

Policy EN2 / HE Tall Building Guidance criteria		Assessment
Proposals for tall buildings will be supported where it can be demonstrated that they:		
☆☆☆☆☆	CS Policy EN2: Are of excellent design quality. HE Tall Building Guidance: • Responds to local context. • Architectural Quality and functional design.	The Proposed Development has undergone significant design development to ensure that it is of exceptional design quality and relates to the Site context. This has been explained in detail in the DAS and Section 5 of this Statement. The Proposed Development has been designed by Hodder + Partners. They are an acclaimed architectural practice and Stirling Prize winner, widely recognised for their extensive experience in delivering high-quality, often award-winning, developments, particularly in city centre locations. Their portfolio includes notable projects such as St Michael's and Great Marlborough Street in Manchester. Hodder + Partners is supported by an expert technical design team, with experience in designing and delivering high quality tall buildings, in City Centre locations and across Manchester, and have a track record and capability to deliver a project of exceptional quality. In addition, the landscape design has been developed by Layer, a highly experienced landscape architecture practice. Known for their innovative approach to creating vibrant public spaces and integrating nature into complex urban environments, Layer has worked extensively on proposals of a comparative scale both locally and nationally. They bring a deep knowledge and understanding of local context, ecological principles, and a collaborative design philosophy to create the distinctive and sustainable place that the Applicants are trying to achieve.

Policy EN2 / HE Tall Building Guidance criteria		Assessment
		The core design team has undertaken an extensive contextual analysis of the Site and surroundings and recognise the high profile nature of the Site. In this respect, a significant amount of time has been spent developing the Proposed Development through a number of design stages to deliver a viable development of the right quality. The design justification and explanation of the proposed architectural quality, including a full breakdown of the design evolution process is set out in detail within the submitted DAS. Comments received from MCC and other stakeholders have informed the Proposed Development where appropriate to ensure an exceptional design is achieved. The design is well considered, contemporary and distinctive which responds to the surrounding area and sets a high quality benchmark required to deliver the vision for Sister.
	CS Policy EN2: Are appropriately located.	The Proposed Development is wholly located outside of a Conservation Area and in close proximity to a transport hub, as envisaged for tall buildings under Policy EN2. It is within a 10 minute walking distance of Manchester Piccadilly Station and 9 minute walking distance of Oxford Road Station which provide access to the wider region and major UK cities and towns, as well as Piccadilly Metrolink which offers services across the City region. The Site is also within walking distance to bus stops on Princess Street, Charles Street, Sackville Street, Whitworth Street, London Road and Oxford Road. There are bus stops adjacent to the Site on Sackville Street in both directions. Due to the City Centre location extensive amenities are also within walking/cycling Distance. The Site is identified as a "*threshold spaces to the Framework Area, where [buildings] can be more assertive, creating landmarks to identify and draw people into IDM*." With specific regard to the Site, the SRF notes that, "*Landmark buildings, potentially comprising bespoke forms of residential accommodation or PBSA, could mark this entry-point at Princess Street into IDM.*"

Policy EN2 / HE Tall Building Guidance criteria		Assessment
	Policy EN2: Contribute positively to sustainability. HE Tall Building Guidance: Sustainable Design and Construction.	Place-based Principle 9 of the SRF outlines sustainability as a key pillar of the vision for Sister. Sister supports the drive to Net Zero Carbon by 2038, with a focus on sustainable building design and healthy buildings that prioritise occupant well-being and minimise environmental impact. The SRF prioritises minimising waste and embodied carbon, prioritizing a "*long-life, loose-fit, low-carbon*" design for adaptable buildings, and enhancing biodiversity through green infrastructure and a "*living landscape*" approach. Sustainability goals lie at the heart of the Proposed Development with numerous key measures being introduced to enhance the environmental performance and sustainability of the buildings. The Proposed Development will: • Implement a robust Energy Hierarchy to minimise energy demand through high-performance building fabric and efficient systems. • Integrate on-site photovoltaic (PV) panels for renewable energy generation. • Utilise low-carbon heating solutions such as direct electric heating. • Implement efficient water use strategies and consider rainwater harvesting. • Incorporate adaptation measures to ensure long-term resilience to climate hazards. • Prioritise sustainable building materials with low embodied carbon. • Encourage reuse and recycling of materials to minimise construction waste. As mentioned in Section 6 (Planning Assessment) of this Statement the Framework Travel Plan also notes that the Proposed Development designed to be largely car-free, with dedicated provisions for disabled parking only, significantly reducing reliance on private vehicles. Extensive cycle parking facilities are provided, with 64 spaces for residents (including 8 for non-standard cycles) and up to 28 spaces for visitors via Sheffield stands in the public realm, alongside a cycle maintenance stand, encouraging active travel. The Proposed Development aims to achieve BREEAM Excellent for PBSA.

Policy EN2 / HE Tall Building Guidance criteria		Assessment
	Policy EN2: Contribute positively to place making, for example as a landmark, by terminating a view, or by signposting a facility of significance. HE Tall Building Guidance: A well-designed inclusive environment.	The Proposed Development is located at a key arrival point into Sister and is in close proximity to Piccadilly Station which connects Manchester to major UK cities. As noted, above the Site is specifically identified in the SRF as providing an opportunity for a landmark building, acting as the first visual signifier of Sister when arriving at Sister from the wider Oxford Road Corridor. The Proposed Development replaces a vacant and underutilised multi-storey car park (subject to separate planning permission for demolition) and commercial units and reinvigorates it into a mixed use neighbourhood of choice, establishing a strong sense of place, enhancing the quality and permeability of the streetscape and the architectural fabric of the area. As set out in Section 7, **Error! Reference source not found.**a TVIA assessment has been undertaken as part of the ES and concludes that while there are some adverse visual impacts during both construction and operation, the overall impact in the operational phase will be predominantly beneficial. The introduction of a vibrant, PBSA led (mixed-use) development will not only breathe new life into the Site itself but will also act as a further catalyst for the SRF Area. The creation of new public realm, including Princess Square and the enhancements to Altrincham Street, will foster a sense of arrival and create a welcoming gateway to the City Centre. Placemaking enhancements delivered by the Proposed Development include high quality PBSA-led development with ground floor retail space and active frontage, enhanced areas of public realm, green biodiverse landscape and paved areas to accommodate gathering and the Green Gateway and Princess Square as an entryway into Sister. Public realm improvements are proposed on Altrincham Street, making it a key east-west pedestrian connection between Princess Square and Sackville Street. It has been designed to enhance the area by providing ecosystem services. The planting scheme includes preserving 7 trees and adding over 20 new trees to the area. The Proposed Development will provide three blocks at a key entrance into point to Sister, the blocks will be

