CUSHMAN & WAKEFIELD

PLANNING & TALL BUILDING STATEMENT

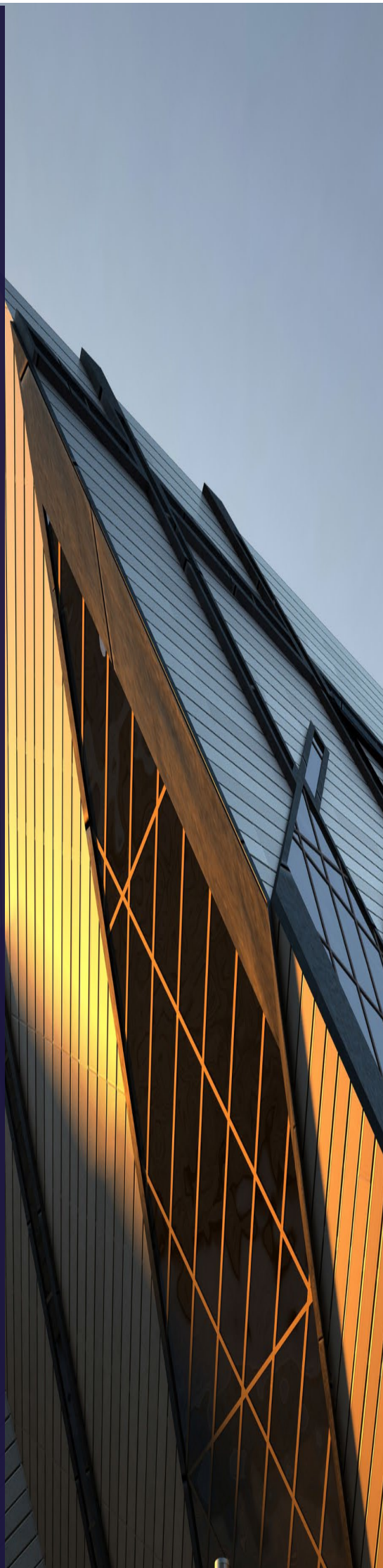
10 – 12 Whitworth Street West

Atri7 6 Limited

DEVELOPMENT & PLANNING | Manchester

August 2026

Better never settles



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Version	Prepared By	Approved By	Date
Planning & Tall Building Statement	Ruth Owen MRTPI	Claire Walker MRTPI MRICS Katrina Hulse MRTPI	May 2026
Planning & Tall Building Statement – Update	Ruth Owen MRTPI	Katrina Hulse MRTPI	August 2026

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1. Introduction

1.1 Cushman & Wakefield (C&W) has been instructed by the Atri7 6 Limited (hereafter referred to as 'the applicant' or 'Fusion Group') to prepare an application for

> *"Full planning permission for a 39-storey purpose-built student accommodation building (Sui Generis)"*

1.2 This Planning Statement will consider the planning context for the site (including the planning policy context) and will provide analysis of the development proposals. It also includes a tall building statement.

1.3 This statement defines the site's location and describes the proposed development. An analysis is made of the relevant planning policies and material considerations, prior to considering the key planning merits of the proposed development when assessed against these policies and considerations.

1.4 Accordingly, this report is structured as follows:

- Section 2: Application Site and Surrounding Area;
- Section 3: Proposed Development;
- Section 4: Pre-Application Consultation;
- Section 5: Planning Policy Context;
- Section 6: Tall Building Statement;
- Section 7: Planning Assessment; and
- Section 8: Summary and Conclusions.

1.5 Following the adoption of the new National Planning Policy Framework (NPPF) on the 17th of August 2026, this Planning & Tall Building Statement has been updated to reflect the policy changes.

Environmental Impact Assessment

1.6 A formal request for a Scoping Opinion was submitted to Manchester City Council on 9th June 2025. A response was received on the 23rd of July 2025 confirming that an Environmental Statement is necessary.

1.7 The following topics are included as a technical chapter and scoped within the Environmental Statement:

- Air Quality;
- Noise and Vibration;
- Built Heritage, Townscape and Visual Impact Assessment;
- Daylight, Sunlight and Overshadowing;
- Wind Microclimate;
- Traffic and Transport in relation to the Construction Phase:
- Demographics, Socio-economics and Health;
- Solar Glare; and
- Climate Change.

1.8 An Environmental Statement has been prepared by SLR Consulting. The Environmental Statement also sets out the EIA methodology, alternatives and design evolution, cumulative summary of residual effects and a non-technical summary.

Associated Drawings and Documents

1.9 The planning application includes an extensive suite of drawings that are listed in Appendix 1. It is also supported by a full set of technical documents that should be considered in conjunction with this Planning and Tall Building Statement, the Environmental Statement and the application drawings as listed below:

- Archaeological Assessment

- BNG Report and Completed Metric
- BREEAM Pre-Assessment
- Broadband Connectivity Assessment
- Resident Management Plan
- Circular Economy Statement
- Crime Impact Statement
- Design and Access Statement (including Waste Management Strategy and Completed Proforma)
- Preliminary Ecological Appraisal
- Bat Survey
- Energy Strategy Report
- Environmental Standards Statement
- Fire Statement
- Flood Risk Assessment and Drainage Strategy
- Green and Blue Infrastructure Statement
- Outline Construction Management Plan
- Outline Travel Plan
- Statement of Community Involvement
- Student Need Assessment
- Transport Assessment
- Local Labour Agreement
- TV Baseline Survey

2. Application Site and Surrounding Area

The Site

2.1 The application site comprises a rectangular parcel of land which extends to 0.12ha, located on Whitworth Street West. The site is shown in Figure 1 below.

2.2 The site comprises a turfed site bound by 2.4m high metal fencing. The previous building was demolished in c. 2016.

2.3 Access to the site is currently provided from two existing access points, one on Whitworth Street West and one on Cameron Street.



Figure 1: Site Location

2.4 The site does not comprise any listed buildings, however the Manchester South Junction and Altrincham Railway Viaduct, a Grade II Listed Structure (Listing ID.1200837) lies immediately south of the site.