Policy EN2 / HE Tall Building Guidance criteria		Assessment
		interconnected at the ground floor and first floor to provide social amenity spaces, creating a vibrant active frontage. The Proposed Development also include creation of a new square which will be at the western gateway of the SRF Area.
	Policy EN2: Will bring significant regeneration benefits.	The Proposed Development will bring the following regeneration benefits: • Providing 1,041 PBSA units to meet the city's identified demand for new PBSA and directly supporting higher education and cultivating a skilled workforce in line with ORC ambitions. • Generating an annual net additional expenditure of up to £6.7 million within the Manchester economy. This increased demand will provide substantial support to local shops, restaurants, cafes, and bars. • The temporary construction period is estimated to create up to 99 Full-Time Equivalent (FTE) jobs and contribute £9.4 million in Gross Value Added (GVA) to the local and regional economies. • Once operational, the development, including its three flexible commercial units (totalling 659 sqm GEA), is expected to generate a net gain of 19 – 78 long-term jobs. These new part-time and full-time opportunities will benefit local residents. • The operational phase is anticipated to generate an additional total net GVA of £980,000 to £13.4 million per annum, further boosting the economic output of Manchester and the North West. • Delivering high-quality public realm, including a new public realm space, which serves as a key entrance into the SRF Area. • Achieving a 41.96% Biodiversity Net Gain through landscape improvements, aligning with strategic sustainability goals.

Policy EN2 / HE Tall Building Guidance criteria		Assessment
	Policy EN2: The effect of the tall building on the local environment and its micro-climate, including creating an attractive, pedestrian friendly local environment. HE Tall Building Guidance: Impact on the local environment.	The Site is currently vacant and so represents a largely underutilised part of the City Centre. It does not contribute positively to the local environment despite its City Centre location. The effect on the local environment and micro-climate has been considered throughout the design development process. Environmental analysis has been undertaken and ensures that the local environment is both attractive and pedestrian friendly. In relation to this, the wind microclimate assessment inform the design to ensure that the wind microclimate within and around the Site, particularly in public realm areas, is suitable for both transient movement and dwelling, thereby fostering an attractive and comfortable pedestrian environment. Additionally, careful consideration has been given to the potential effects of the Proposed Development on daylight and sunlight access for surrounding areas. A dedicated assessment has been prepared to evaluate these impacts and identify any necessary mitigation measures, ensuring acceptable living standards and amenity. The potential for solar glare has also been assessed by technical experts, and the design has been developed to ensure that any effects are acceptable, contributing to a comfortable and safe environment for pedestrians and surrounding properties. In addition to the above the green spaces being brought forward not only within the Site but envisaged within the wider SRF Area, with their associated tree cover, sustainable materials, planting and habitat enhancements will play an important role in contributing to climate resilience within the area.
	Policy EN2: That the proposals for a tall building are viable and deliverable.	The Proposed Development has been designed by an experienced design team familiar with the issues associated with developing best-in-class buildings, in City Centre locations and with a track record and capability to deliver a project of exceptional quality.

Policy EN2 / HE Tall Building Guidance criteria		Assessment
		A significant amount of time has been spent developing the Proposed Development through a number of design stages to deliver a viable development of high quality.

8. Public Benefits

8.1. This Section sets out the economic, social and environmental benefits of the Proposed Development.

Public Benefit		Assessment
Economic		
	Economic Growth	Greater Manchester has one of the highest student populations in the UK, which has been increasing exponentially in the last few years. Suitable student housing is therefore needed to accommodate students, who in turn will encourage expenditure in the ORC and the City Centre. In addition to the direct employment generated by the Proposed Development itself, there will be an increase in local employment arising from indirect and induced effects of the construction activity. Employment growth will arise locally through manufacturing services and suppliers to the construction process (indirect or supply chain linkage multipliers). Additionally, part of the income of the construction workers and suppliers will be spent within the Greater Manchester Area, generating further employment (in terms of induced or income multipliers). The Proposed Development will attract investment, and significantly contribute to the City's overall economic output, whilst acting as a catalyst for future phases of Sister. The Proposed Development will generate up to 99 FTE jobs during construction and 19 – 78 FTE jobs during operation. It will also contribute c. £9.4million GVA per annum during construction of which £5.9m is expected to impact the local Manchester economy; and an estimated £980,00 to 13.4million GVA per annum once operational. In addition, a key part of the Local Labour Strategy associated with the Proposed Development seeks to promote employment and skills enhancement opportunities for local people relating training, and work experience programmes. The Applicants will work with the MCC's Employment and Skills service to build partnerships between education and employers throughout the construction phase. Upon completion and operation, the Proposed Development is expected to create long-term job opportunities. When estimating the operational job impact of the Proposed Development, it is essential to consider both its gross and net effects. This evaluation

		should account for factors such as leakage, displacement, and multiplier effects. Furthermore, to estimate the benefit of the Proposed Development in terms of additional local expenditure, local data on average expenditure for undergraduate students in Manchester has been applied to the estimated number of student residents. Greater detail is contained within the Socio-Economic Chapter of the Environmental Statement. In summary, taking into consideration University of Manchester estimates on sending and considering appropriate assumptions re leakage rates, it is anticipated a total net expenditure of £6,453 per person per annum is generated into the Manchester economy. Applying the average expenditure figures to the estimated 1,041 students occupying the PBSA within the Proposed Development, an estimated total net benefit of up to £6.7m million per annum of additional local spending is generated.
	Agglomeration through Innovation	The Proposed Development will deliver Purpose-Built Student Accommodation (PBSA) and new ground floor commercial spaces, strategically designed to cultivate a vibrant, integrated ecosystem within the emerging innovation district. This co-location of a significant student population with dedicated commercial facilities, alongside other approved schemes within Sister, is pivotal in accelerating the area's transformation and sustaining its developmental momentum. This strategic concentration at Sister is specifically engineered to foster agglomeration benefits, creating a dynamic environment where the convergence of talent, ideas, and capital drives innovation. By providing high-quality accommodation, the PBSA ensures a critical mass of students – future innovators, entrepreneurs, and skilled professionals – are embedded directly within the district, facilitating informal interactions, knowledge exchange, and the spontaneous formation of collaborative ventures. The integrated commercial spaces will serve as a direct platform for these nascent ideas, offering opportunities for start-ups, spin-outs, and established businesses to co-locate and engage with this rich talent pool. This ambition is reinforced by Sister's immediate proximity to the world-class R&D institutions of the Oxford Road Corridor, including two of the UK's largest universities, the National Graphene Institute, and the Henry Royce Institute. By physically bringing together students, researchers, entrepreneurs, and businesses in such a dense and collaborative setting, Sister will become a vital nexus for intellectual cross-pollination. This intensified interaction will not only accelerate the generation of new products and services but also create significant high-value job opportunities for the local community, thereby making a substantial contribution to the wider economic prosperity of Manchester and its residents.

	Viable Use of an Underutilised Brownfield Site	Redeveloping urban brownfield land to provide housing is a national, regional and a local priority. PfE reinforces this ambition to bring forward brownfield land for development within Greater Manchester. The Proposed Development Site is perfectly located to meet the need for high quality, purpose built, City Centre PBSA in Manchester – being within the Oxford Road Corridor and less than a short walk from two of the largest University campuses in the UK. Despite its previous use as a multi storey car park and a number of commercial units, the car park has been closed since November 2024. The Proposed Development provides a viable and deliverable use for the Site in line with the Development plan and material guidance documents. The Proposed Development seeks the most efficient use for the under-utilised brownfield Site through the provision of PBSA within the City Centre as well as development of public realm enhancements including the introduction of a new square (Princess Square) and improvements to the pedestrian environment along Altrincham Street and Charles Street.
	Enhancing Demand for Local Businesses and Services	The provision of over 1,000 PBSA units within the City Centre will bring significant benefits due to its location in close proximity to other businesses and amenities located within the City Centre. As such, this will create additional demand for local businesses and services, such as food and beverage providers and retailers in turn contributing to the enhancement of the vibrancy and economic performance of the City Centre. The new student population will drive £6.7million per annum expenditure in the area, boosting local businesses and services. The Proposed Development represents the second major phase within the wider SRF Area, which, as it continues to come forward, will continue to drive increased demand for local businesses and services long into the future.
Environmental		
	Biodiversity and Ecology	The Proposed Development demonstrates a strong commitment to sustainability and developing new green space within the City Centre. This is demonstrated through plans to introduce new over 20 new trees as part of the Proposed Development. The introduction of these trees will deliver significant public benefits through carbon sequestration, absorbing carbon dioxide from the atmosphere and helping to mitigate the urban heat island effect, leading to a cooler and more pleasant environment for all. In addition, as demonstrated within the Biodiversity Net Gain Assessment proposals are estimated to yield a Biodiversity Net Gain of in excess of 10% required by the Environment Act 2021, targeting

		41.96% for Habitat. This will be achieved through the creation of new habitats within the extensive proposed landscaping including over 20 new trees and will be the first contribution of a holistic strategy to enhance ecology and biodiversity across the SRF Area.
	Provision of a Significant Area of New High-Quality Public Realm and Landscaping	The Proposed Development will deliver over a significant amount of new high quality of public realm and landscaping, helping to deliver the vision as set out for the wider SRF Area. The east west connections along Altrincham Street and Charles Street set to create improved pedestrianised walkways and cycle routes through the Site, whilst improving connections with other key areas within the City (e.g. First Street, Oxford Road Corridor, Mayfield). This will in turn transform this space into an attractive and welcoming environment that priorities active travel. At the heart of the Proposed Development lies a new public square, Princess Square. It is designed as a versatile central space, that encourages social interaction and collaboration, and community cohesion. This high-quality public realm will be further enhanced with carefully integrated planting and landscaping, contributing to a greener, attractive environment. By introducing these key elements, the development transforms a currently underutilised area into a vibrant and engaging space.
	Building Performance	The Proposed Development seeks to achieve a rating of BREEAM Excellent (for PBSA) through the introduction of numerous sustainability principles and a number of measures included within the building design to enhance building performance from a sustainability perspective, as detailed within this Statement. Through incorporating measures to improve building performance the Proposed Development will help to create a healthier and more sustainable urban environment. Energy efficient systems reduce the building's carbon footprint, while improved air quality and thermal comfort benefitting both future residents and the surrounding community.
Social		