2.5 The Rochdale Canal Lock Number 90 also comprises a Listed Structure, listing ref. 1247482 which lies c.23m north of the site.

2.6 The site is not located within a Conservation Area; however the Castlefield Conservation Area is located c.200m west of the site.

2.7 The land is located within Flood Zone 1, which represents land at the lowest probability of flooding, with less than a 1 in 1,000 annual chance of river or sea flooding. The site is located within the Manchester City Critical Drainage Area.

2.8 The site lies within the Manchester City Council AQMA for nitrogen dioxide.

Surrounding Area

2.9 The surrounding area comprises a mix of land uses, typical of a city centre, with land uses including residential, leisure and retail. The surrounding area is undergoing significant change with a number of high density residential-led schemes of significant height having either recently completed construction, under construction or benefitting from an extant planning consent.

2.10 Immediately east of the site is the 'City Road Inn' which comprises a brick-built 3-storey public house.

2.11 The railway viaduct borders the site to the south, beyond which is Hewitt Street.

2.12 Further beyond this lies the Great Jackson Street neighbourhood, which comprises a cluster of tall buildings ranging up to 64 storeys in height. A large number are completed, whilst some are under construction and others benefitting from planning consent. The majority are C3 residential in use, however Deansgate South on the western edge comprises a 28 storey PBSA building (also operated by the applicant), scheduled to open in September 2026.

2.13 Cameron Street to the west of the site connects to Hewitt Street via an archway through the viaduct. Land on the opposite side of Cameron Street currently comprises a pair of vacant 3-storey buildings, however planning permission approved at planning committee (subject to a section 106 agreement) under application ref. 141773/FO/2024 in May 2025 for the demolition of the existing building and the subsequent erection of a 44-storey residential development. Further west is the Rebellion music venue and Deansgate train station.

2.14 Immediately north of the site is Whitworth Street West, which is restricted to buses only in the westbound direction. On the opposite side of Whitworth Street West is the Rochdale Canal and a series of evening and night-time leisure units (known collectively as Deansgate Locks), above which is the Deansgate-Castlefield Metrolink stop, as well as Axis Manchester, a 28-storey residential building. To the north-west of the site, a 22-storey hotel is currently under construction due to complete in 2026.

2.15 Further north is the Viadux scheme. Viadux Phase 1 is a 40-storey tower residential tower completed in 2024 whilst Viadux Phase 2 comprises 2 buildings approved at planning committee (subject to a section 106 agreement) in May 2025. One building will be a 76-storey comprising residential, hotel and restaurant uses, whilst the other building will be a 23-storey residential building providing 133 affordable dwellings.

Transport and Accessibility

2.16 Reflecting its' city centre location, the site is well-located for access to existing public transport including bus routes, train services and Metrolink services. Full details of the site's accessibility and sustainable location can be found in the Transport Statement prepared by Stantec; however, a summary is provided below.

- **Train**: The site is located within a 2-minute walk of Deansgate train station and a 12-minute walk of Manchester Oxford Road train station which provide frequent local, regional and national connections. Key destinations include Manchester Airport, Liverpool, Leeds, Nottingham and Edinburgh with services operating throughout the day and evening.
- **Bus**: A number of bus stops are located in close proximity to the application site on both sides of Whitworth Street West. The nearby bus routes provide regular connections around Manchester City Centre, as well as Partington.
- **Metrolink**: The site is located within a 4-minute walk of the Deansgate-Castlefield Metrolink station. All destinations on the Metrolink network can be directly accessed from this station, including MediaCity UK, the Trafford Centre, Manchester Airport, Didsbury, Bury, Altrincham, Rochdale and Ashton-under-Lyne.
- **Cycling**: The site benefits from good levels of nearby recreational cycle routes along the Bridgewater Canal. Cycle lanes are present on Whitworth Street West, installed as part of the City Centre Active Travel Scheme.
- **Pedestrians**: The site is located within easy and convenient walking distance of the main business, retail and leisure areas of the city centre.
- **Car/ Taxi**: The site is well-located for access to the key highways network and is thus easily accessible by car or taxi. Access to the A57 and the Mancunian Way can be sought via Medlock Street to the south east of the site.

Planning History

2.17 A review of Manchester City Council's planning explorer has identified a number of planning applications relating to the site. These are included at Appendix 2.

2.18 In 2009, permission was granted (ref. 089876/FO/2009/C1) for an 18-storey hotel building.

2.19 Of particular relevance, permission was granted in April 2016 for the demolition of the existing building and the subsequent erection of a 35-storey residential building with associated residential services, facilities and communal spaces (application ref. 111003/FO/2016/C1). Pre-commencement conditions attached to this permission were later discharged and the permission lawfully implemented through the demolition of the previous building on the site.

2.20 This was later amended via permission ref. 135272/JO/2022, which was itself subject to various non-material amendments to amend the timescales referenced in condition 1.

2.21 The previous site owner subsequently entered receivership in 2024, and the site sold to the applicant.

2.22 Condition 1 of permission ref. 135272/JO/2022 required the submission of a contract for the building's construction by October 2024, or otherwise a restoration and landscaping scheme by November 2024 which shall be maintained thereafter.

2.23 Accordingly, this condition was discharged in February 2025 via the submission of a landscaping scheme (application ref. CDN/24/1102). The site was thereafter turfed and metal railings erected around the site's perimeter.

3. Proposed Development

3.1 The description of development is as follows:

> *"Full planning permission for a 39-storey purpose built student accommodation building (Sui Generis)."*

Use and Amount

3.2 The proposed development is for a 39-storey purpose-built student accommodation (PBSA) building, providing a total of 818 student beds arranged across a mix of studios and cluster apartments.

3.3 The building will extend to 121.6m in height (156m AOD).

3.4 Accommodation will be provided on the 3rd-19th and 22nd-37th floors, with amenity and plant space across ground-2nd and the 39th floors. Plant space is proposed on the 20th-21st floors.

3.5 790 sqm of private amenity space is provided at a ratio of 0.97 sqm/ bed, and includes a rooftop gym, a wellness area, café, lounge, bars and external terrace spaces. A further 914 sqm of ancillary floorspace for functions such as plant is provided within the building.

3.6 The proposed development is car free and thus includes no car parking.

Scale and Massing

3.7 The building's scale and massing has been developed in direct response to the site's surroundings with reference to both the existing and emerging urban scale. The height of the building reflects and complements that of the surrounding area including the proposed neighbouring 44 storey development, the nearby 28-storey Axis building and the proposed Viadux Phase 2 scheme which reaches up to 76 storeys.

3.8 The massing studies in the Design and Access Statement demonstrate how the height of the building is designed to complement the existing and emerging context of the immediate and nearby neighbourhoods and southern gateway to the city, which include numerous tall buildings.

3.9 The city skyline is locally dominated by the 47-storey Beetham Tower and the Deansgate Square cluster, which ranges from 37 to 64 storeys. The site sits well between Beetham Tower and the 28 storey Axis Tower. The proposed scheme further integrates well with emerging tall buildings such as Viadux and the adjacent scheme at 2-4 Whitworth Street West.

Layout

3.10 The scheme has responded positively to the site's shape and size, as well as the constraint of the railway viaduct to the south with space provided for Network Rail to access their asset. The site's irregular shape on the north-east and north-west corners has informed the chamfered edge design, which provides architectural interest, as well as maximising views for residents across the city.

3.11 The main entrance to the building will be located at the north-east corner of the site on Whitworth Street West.

3.12 The typical floor layout for the accommodation levels includes a mix of different typologies, including clusters and studios, with the applicant's 'twodio' format optimising the opportunity offered by the chamfered corners on the northern elevation.

3.13 The ground floor areas will also provide activation to Whitworth Street West, with vibrant amenity spaces serving residents.

Access and Servicing

3.14 All units have been designed to comply with Part M requirements. Step-free access is provided into the building.

3.15 There is no car parking proposed within the scheme. This will be enforced through a student management plan and is considered appropriate given the highly accessible nature of the site. The lack of demand for car parking also accords with Fusion's significant experience of developing and managing PBSA schemes in other cities.

3.16 139 cycle parking spaces will be securely located on the ground level. The dedicated entrance to the cycle store will be via the west of the site.

3.17 The refuse and recycling store is located on the ground floor. The space has been designed to accommodate 15 no. 1100 litre Eurobin storage containers and 6 no. 240L bins, collected twice per week and thus exceeding the required waste capacity. Servicing and refuse collections will be made from a dedicated servicing bay outside the scheme on Whitworth Street West. The servicing strategy has been agreed with the Council's highways team in pre-application discussions, including agreement that refuse vehicles will be able to enter through the bus gate and travel west along Whitworth Street West.

External Appearance

3.18 The appearance of the building has been carefully considered to draw upon the characteristics of the existing cityscape both in its form and materiality and the history of the city.

3.19 The façade design comprises a fully integrated weave that spans both horizontally and vertically, wrapping the entire building and referencing the site's cotton-making history. This creates depth and texture in the elevations.

3.20 The predominate chosen material palette of earth toned bronze metal is considered to be harmonious with the colours and tones of the surrounding context whilst also creating a gradual gradient between neighbouring properties. This will be complemented by the use of concrete across the three-storey base of the building as well as perforated metal vent panels.

Landscaping and Public Realm

3.21 The proposed development includes two external terraces at the rooftop level of the building. The terraces include opportunities for planting, with a variety of shrubs, perennials and grasses proposed. The plant species will be carefully considered to improve biodiversity, provide year-round appeal and be robust enough to withstand the environment on the terraces.

3.22 The nature of the site's size and shape has led to the need to maximise the built footprint in order to make an efficient use of land. This has minimised opportunities for external landscaping. Street tree planting along Whitworth Street West was considered at the request of the Local Planning Authority, however, any planting would conflict with below ground services, and the width of the pavement is not considered to be sufficient without creating an obstacle for wheelchair users. Furthermore, the overshadowing created by the proposed development, and other existing and committed developments in the local vicinity, would likely mean that planting on Whitworth Street West would struggle. Nonetheless, planting is proposed in the stall riser location to each bay at street level on Whitworth Street West to add some greenery to the street scene.

3.23 In addition, the proposed development will create an active frontage with significant levels of passive surveillance to Whitworth Street West offering public realm improvements and creating a safer and more welcoming environment for pedestrians and cyclists.

The Applicant

3.24 Fusion Group will deliver and manage the development. Fusion Group is a well-established student accommodation developer and operator with a strong reputation and track record of delivering their schemes once they have successfully achieved planning consent.

3.25 Fusion Group have successfully delivered 15 sites across the UK totalling 7,118 beds since the company's inception. Fusion operate and manage their buildings directly which enables them to ensure that the developments are well-managed and retain their high quality.

3.26 Of particular relevance is Fusion Group's nearby scheme at Deansgate South. Planning consent was obtained via appeal in May 2022 for a 28 storey, 534 bed PBSA scheme, later reduced to 509 beds in order to accommodate a second stair to meet changing fire safety legislation. This building is under construction and due to complete in summer 2026, ahead of opening in September 2026. The majority of the project and delivery team working on Deansgate South are/ will also be involved with this project.

3.27 Fusion Group's approach to PBSA combines experience, insight and long-term investment in the cities they operate in, Every Fusion building is designed for the location it's in, taking inspiration from its locality with the needs of its students and surrounding communities at its heart.

4. Pre-Application Consultation

4.1 A Statement of Community Involvement has been prepared by Lexington, which discusses the engagement that has taken place with the local community and key stakeholders in accordance with The Localism Act 2011, NPPF and the Council's Statement of Community Involvement. The engagement is summarised below.

Manchester City Council

4.2 An initial pre-application meeting was held with Manchester City Council on 18th of December 2024 to discuss the proposed development. The LPA advised that they did not consider the principle of the proposed PBSA use to be appropriate, much like on Deansgate South which was found to be appropriate by the planning inspectorate.