	Provision of Student Accommodation to support demand	As detailed out in Section 3, there is a shortage of high-quality purpose-built student accommodation within Manchester City Centre, despite the vast increase in student enrolments in the last few years. New student accommodation such as the Proposed Development will therefore be suitably priced and be high quality in terms of product, management and pastoral care which will safeguard the student experience, particularly for first year and overseas students.
	Reduce pressure on existing residential stock	The Proposed Development will alleviate the pressure on existing residential stock and free up housing for locals including working professionals and families.
	Sustainable Transport and Improved Pedestrian Connections	The Proposed Development will be car free, with the exception of parking bays for disabled people, and will therefore ensure the area into a vibrant and accessible pedestrian environment, encouraging active and sustainable transport modes. The proposed enhanced pedestrian connection along Altrincham Street and Charles Street will act as a primary route, linking the emerging Mayfield neighbourhood through to Circle Square and beyond, enhancing connectivity and creating an attractive thoroughfare. The strategic location of the Site, just a 10-minute walk from Piccadilly Station with its comprehensive rail and Metrolink network, ensures convenient access to regional and national destinations. Furthermore, the Site's City Centre location places a range of services and amenities within easy walking and cycling distance, further encouraging future residents and visitors to utilise active travel modes. Encouraging active and sustainable travel modes will help to deliver a multitude of public benefits including, improved health and wellbeing, reduced environmental impact and improved social vitality.
	Community Enhancement and Social Interaction	The Proposed Development seeks to enhance a sense of community and place by encouraging social interaction through the incorporation of various elements. The introduction of active ground-floor uses, and publicly accessible spaces will create a vibrant hub for those living within the Proposed Development but also visitors and members of the local community to connect and socialise. Furthermore, the integration of new public realm spaces such as the pedestrian routes on Altrincham Street and Charles

		Street and new square will encourage connection and foster a strong sense of place, providing a platform for a variety of activities.
	Reducing Anti-Social Behaviour	The Proposed Development has been designed to reduce anti-social behaviour and enhance safety in a currently unwelcoming area of the City Centre. Active ground floor uses, clear sightlines, and strategic lighting will maximise visibility and deter anti-social behaviour or criminal activity. The Proposed Development also prioritises public safety. Clear circulation routes, well-lit walkways, and designated pedestrian walkways create a safe and welcoming environment. In addition, through the provision of flexible public realm natural surveillance will be increased through the greater number of people it will attract. Measures as described above will not only minimise fear and incidence of anti-social behaviour but also help to foster a more vibrant and welcoming public space for both future residents as well as the local community.
	Accessibility	The Proposed Development has been designed to be accessible to all users including those whose mobility is impaired in line with Design for Access 2. The Proposed Development includes accessible (DDA) parking spaces adhering to Approved Document M standards are provided near building entrances along Charles Street. The Proposed Development features cycle and pedestrian pathways to ensure safe routes for user groups. These accessibility measures provide a significant public benefit through the creation of a more inclusive and welcoming environment for all. The improved routes along Altrincham Street and Charles Street, and surrounding area will enhance connectivity and encourage greater use of the public realm by a wider range of people, including those with mobility impairments. In addition, careful selection will be given to public realm materials to ensure fully accessible and inclusive during the detail design stage, in liaison with MCC and their Access Officer. The Proposed Development's focus on accessibility fosters a more equitable and user-friendly environment, benefiting both building residents and the wider community.

9. Conclusion

9.1. The Proposed Development will be delivered by RGRE Ltd, ID Manchester Ltd and University of Manchester (the Applicants). ID Manchester Ltd is a JV between Bruntwood SciTech Ltd and the University of Manchester formed to deliver Sister. RGRE Ltd has a strong track record of delivering high quality, low carbon projects, with extensive experience in the PBSA sector, having delivered over 15,000 rooms across the UK. They are recognised for their consistent value addition at every stage.

9.2. The Proposed Development will form Plot H of Sister, contributing to Manchester's new 4 million sq. ft. innovation district, by transforming the University of Manchester's former UMIST campus.

9.3. The Proposed Development involves the construction of three buildings, 8, 10, and 38 storeys high, with the tallest featuring a two-storey podium. These buildings will house 1,041 Purpose-Built Student Accommodation (PBSA) units, complete with amenity spaces and cycle parking. Additionally, the ground floor will include three flexible commercial units, totalling 659 sqm Gross External Area (GEA), designated for Use Class E (excluding hot food). The development also incorporates significant public realm enhancements, such as a new pedestrian boulevard along Altrincham Street, a public realm space, landscaping, and associated access and highway works on Charles Street. The development will create a landmark gateway to the Sister innovation district.

9.4. The Site is currently vacant and underutilised, which has left the area disconnected and lacking a sense of place. The SRF, endorsed by MCC in December 2023, recognises that the Site presents a significant strategic opportunity to transform an underutilised area of the City Centre. The Proposed Development represents the first major residential development within Sister, delivering on the SRF's vision.

9.5. The Proposed Development is also in line with Policy H12 (Purpose Built Student Accommodation) of the Core Strategy (2012), supporting the development of high-density, high-quality student accommodation in key city centre locations, close to university campuses. The Proposed Development is in line with the SRF which identifies the Site for bespoke residential accommodation, including PBSA, together with a generous civic square on the Site.

9.6. The Site benefits from exceptional accessibility due to its proximity to a wide range of transport links, including Piccadilly Station, close proximity to amenities and the University campuses of MMU and UoM. The Proposed Development capitalises on these locational advantages, promoting sustainable travel and providing easy access for students.

9.7. The Proposed Development will deliver a significant quantum of PBSA, catering to the growing demand for student accommodation in Manchester's city centre. The flexible commercial and retail spaces will further enhance the vibrancy and attractiveness of the area.

9.8. A comprehensive design evolution process, including extensive stakeholder consultation (MCC, Historic England, local Ward Councillors, Greater Manchester Police, and the wider community), has ensured a high-quality, contextually sensitive design.

9.9. Overall, the Proposed Development will result in a number of benefits, summarised below:

Economic

- Direct employment - The Proposed Development will generate up to 99 FTE jobs during construction and 19 – 78 FTE jobs during operation.