4.3 A second design-focused pre-application meeting was held on 14th January 2026 to outline how the scheme had progressed since December 2024. Following the meeting, written feedback was received on 22nd January 2026, whereby the Council commented positively on the overall design and noting areas for further consideration or inclusion in relevant technical reports, such as planting on Whitworth Street West, servicing arrangements, the student move-in/move-out strategy, and noise and air quality impacts from the railway line, Civic Quarter Energy Centre and the Rebellion music venue (the latter being concerned with noise only).

Places Matter Design Review Panel

4.4 A request was made to the Places Matter Design Review Panel (DRP), and a meeting took place in March 2025. The purpose of the review was to obtain external feedback on the proposed design to ensure that the development was of a high-quality.

4.5 During the initial review, Places Matter offered clear support for the proposed scale, mass and height of the scheme, commenting that the development has the "capacity to be refined, crafted and elegant… can be quietly distinctive within the ensemble of the adjacent buildings".

4.6 The panel found it refreshing that the proposed development didn't comprise "just another glass tower" and rather viewed it as a "lovely and clever scheme" which has the capacity to be elegant and crafted and would positively contribute to the existing and emerging neighbourhood.

4.7 The panel also provided further constructive recommendations relating to the material choice and the chamfer.

4.8 A second Design Review Pannel meeting was held in October 2025. The panel continued to support the scale, mass and height of the scheme, particularly in the context of the existing taller neighbour. The panel set out that they considered the elevational approach to be strong, noting the base of the development to have a good proportion in relation to the adjacent buildings. They welcomed the "subtle nature of elegance" added by the chamfer, but considered that a warmer colour tone was needed for the materiality to reflect the generally red character of the vicinity.

4.9 The DRP were later contacted for a third round of engagement on the scheme in January 2026, which took the form of a desktop review and written exchange only. This review focused on addressing previous constructive comments made regarding the materiality. The panel advised that the choice of bronze cladding represented a meaningful response to the panel's earlier concerns. They noted that the specific materiality would require further examination at the appropriate time, but this could be conditioned.

4.10 The panel concluded that all previous concerns were considered to be resolved, "the amended scheme demonstrates genuine and thoughtful progress" and confirmed they would be "happy to support the design" of the proposed development.

Ward Councillors

4.11 A meeting was held on 14th January 2026 with Councillor Anthony McCaul and Councillor Marcus Johns, both Deansgate Ward Members, via Microsoft Teams. Fusion Group presented information about themselves and the proposal at the site. Discussions then continued to design of the proposed development.

4.12 The Councillors' feedback was centred around the proposed use of the site, the management of onboarding/offboarding logistics and transport.

4.13 The following Councillors and political stakeholders were also contacted via email to notify them of the proposal, along with an invite to meet with the project team:

- Councillor Joan Davies, Deansgate ward
- Councillor Adele Douglas, Piccadilly ward
- Councillor Sam Wheeler, Piccadilly ward
- Councillor Jon-Connor Lyons, Piccadilly ward, Chair of Planning & Highways Committee
- Councillor Gavin White, Old Moat ward, Executive Member for Housing and Development
- Councillor Lee-Ann Igbon, Hulme ward, Executive Member for Vibrant Neighbourhoods
- Andy Burnham, Mayor of Greater Manchester
- Lucy Powell MP, Member of Parliament for Manchester Central.

4.14 While responses were received from Councillor Gavin White, Councillor Marcus Johns and Councillor Jon-Connor Lyons, the remaining invitees did not respond.

4.15 During his response, Councillor Jon-Connor Lyons replied confirming that as the Chair of the Manchester Planning and Highways Committee, he would remain impartial and would not meet with the developer but expressed appreciation for contacting him.

Local Community

4.16 A 40-day comprehensive consultation process was undertaken, from Monday 18th August until Friday 26th September. The consultation was design to accommodate the diverse needs of various audiences and included:

- A virtual exhibition with an online feedback form;
- A leaflet drop to 1903 local addresses;
- Letters being posted and emails to local councillors, businesses and community stakeholders;
- A press release to raise awareness of the consultation;
- Social media advertisements; and
- An in-person meeting and virtual meetings with interested parties.

4.17 During the event, 22 responses were received from members of the public. These responses surrounded topics such as Infrastructure and local services, building height and design, the proposed use, facilities management and support and the scheme benefits.

Local Businesses

4.18 Early engagement with the local businesses commenced on the 25th of June whereby the nearby Rebellion music venue was contacted to share early information and invite initial feedback. On the 23rd of July, a meeting was held between Rebellion, Fusion, Lexington and the Music Venue Trust to discuss the proposal and to address any initial queries. It was agreed that noise testing would be undertaken in collaboration with Rebellion; to ensure that surveys took place at appropriate times (e.g. on event nights) and were thus appropriately robust.

4.19 Engagement was also made with local businesses to notify them of the proposal, the exhibition event and to invite them to further discussions. The businesses contacted included:

- Ark Bar Manchester;
- Pop World Manchester;
- Atlas Bar; and
- Lock 91

4.20 As it was not possible to contact the City Road Inn by email or phone, a letter was hand delivered to the address.

4.21 Subsequent to the letter drop to local businesses, a meeting was held between Fusion, Cushman & Wakefield, Lexington and Ark Bar, which focused on the proposed scheme and benefits. During the meeting Ark Bar expressed support for the development noting the additional students from the development could positively impact their business.

5. Planning Policy and Strategic Context

5.1 Section 38 of the Planning and Compulsory Purchase Act 2004 requires planning applications to be determined in accordance with relevant policies set out in the appropriate development plan, unless material considerations indicate otherwise. The main planning policies at a national and local level relevant to the determination of this application are summarised and explained in this section.

5.2 The adopted development plan for Manchester comprises the Core Strategy (2012), remaining saved policies of the Unitary Development Plan (1995) and Places for Everyone (2024).

5.3 The National Planning Policy Framework (NPPF) and any relevant Supplementary Planning. Documents ('SPDs') are material considerations in the determination of planning applications.