- Plot H, Sister, will contribute c. £9.4million GVA per annum during construction (with £5.9 million impacting the local Manchester economy) and an estimated £980,000 to 13.4million GVA per annum once operational.
- Multiplier Effects: Beyond direct employment, the construction phase will create additional local jobs through indirect (supply chain linkages with manufacturers and suppliers) and induced (re-spending of income by construction workers and suppliers within Greater Manchester) multiplier effects.
- The new student population will drive £6.7million per annum expenditure in the area, boosting local businesses and services.
- The proposed active ground floor units providing flexible commercial uses will contribute to the vitality of the area, supporting the wider regeneration of Sister and attracting investment.

Environmental

- Prioritise sustainable design, targeting a BREEAM Excellent rating.
- Deliver biodiversity net gain and creation of new habitats through new planting.
- Introduce new trees to aid carbon sequestration and mitigate the urban heat island effect.
- Incorporate energy-efficient systems and natural ventilation to reduce the building's carbon footprint, enhance air quality, and maximise thermal comfort.

Social

- The Proposed Development will help meet the significant demand for high-quality, purpose-built student accommodation in Manchester City Centre, ensuring a positive experience for students.
- By providing dedicated student housing, the development will alleviate pressure on existing residential stock, freeing up homes for local families and working professionals.
- Designed to be car-free (aside from disabled parking), the development encourages active travel, enhances pedestrian connections, and leverages its strategic location near Piccadilly Station to promote sustainable transport modes.
- Through active ground-floor uses, publicly accessible spaces, and new public realm areas, the development will foster social interaction and create a vibrant community hub.
- The design incorporates features such as active ground-floor uses, clear sightlines, and strategic lighting to deter anti-social behaviour and create a safer, more welcoming environment.
- The development is designed to be fully accessible to all users, including those with mobility impairments, providing inclusive routes and public spaces that benefit the wider community.

9.10. This Statement, supported by a comprehensive suite of technical assessments, provides robust justification for the Proposed Development.

9.11. A full appraisal of how the Proposed Development addresses the specific planning policy considerations and other material considerations, is set out within Sections 6 and 7 of this Statement. In conclusion, a detailed assessment of the Proposed Development has been undertaken against planning policy at all levels. Taking all of this into account, it can be concluded that the Proposed Development is considered to be in accordance with the Development Plan when taken as a whole. It is further supported by the assessment of other material considerations including the endorsed SRF for the Site and the NPPF and it has been demonstrated that the Proposed Development will deliver the overarching economic, social and environmental objectives of sustainable development as a whole. As such, the Proposed Development therefore merits the support of the local planning authority.

Appendix A – Application Documents

The Planning Application is supported by the following documents:

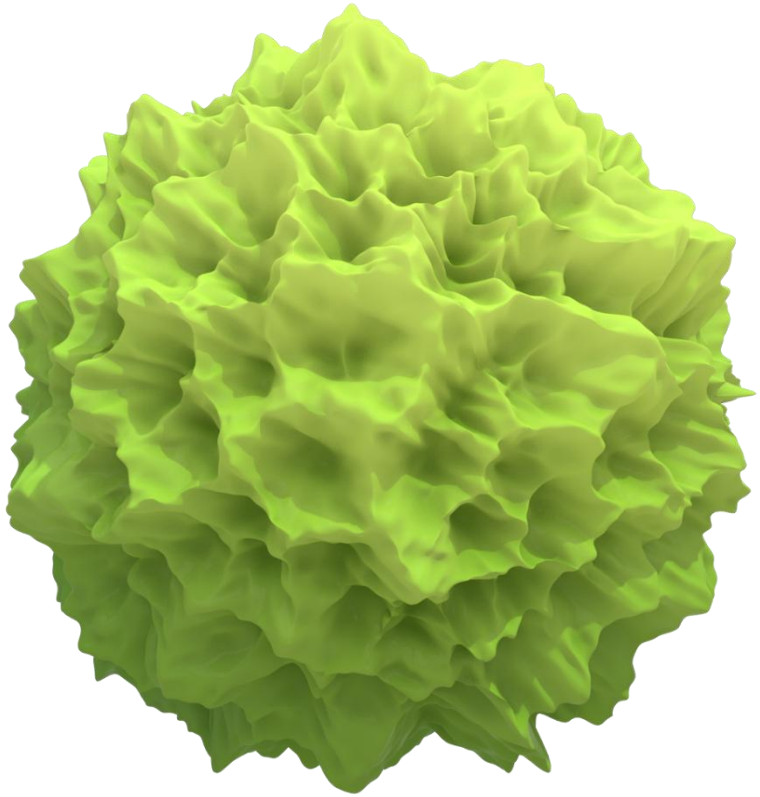
Planning Application Documentation	Author
Accommodation Schedule	Hodder+Partners
Application Form	Deloitte
Covering letter	Deloitte
Site Location Plan	Hodder+Partners
Proposed Plans, Elevation and Sections	Hodder+Partners
Landscape Plans	Layer
Design and Access Statement	Hodder+Partners
Landscape Strategy (included in DAS)	Layer
Planning and Tall Building Statement	Deloitte
Green and Blue Infrastructure Statement (appended to Planning and Tall Building Statement)	Deloitte
Statement of Consultation	Deloitte
Student Need Assessment	Cushman & Wakefield
Flood Risk Assessment and Drainage Strategy Report	Roscoe
Supplementary Drainage Information	Roscoe
Shooters Brook Diversion Review	Roscoe
Aviation Safeguarding Technical Note	Pager Power
Archaeological Assessment	Civic
Framework Travel Plan	Civic
Operational Waste Strategy (including completed Waste Pro-Forma)	Civic
Environmental Standards Statement	HGCE
Energy and Carbon Statement (including completed Energy and Carbon Pro-forma	HGCE
Operational Energy Report (TM	Buro Happold
Whole Life Carbon Assessment	Buro Happold
BREEAM Pre-Assessment (PBSA and Commercial)	Synergy
Ventilation and Extraction Statement	HGCE