5.4 Manchester City Council has recently undertaken a consultation on its draft Local Plan. However, given the early stage of its preparation, it is not considered to be a material consideration of any weight.

5.5 The below sets out an overview of the relevant policies and considerations. A summary of the policy wording for the adopted development plan documents can be found in Appendix 3.

Manchester Core Strategy (2012)

5.6 The Core Strategy was adopted in 2012 and covers the period to 2027. The Core Strategy is the key document within Manchester's Development Plan. An addendum was published in 2024 following the adoption of the Places for Everyone Plan and partial replacement of some policies.

5.7 The site is unallocated within the adopted Proposals Map whilst the site is located within the City Centre and Regional Centre.

5.8 The following policies within the Core Strategy are of relevance to the development:

- Policy SP1 (Spatial Principles);
- Policy CC5 (Transport);
- Policy CC6 (City Centre High Density Development);
- Policy CC8 (Change and Renewal);
- Policy CC9 (Design and Heritage);
- Policy CC10 (A Place for Everyone);
- Policy H12 (Purpose Built Student Accommodation);
- Policy T2 (Accessible Areas of Opportunity and Need);
- Policy EN1 (Design Principles and Strategic Character Areas);
- Policy EN2 (Tall Buildings);
- Policy EN3 (Heritage);
- Policy EN4 (Reducing CO2 Emissions by Enabling Low and Zero Carbon Development);
- Policy EN5 (Strategic Areas for low and zero carbon decentralised energy infrastructure);
- Policy EN6 (Target Framework for CO2 reductions from low or zero carbon energy supplies);
- Policy EN8 (Adaptation to Climate Change);
- Policy EN14 (Flood Risk);
- Policy EN15 (Biodiversity and Geological Conservation);
- Policy EN16 (Air Quality);
- Policy EN18 (Contaminated Land and Ground Stability);
- Policy EN19 (Waste); and
- Policy DM1 (Development Management).

Unitary Development Plan (1995)

5.9 The Unitary Development Plan was adopted in 1995. Whilst the Core Strategy replaced a large number of the policies, a number of policies were 'saved' and remain relevant considerations.

5.10 The relevant policies include:

- Policy DC18.1 – Conservation Areas;
- Policy DC19.1 – Listed Buildings;
- Policy DC20.1 – Archaeology; and
- Policy DC26.1, 26.2 and 26.4 – Development and Noise.

Greater Manchester Combined Authority Places for Everyone Plan (2024)

5.11 Places for Everyone (PfE) is a long-term plan for jobs, new homes, and sustainable growth prepared between 9 of the 10 Greater Manchester local authorities (Stockport not included). The plan was adopted and came into force in March 2024.

5.12 PfE does not contain any specific PBSA policy. Policy JP-H3 notes that housing provision for specific groups, such as students, will be addressed through district local plans. Policy JP-P5 seeks to support the continued growth and success of the university sector, including through continuing to help develop Greater Manchester as the UK's best destination for students.

5.13 Supporting text acknowledges the importance of the universities and knowledge economy, with activity primarily focused within the City Centre and the Oxford Road Corridor.

5.14 Retaining students and having a stronger international outlook is identified as an essential aspect of delivering Greater Manchester's ambition of being a top global city.

5.15 Relevant policies within the PfE Plan considered relevant to the proposed development are:

- Policy JPStrat 1 (Core Growth Area)
- Policy JPStrat 2 (City Centre Development)
- Policy JP-S1 (Sustainable Development)
- Policy JP-S2 (Carbon and Energy)
- Policy JP-S3 (Heat and Energy Networks)
- Policy JP-S4 (Flood Risk and the Water Environment)
- Policy JP-S5 (Clean Air)
- Policy JP-S6 (Resource Efficiency)
- Policy JP-J1 (Supporting Long-Term Economic Growth)
- Policy JP-G8 (A Net Enhancement of Biodiversity and Geodiversity)
- Policy JP-H3 (Type, Size and Design of New Housing)
- Policy JP-P1 (Sustainable Places)
- Policy JP-P2 (Heritage)
- Policy JP-P5 (Education, Skills and Knowledge)
- Policy JP-C1 (An Integrated Network)
- Policy JP-C3 (Public Transport)
- Policy JP-C5 (Streets for All)
- Policy JP-C6 (Walking and Cycling)
- Policy JP-C8 (Transport Requirements of New Development)
- Policy JP-D2 (Developer Contributions)

Material Considerations

National Planning Policy Framework (2026)

5.16 The current version of the National Planning Policy Framework (NPPF) was published in August 2026.

5.17 The updated version of the NPPF sets out the government's planning policies for plan-making and for making decisions on development proposals in England,

5.18 The NPPF is a material consideration in the determination of all planning applications. Relevant Policies include:

- Policy S3: Presumption in Favour of Sustainable Development
- Policy S4: Principle of Development within Settlements
- Policy CC2: Mitigation of Climate Change
- Policy CC3: Adaptation to Climate Change
- Policy HO9: Specialist forms of Accommodation
- Policy L2: Making Effective Use of Land
- Policy L3: Achieving Appropriate Densities
- Policy DP3: Key Principles for Well-Designed Places
- Policy DP4: The Design Process
- Policy TR3: Location Development in Sustainable Locations
- Policy TR4: Street Design, Access and Parking
- Policy TR6: Assessment Transport Impacts
- Policy P3: Living Conditions and Pollution
- Policy P4: Impact of Development on Existing Activities
- Policy P5: Maintaining Public Safety and Security
- Policy F4: Assessing Flood Risk for Decision-Making
- Policy F8: Sustainable Drainage Systems and Watercourses
- Policy N2: Improving the Natural Environment
- Policy HE5: Assessing Effects on Heritage Assets

Planning Practice Guidance

5.19 The Planning Practice Guidance (PPG) was first published in 2012. The PPG sets out supplementary advice to the policies and guidance contained within the NPPF. Key sections including

- Before submitting an application;
- Biodiversity net gain;
- Design;
- Determining a planning application;
- Effective use of land;
- Fire safety;
- Flood risk and coastal change;
- Historic environment;
- Housing needs of different groups; and
- Travel plans, transport assessments and statements

Supplementary Planning Documents

5.20 Manchester City Council has adopted various Supplementary Planning Documents (SPDs). The following SPDs are considered most relevant to the proposed development.

Guide to Development SPD (2007)

5.21 The Guide to Development in Manchester SPD was adopted in 2007 and provides guidance on the development principles contained within the Local Development Plan. The second part of the document, which does not have SPD status, provides guidance on the character of different areas within the City, setting the context for new development and highlighting specific issues and priorities.

5.22 Key development principles include:

- Design should respect and be informed by location;
- Building height should be carefully considered;
- The impact of car parking areas should be minimised;
- Neighbourhoods should contain a mix of housing;
- New developments should maximise access for disabled people, with the Council expecting developers to comply with the standards contained in 'Design for Access 2'; and
- Adequate provision for refuse and recycling.

Technical Guidance (2015)

5.23 Technical Guidance was issued by the Council in December 2015. The guidance aims to provide help and advice in relation to noise in a planning context to encourage good acoustic design.

5.24 The guidance sets out that if a particular development is for a noise-sensitive end use then consideration of the locality of the proposal is an important aspect of any application.

5.25 The noise limits for residential development adopted by the Council is:

- Bedrooms (night-time - 23.00 - 07.00) 30 dB
- Living Rooms (daytime - 07.00 - 23.00) 35 dB
- Gardens and terraces (daytime) 55 dB

5.26 Noise conditions included on a planning decision may include recommendations for upgraded sound insulation which can be a vital means of protecting future occupants from transport noise or industrial /commercial noise sources.

Emerging Local Plan

5.27 The emerging Local Plan is currently in its first draft and intends to set out how the city will meet the need for new development over the next 15 years. It will replace the Core Strategy and Unitary Development Plan upon its adoption.

5.28 While the Manchester City Council Emerging Local Plan is at an early stage and the policies thus are attributed no weight at this time, the following policies would be considered relevant to the proposed development:

- Policy SP1 Spatial Principles
- Policy SP2 Development Principles
- Policy SGL 2 Manchester City Centre
- Policy SGL 3 City Centre Areas
- Policy H5 Purpose Built Student Accommodation
- Policy ZC2 Sustainable Construction
- Policy ZC 4 Heat Networks
- Policy EN1 Strategic Green and Blue Infrastructure
- Policy EN4 Biodiversity and Geodiversity
- Policy EN5 Biodiversity Net Gain
- Policy EN7 Air Quality

- Policy EN9 Flood Risk
- Policy EN11 Waste
- Policy SI Social Value
- Policy T1 Transport Principles
- Policy D1 Design Principles
- Policy D3 Tall Buildings
- Policy D5 Heritage
- Policy DM1 Development Management
- Policy DC1 Developer Contributions

5.29 A further consultation on the emerging Local Plan commenced on the 17th of August 2026 and will run until 28th of September 2026, ahead of the Plan's submission for examination and anticipated adoption by Summer 2027.

Whitworth Street West Framework

5.30 The Whitworth Street West Framework, adopted in 2008, seeks to advance the area's destination status through development and to enhance its overall reputation, profile and legibility.

5.31 The Framework sets out the economic rationale for the comprehensive development of the Whitworth Street West area, placing development in the context of its role and function in supporting further growth opportunities in more peripheral parts of the city centre.

5.32 The guiding principles for future development within the Whitworth Street West area include the creation of a high-quality environmental setting, delivering a vibrant mix of active, contemporary urban buildings, new landmarks and public spaces.

5.33 The Framework identifies 10–12 Whitworth Street West as occupying a key junction within the area. As such, any redevelopment of the site should make a strong statement marking arrival into the area, while contributing to its attractiveness and vibrancy and enhancing both the daytime and evening economy.

Great Northern, Manchester Central and Castlefield SRF

5.34 The Strategic Regeneration Framework was endorsed and adopted as a material planning consideration in February 2017. The SRF sets a spatial framework for the Great Northern, Central Manchester and Castlefield Quay area within which investment can be planned and guided in order to make the greatest possible contribution to the City's social, economic and other objectives.

5.35 The SRF identifies the Great Northern, Manchester Central and Castlefield Quay area as a key area of city centre with significant potential to contribute towards the regeneration and growth ambitions of the city.

Knott Mill Masterplan (2019)

5.36 Whilst the application site is located outside the boundary of the Knott Mill Masterplan, it is part of the zone of interest and the masterplan acknowledges that the site, alongside others on Whitworth Street West, offers an opportunity for high density development.

Manchester Residential Quality Guidance

5.37 The document was adopted in 2017 and sets out the qualities, and opportunities that will help to deliver high-quality residential development across Manchester.

5.38 The guidance states that residential areas should be well connected, with Universities identified as one of the key destinations that people travel to and from. It is therefore important that residential areas are easily walkable and cycle friendly.

5.39 The guidance also sets out that developing at an appropriate density is imperative to shaping Manchester's future, ensuring more sustainable patterns of development and reducing the need to travel.

5.40 With the exception of areas of existing special character, an increase in density should be encouraged in those parts of the city that are well connected to public transport and have greater access to public services, community facilities, amenity and recreation provision.

Our Manchester Strategy 2025-2035

5.41 The Manchester Strategy sets the city's overarching priorities for the next ten years and seeks to ensure a growing and more equitable economy that brings better jobs and prospects.

5.42 The strategy sets out that Manchester has the fastest-growing economy in the country, which is therefore creating more better-paid jobs and opportunities for residents to earn more.

5.43 The strategy continues to highlight its priority in continuing Manchester Universities' delivery of world-class education with significant numbers of graduates who remain in the city region.

Climate Change Action Plan 2025-30

5.44 The Climate Change Action Plan 2025-30 sets out the actions that the Council will take over the next five years to keep reducing the Council's carbon footprint and further embed zero carbon into the day-to-day operations of the organisation. The plan seeks to achieve the target of making Manchester Zero Carbon by 2038.