Planning Application Documentation	Author
Thermal Comfort Report	HGCE
Crime Impact Statement	GMP
Terrestrial Television Baseline Survey Report	Pager Power
Desk-Based Satellite Television Interference Assessment	Pager Power
Broadband Connectivity Survey	Pager Power
Circular Economy Statement	Buro Happold
Outline Operational Management Strategy (inc student move in/out and deliveries)	RGRE Ltd
Local Labour Agreement	RGRE Ltd
Ecological Impact Assessment	Tyler Grange
Arboriculture Impact Assessment, including Tree Retention and Removal Plan and Tree Protection Plan	Tyler Grange
Statutory Biodiversity Metric (Baseline and net gain assessments)	Tyler Grange
Gateway One Fire Statement for Planning	Ashton Fire
Preliminary Geoenvironmental Appraisal	Calabrian
ID Manchester Preliminary Ground investigation Interpretive Report and Final Factual Report	Arup
ID Manchester Detailed Unexploded Ordnance (UXO) Risk Assessment	1st Line Defence
Piling Strategy Contamination Risk Assessment	Roscoe
Environmental Statement	
Volume 1: Environmental Statement including:	
• Chapter 1 – Introduction	Deloitte LLP
• Chapter 2 – Methodology	Deloitte LLP
• Chapter 3 – Alternatives and Design Evolution	Deloitte LLP, with input from Hodder+Partners
• Chapter 4 – Site Context and Description of Development	Deloitte LLP
• Chapter 6 – Built Heritage	Stephen Levrant Heritage Architecture
• Chapter 7 – Townscape and Visual Impact	Layer Studio
• Chapter 8 – Noise and Vibration	Heyda and Blackbird Acoustics
• Chapter 9 – Air Quality	Buro Happold
• Chapter 10 - Transport	Civic
• Chapter 11 – Daylight, Sunlight and Overshadowing	GIA

Planning Application Documentation	Author
• Chapter 12 – Solar Glare	GIA
• Chapter 13 – Wind	GIA
• Chapter 14 – Climate Change	Buro Happold
• Chapter 15 – Socio-Economic	Buro Happold
• Chapter 16 – Human Health	Buro Happold
• Chapter 17 – Summary of Residual Effects	EIA team (as above)
• Chapter 18 – Type 1 Cumulative Effects	EIA team (as above)
Volume 2: Technical Appendices	EIA team (as above)
Volume 3: Non-Technical Summary	EIA team (as above)

Appendix B – Green and Blue Infrastructure Statement

Deloitte.



Green and Blue Infrastructure Statement

Plot H, Sister

April 2026

1.1. This Green and Blue Infrastructure (GBI) Statement has been prepared to support the planning application for Plot H, Sister. Its primary purpose is to demonstrate how the Proposed Development aligns with and addresses the requirements of the Manchester City Council's Green and Blue Infrastructure Strategy (2022), and its overarching vision for a sustainable, liveable, and thriving city.

1.2. The document outlines the comprehensive GBI strategy for Plot H, detailing how it contributes to the creation of high-quality, well-maintained green and blue spaces that will be an integral part of the Sister neighbourhood. It articulates the design principles and specific interventions that will foster healthy and fulfilled lives for the community, providing enhanced access to green spaces and safe routes for active travel. Furthermore, it highlights how the development's commitment to environmental quality and attractive surroundings will support the City's growth and attract investment.

1.3. This Statement provides a detailed response to each of the four key objectives of the Manchester GBI Strategy:

- Improving the quality and function of existing and new GBI: Showcasing significant biodiversity net gain, extensive tree planting, and the creation of vibrant public realms such as Princess Square and the Green Gateway.
- Integrating GBI as a key component of new developments: Demonstrating how thoughtfully designed spaces and active frontages contribute to a successful and attractive neighbourhood.
- Enhancing connectivity and accessibility: Detailing the creation of clear east-west connections, improved pedestrian and cycle routes, and accessible pathways throughout the site and to the wider city.
- Promoting understanding and awareness of GBI benefits: Explaining how the design encourages interaction with nature, supports active lifestyles, and contributes to the local economy and environment.

1.4. In summary, this document illustrates Plot H's strong commitment to a nature-led approach, delivering a robust and integrated GBI framework that not only meets but often exceeds the strategic ambitions for Manchester's green and blue infrastructure.

Vision	Response
By 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The City's communities will be living healthy, fulfilled lives, enjoying access to parks and greenspaces and safe green routes for walking, cycling and exercise throughout the City. Businesses will be investing in areas with a high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models will be in place, ensuring progress achieved by 2025	The Proposed Development is located within the ID Manchester Strategic Regeneration Framework ('IDM SRF') area, now known as Sister, which seeks to incorporate a nature-led approach to the landscaping and public realm being delivered. The Proposed Development has been designed to provide a significant amount of green infrastructure elements, in line with Manchester's Green and Blue Infrastructure Strategy (2022), and its overarching vision for high-quality, well-maintained green and blue spaces that foster healthy, fulfilled lives within the city's communities. A new implementation plan for Manchester's Green and Blue Infrastructure Strategy is currently being prepared. The Proposed Development demonstrates a strong commitment to enhancing the urban canopy. It will retain seven Category 2 mature trees on Site. While four Category C trees need to be removed, these will be replaced with 27 new trees, contributing to a net gain in tree canopy and to the development of a nature corridor. across