5.45 The Council's 2025-30 plan has 3 core themes which seek to drive progress, promote cross developmental collaboration and ensure a cohesive response to climate action:

- Place and Infrastructure;
- Green and Circular Economy; and
- People and Communities.

5.46 The plan sets out a number of actions and desired outcomes for each theme, whereby the actions are expected to happen by 2030. These actions will then be reviewed regularly and reported on annually, with a mid-programme review expected in 2027/2028.

City Centre Transport Strategy to 2040

5.47 The production of a revised City Centre Transport Strategy (CCTS) was considered by Manchester City Council at its executive meeting in October 2019.

5.48 The proposed revised CCTS will be aligned with the GM Transport Strategy 2040 and will set out ambitious targets for the city centre in the wider context of the Greater Manchester Spatial Framework, emerging Local Plan, Climate Change Policy and Clean Air proposals, including the ambition to be a zero-carbon city by 2038 at the latest.

5.49 The proposed vision for the revised CCTS is a well-connected city centre at the heart of the North, offering residents, employees and visitors a great place to work, live and visit.

5.50 The strategy will set an ambitious goal that by 2040, during the morning peak, 90% of all trips to the city centre will be made on foot, by cycle or using public transport. For travel within the city centre, there is an aspiration that walking would become an ever more important mode of travel.

5.51 The CCTS will look to bring about these changes by

- Delivering an integrated, inclusive and sustainable transport network with increased connectivity and capacity, which meets growth in travel demand for getting into the city centre; and
- Improving the quality, environment and legibility of the city centre streets to ensure it is a great place to spend time in and move around.

Manchester Executive Report (November 2019)

5.52 A report by the Strategic Director of Growth and Development was considered at the Council's Executive meeting on the 13th November 2019. The report set out the context for consideration to be given to a review of policies relating to purpose-built student accommodation and in particular Core Strategy Policy H12.

5.53 The report sets out how the student accommodation market has changed and how this has changed the context for how Policy H12 should be applied in determining planning applications.

5.54 Key points from the report include:

- Manchester has the largest concentration of students outside London.
- A growing proportion of students are now international, who choose to live in the city centre, driven by rising lifestyle expectations, property type and management.
- As a result, the student housing market in the south of the city has contracted.
- MMU and UoM have indicated that stock located further from the city centre is becoming increasingly unpopular.
- Due to a lack of PBSA units in the city centre, most students choosing to live in the city are likely to rent through the mainstream lettings market. This is evident through student exemptions for Council Tax at recently developed city centre schemes. This is inflating rents and squeezing out working households.
- Manchester is one of the most expensive markets in the UK for PBSA, and has a relatively high number of beds located more than 20 minutes from the primary University campuses.

5.55 The report sets out that a considered and diverse pipeline of new PBSA could stabilise rental growth and reduce competition between students and non-students.

5.56 The report sought approval for a consultation with key stakeholders on the changing market context summarised above being taken into account in determining planning applications. It was noted that the current policy on student accommodation needed to change to respond to the changing circumstances, including opportunities for further growth in PBSA stock.

5.57 The consultation was to include the below considerations:

- **Supporting Regeneration Objectives** – Schemes should contribute to delivering regeneration objectives for the city. Student accommodation should be in the right locations, in appropriate numbers and where it supports wider growth.
- **Affordability** – A diverse pipeline of PBSA is required which meets the needs of students at an affordable price.
- **Quality** – New stock must be of a high quality, providing a high standard of living, within close proximity to the city's higher education institutions. Sustainable accommodation is where it is no more than a 20-minute walk to campus, and the quality of rooms and common space is above average.
- **Wellbeing, Safety and Security** – The principles of the three key codes of practice should be adopted for all new PBSA developments. PBSA owners should contribute to any additional management issues that can arise from a concentration of students.
- **Density –** Density of student accommodation will be essential to deliver the level of new high-quality accommodation required within the context of scarce land availability within both the Corridor and the wider city centre.

- **Location –** PBSA should be located in the areas immediately adjacent to the core university areas, including parts of the neighbourhoods surrounding the Oxford Road Corridor.
- **Sustainability** – In the context of the climate emergency, new PBSA should be driven by proximity to university campuses, reducing the need to travel and for ease of using sustainable modes of transport**.**
- **Mix of Uses –** The corridor and city centre should maintain the right balance of uses to maximise its contribution to the economic growth of the city. A level of high quality PBSA is essential to achieving the right student offer and address the issues already noted. A limited amount will therefore be supported where it can be demonstrated that it supports commercial and educational use, and the overall growth and regeneration objectives for the Corridor and city.

Manchester Executive Report (December 2020)

5.58 Further to the November 2019 report, a report by the Strategic Director of Growth and Development was considered by the Executive on 9th December 2020. The report set out the outcome of the consultation exercise approved at the November 2019 meeting and sought the Executive's approval to use the outcomes to inform a policy approach to PBSA.

5.59 The consultation was based on the considerations included at paragraph 5.57 above and took place in Q1/Q2 2020.

5.60 Phase 1 included consultation with students, property developers and higher education establishments. Developers raised the need to consider PBSA provision in the wider city centre for those who want city living, whilst also highlighting that PBSA should not undermine the delivery of mixed and inclusive neighbourhoods. Responses from students showed that over 50% wanted to move closer to the city centre, whilst the higher education institutions raised the complexities of the demands from different types of students, the issues around the cost and availability of land, and concern over the London Plan affordable protocol (albeit welcoming such a requirement).

5.61 Phase 2 comprised the Local Plan Issues consultation which included a broad statement on PBSA and its potential to free-up existing student homes, thereby preventing over inflation of rental costs. Responses highlighted significant opposition to further PBSA development in the Oxford Road corridor, and it is becoming a predominantly student only area.