Vision	Response
can be sustained and provide the platform for ongoing investment in the years to follow.	Sister. The planting palette for trees includes a mixed selection of native and naturalised species, which supports native wildlife, mitigates climate change by acting as carbon sinks, and improves air and water quality. The proposed public realm focuses on creating a vibrant, accessible, and biodiverse environment, ensuring enhanced connectivity into the broader existing green and blue infrastructure network. It will be delivered across three character areas (as well as Charles Street), which have been carefully deigned to ensure a seamless and permeable interface between each other. They include: • Princess Square: A new accessible greenspace, offering a place for relaxation and enjoyment. It is designed to be an active public realm, featuring naturalistic planting and playful level changes that create diverse social areas and spill-out spaces. These terraced elements are strategically designed to manage the Site's inherent level changes, providing visual interest and functional separation within the space and incorporating diverse planting to enhance biodiversity. The design prioritises accessible routes across the Site, incorporating gently sloped pathways to ensure ease of access for wheelchair users and those with mobility issues. Active frontages from Plot H will spill out into this space, fostering social interaction. • Green Gateway: The naturalistic planting and playful levels of Princess Square flow directly into the Green Gateway, creating a continuous green experience. This initiative is dedicated to retaining and revitalising an existing green space, transforming it into a usable and welcoming area for enjoyment by people. The Green Gateway is a key component of the wider Nature Corridor, protecting and integrating existing mature trees and contributing to significant ecological value. It forms a new green entrance into Sister, featuring informal pathways that provide a connecting footway, natural play elements, and seating, all designed to respect the root zones of the retained trees, ensuring their long-term health. This will create an engaging, biodiverse and welcoming space that encourages connection with nature and offers a valuable amenity for the community. • Altrincham Street: Establishes a principal pedestrian route through Sister, designed to create an inviting connection for people and nature, linking directly east-west between Piccadilly Station and the Oxford Road Corridor (ORC). The public realm along Altrincham Street is seamlessly connected to the Green Corridor and Princess Square, creating a continuous and integrated network of green and active spaces. It will feature improved surfaces, new soft landscaping, and enhanced lighting. The material palette reflects the heritage of the adjacent viaduct, incorporating cobble paving alongside larger format paving, and shade-tolerant, evergreen planting Altrincham Street has been designed to support the future activation of the railway arches for commercial and community uses. This includes providing opportunities for seating and spill-out space from potential ground floor uses within Plot H, thereby enhancing the vibrancy and

Vision	Response
	attractiveness of the street. Reactivating these arches with commercial and community functions will further establish Altrincham Street as a dynamic thoroughfare. • Charles Street: The Proposed Development includes a new footway along the northern side of Charles Street and a reorganisation of the street to better accommodate cyclists. This will enhance active travel options and allow Altrincham Street to become more pedestrian-focused, creating safer and more enjoyable green routes for walking, cycling, and exercise throughout the City. Landscaping along Charles Street will contribute to the overall street greening strategy, enhancing the visual amenity and ecological value of the area. A full landscape strategy, prepared by Layer has been included within the Design and Access Statement, submitted with this application. It is anticipated that a maintenance strategy will be secured via planning condition attached to any future planning permission, or similar.

Objectives established to enable the vision to be achieved:	Response
1. Improve the quality and function of existing green and blue Infrastructure across the city to maximise the benefits it delivers.	The Proposed Development is designed to significantly improve the quality and function of both existing and new green and blue infrastructure within its boundaries, thereby maximising the benefits it delivers for both the Site and the wider city. This includes: • Integration of soft landscaping and trees within the public realm to create a comfortable environment for dwelling (including by providing shade and shelter). • Delivering a significant betterment on the regulatory 10% Biodiversity Net Gain target (over 40% net gain for habitat areas). • Whilst there is a loss of four Category C (fair quality) trees within the Site to deliver the Proposed Development, these will be replaced by 27 new trees, utilising a biodiverse palette of native and naturalised species. This strategy aims to significantly strengthen local biodiversity and create diverse habitats. It will exceed the 3:1 tree replacement ratio outlined in the SRF with a 5:1 ratio, to ensure a nature-led place is achieved. Seven out of existing 11 trees on Site are retained, including Category B (good quality) trees located along Altrincham Street/ at the corner of Princess Street where they have been incorporated into a new 'Green Gateway' within Sister, with specific attention paid to protecting their root zones.

Objectives established to enable the vision to be achieved:	Response
	• New planting being c. 70% native species to promote biodiversity and habitat, in-line with the Living Landscape Place-Based Principle in the SRF. • The planting of new trees and planting will introduce new habitats, supporting a wider range of species and increasing local biodiversity. The increased tree canopy will contribute to mitigating some of the urban heat island effect in the area, providing cooling and contributing to a more comfortable microclimate within the Proposed Development. The Proposed Development will also improve the condition and access to 800 sqm of existing green space within the Site. • Creating 'Princess Square', which is a c. 1,000 sqm of accessible public realm. It will serve as a new greenspace for relaxation, natural play, and community interaction. Integrated within this enhanced area of public realm. Overall, the Proposed Development will deliver a variety of spaces within the public realm, including features that encourage interaction and play, to promote enjoyment of nature, • Transforming Altrincham Street with new soft landscaping, improved surfaces and feature lighting. This will create a vibrant, green and accessible principle pedestrian route that fosters a stronger link with Sister and enhances the overall pedestrian experience. • Creating networks of green spaces, including 'Nature Links' and a 'Nature Corridor', which criss-cross the whole masterplan. This will create diverse habitats and maximising opportunities for people to connect with nature. It will further improve functional connectivity for both wildlife and people, aligning with the overarching 'Living Landscape' vision for the Sister masterplan. • Improving Charles Street with a new footway and street greening, which will contribute to a green route within the Site. General soft landscaping and new planting are also incorporated along the Site's eastern boundary with Sackville Street. • Prioritising pedestrian and cyclist connectivity throughout the Proposed Development, creating a network of safe, attractive and accessible green routes, including along Altrincham Street. • Developing a 'Curated Commons' approach for the public realm, ensuring accessible, open, and inviting spaces with ample seating, colonnades for shelter and natural boulders, stepping stones, and meandering paths. This design choice directly enhances the quality and function of the green infrastructure to foster community interaction and well-being. The public realm also features active frontages that allow for social areas and spill out into the generous planting with its playful level changes. Characterful connections through the welcoming and illuminated public realm create a place where people and community will encounter a nature-first landscape, with its ecological abundance and seasonal patterns. • The Proposed Development incorporates a range of Sustainable Drainage Systems within its green infrastructure, including permeable paving, rain gardens, and swales. These measures are designed to significantly reduce surface water runoff, improve water quality through natural filtration, and

Objectives established to enable the vision to be achieved:	Response
	contribute to groundwater recharge, thereby enhancing the hydrological function of the green and blue infrastructure and building resilience against climate change impacts.
2. Use appropriate green and blue infrastructure as a key component of new developments to help create successful neighbourhoods and support the City's growth	The Proposed Development includes significant enhancements and creation of c.1,000sqm of new landscaping and public realm, which will create a successful neighbourhood within the wider Sister area. The thoughtfully designed spaces, with their unique character and diverse amenities, will serve as attractive destinations for prospective students, thereby diversifying Sister's offering and contributing to its vibrant community. Key landscaping features include: • Public realm designed with step-free accessible routes along primary pathways and secondary green spaces, ensuring inclusivity and ease of movement for the students and other users of the space. • Creation of characterful connections through welcoming and illuminated public paths, which enhance safety, legibility, and the overall aesthetic appeal of the neighbourhood, encouraging pedestrian activity and social interaction. • A strong connection between buildings and the public realm on Altrincham Street and Charles Street, which creates an inviting and accessible ambience. • Provision of diverse pockets of spaces and seating throughout the green infrastructure, offering varied opportunities for activity, rest, and enjoying the landscape. These flexible spaces cater to different needs, promoting a sense of community and enhancing the usability of the public realm. • Inclusion of student amenity facilities and commercial floorspace at ground floor level, which actively contribute to vibrant and active frontages, as well as attracting a flow of people and promoting a variety of activities. • Princess Square proposed as a new accessible green space for people to relax and enjoy at the entrance to Sister (from the west), either on approach to the Proposed Development and/ or masterplan, or as part of a longer journey through the city. • Planting of native plants will support the local ecosystem, conserving water and reducing future maintenance costs supporting the creation of a high quality, sustainable landscape.
3. Improve connectivity and accessibility to green and blue infrastructure within the city and beyond.	The Proposed Development prioritises enhancing both physical and ecological connectivity and accessibility to green and blue infrastructure, extending its benefits throughout the Site and to the wider city. The Proposed Development contributes to an existing and growing network of interconnected series of attractive spaces and routes to improve connectivity and promote accessibility, including: • Establishing clear east-west connections along Charles Street and Altrincham Street, which are embedded within the Site's design principles. This demonstrates a deliberate strategy to integrate Plot

Objectives established to enable the vision to be achieved:	Response
	H's green spaces and public realm into broader urban movement networks, enhancing the overall permeability and accessibility of green infrastructure. • The creation of Green Gateway as an entry-point into Sister from the west (including from Circle Square and the OCR), improving legibility into Sister and the wider city (including through to Manchester Piccadilly and Mayfield). • Transforming Altrincham Street into a principal pedestrian and cycle route. This involves enhancements such as improved surfaces, new soft landscaping, and feature lighting, creating an inviting east-west connection. This route directly links the development to OCR and Piccadilly Station, significantly improving accessibility to green infrastructure from beyond the immediate Site. • Improving Charles Street with a new footway along its northern side and reconfiguring the street to better accommodate cyclists, making it more pedestrian-focused. This ensures improved accessibility and safety for active travel modes. • Prioritising accessibility for all users through the provision of 'step-free, accessible routes' along primary pathways and secondary greenspaces. This includes effectively addressing significant elevation changes across the Site, with Princess Square Terraces specifically designed to manage these level differences. • Establishing a comprehensive network of interconnected routes and spaces, guided by the 'Living Landscape' vision for the Sister masterplan. This includes the broader 'Sister Nature links' which connect the Proposed Development to other plots within Sister and the wider urban fabric, ensuring ecological continuity and green pathways across the development. A Nature Corridor is created within the Proposed Development, as a linear green pathway, enhancing functional connectivity for both wildlife movement and pedestrian access. This will integrate the Site within the wider Sister masterplan.
4. Improve and promote a wider understanding and awareness of the benefits that green and blue infrastructure provides to residents, the economy and the local environment	• By enhancing the green and blue infrastructure on the Site and improving the quality of pedestrian and cycling routes, the Proposed Development creates attractive, accessible, and activated public spaces for residents and visitors. • The provision of safe and convenient pedestrian and cycling routes, such as the improved Altrincham Street and Charles Street, encourages a shift away from private vehicles. This promotes the health and environmental benefits of green infrastructure, making these advantages evident through daily experience. • The creation of attractive spill-out spaces and seating areas encourages social interaction and spending, supporting local businesses and boosting the local economy. Furthermore, the focus on passive surveillance and well-lit spaces contributes to a safer and more comfortable environment.

Objectives established to enable the vision to be achieved:	Response
	• Incorporating natural boulders, stepping stones, and meandering paths within the green spaces, such that play isn't confined to a 'play area' but is natural and integrated throughout. These features encourage direct interaction with nature that go beyond traditional play areas. • Creating a nature-first landscape where nature is a part of the everyday. This will make the benefits of green infrastructure tangible and constantly visible to students and other users of the space. The building's large glass elevations enhances this by allowing views into the green spaces, fostering a continuous connection with nature even from within the student accommodation. • The Proposed Development's commitment to high-quality design, including improved open spaces creates an attractive and environmentally responsible development. This integrated approach not only enhances the local environment but also fosters a greater appreciation for the positive impact of green and blue infrastructure on the community's well-being and economic prosperity. • Incorporating a mixed tree palette of native and naturalised trees supports native wildlife and enhances local biodiversity. They actively contribute to climate change mitigation through carbon absorption and urban cooling and improve air and water quality by filtering pollutants and absorbing rainwater.

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