5.62 The report set out the Council's response to the issues raised in the consultation. This includes:

- There is a need to provide balanced neighbourhoods, supported by the proposal to concentrate new PBSA in close proximity to the University campuses. The provision of further PBSA can also support the freeing up of mainstream housing in the city centre currently occupied by students. This in turn generates additional Council Tax Revenue from residential properties as student exemptions will decrease.
- Support for the University's accreditation scheme through Manchester Student Homes, ensuring the quality of accommodation.
- New PBSA applications will need to include a management plan, setting out how the building will be managed and maintained over the long term, including issues such as waste management.
- Welcoming of the support for good quality, affordable accommodation and for growth and development in general.
- It is noted that the closure of MMU's Crewe and South Manchester campuses has resulted in an even larger number of student places being located at city centre campuses, and despite Covid-19, it is expected that numbers will remain strong, indicating a need for accommodation close to the university campuses. The increase of people living, and wanting to live, in the city centre and their needs must be balanced with the needs of students and communities in South Manchester.

- The SRFs adjacent to the Oxford Road Corridor, including Great Jackson Street, are noted as providing for a range of accommodation to meet the needs of all residential communities. Furthermore, the Council are reviewing the City Centre Strategic Plan to further define suitable areas for future PBSA, recognising the changing context of the city centre.
- New PBSA schemes will be assessed against the require space standards adopted by the Manchester Residential Quality Guidance.
- The Council recognises that there is scope to provide additional PBSA, provided it is of the right quality, price and in the right locations. Elsewhere in the report an assessment against the Our Manchester Strategy is set out, which discusses location when stating that student journeys should be made using public transport and active modes, supporting the climate change and clean air policy responses.

5.63 The Executive Report was approved, with the principles set out in the November 2019 report (paragraph 5.53) remaining appropriate in providing the context for the application of Policy H12. 2019.

Manchester Executive Report (May 2023)

5.64 The updated report addressed issues that have arisen since the December 2020 report and established a pipeline of schemes to address a projected shortfall of accommodation up to 2030.

5.65 The report highlighted that it was now broadly recognised and accepted that there was a shortage of PBSA within Manchester, which was brought into focus during the 2020 academic year whereby a number of students could not be housed in PBSA in the city. It has been identified that this is due to a number of university accommodations closing and there not being sufficient new accommodation being delivered in appropriate locations.

5.66 As such, the Council's projections were that the demand for new PBSA could be between 5,440 bedspaces and 11,320 bedspaces up to 2030.

5.67 As part of the report the Council identified 20 sites which could potentially support 12,500 PBSA bedspaces, and assessed their suitability, availability and deliverability to establish whether they're capable of meeting bedspace requirements in line with the projected need.

5.68 The assessment concluded that there was sufficient opportunity and no obvious need to significantly depart from policy H12.

5.69 The report concluded that there is a clear need for PBSA accommodation in Manchester, however there was sufficient opportunity to meet this at 20 identified sites which would provide accommodation in 'appropriate locations.'

Planning Appeal Ref. APP/B4215/W/21/3287525 - Land at Deansgate South, Manchester, M3 4LB

5.70 A planning application was submitted by Fusion DevCo Ltd in February 2021 seeking full planning permission for a 28-storey purpose-built student accommodation building (Sui Generis) at Land at Deansgate South (c. 250 south-west of the application site). Fusion DevCo Ltd, the appellant, is part of Fusion Group. The application was refused in June 2021 but subsequently allowed at appeal in May 2022. The appeal decision is a material consideration in the determination of this planning application.

5.71 Within the appeal decision, the Inspector concluded the following:

- That there was "an accepted quantitative need for the proposed PBSA scheme and it [was] not certain that there [were] enough schemes in the pipeline" (§34).

- That “the Appellant company… has an impressive track record of developing PBSA schemes all around the country, has procured a professional assessment of PBSA need and is satisfied that there is sufficient unmet need to justify pursuing planning permission…They are also willing to commit significant financial resources to build out the development and they wouldn’t be willing to do so if there wasn’t an unmet need.” (§35)
- That “it [was] undisputed that student numbers … will increase over the next decade and it is also undisputed that the percentage of international students… will increase at a greater rate. Such students… are willing to pay more for PBSA” (§36).
- That “there is a quantitative and qualitative need for the proposed PBSA scheme, and the Council can be confident, given the Appellant company’s track record, that the scheme would be delivered if planning permission is granted” (§37).
- That the reference in the supporting text to Core Strategy Policy H12 that ‘close proximity’ means 500m “is not policy and Planning Policy Statement 4 was withdrawn many years ago. … walking distance to office development is an entirely different matter… [and] the 500m distance referred to in the supporting text can be disregarded” (§38).
- That “it is not unreasonable for an able-bodied student to walk for about 25-minutes from their accommodation to their university” (§39), noting that they would also have alternative sustainable methods of travel, principally nearby bus routes.
- That the Deansgate South site was therefore “in close proximity to the university campuses… [and] an appropriate location for the proposed development” (§40).

5.72 Overall, the Inspector concluded that “there [was] a quantitative and qualitative need for the proposed PBSA scheme which would be in an appropriate location relative to UM and MMU campuses… The proposed development accords with [Core Strategy] policies H12 and EN2 in particular” (§60). The appeal was thus allowed and planning permission granted in accordance with paragraph 11 of the NPPF (2021).

6. Tall Building Statement

6.1 Policy EN2 of the Manchester City Core Strategy sets out how tall buildings are defined and the criteria against which proposals for tall buildings will be assessed.

6.2 Tall buildings are defined by the policy as buildings which are substantially taller than their neighbourhoods and/or which significantly change the skyline. It is considered that the proposed building falls within this definition and Policy EN2 is therefore relevant.

6.3 Policy EN2 sets out five criteria for assessing proposals for tall buildings, which are considered in turn below.

Be of excellent design quality	The proposed development has been designed by Corstorphine & Wright Architects who are an award-winning and AJ100 Top 10 architectural practice and have designed a number of high-quality developments within Manchester. The design of the development has been underpinned by a 'weft and weave' concept which is rooted In Manchester's industrial heritage. The weft and weave like grid generates the woven façade language and triangulated geometry, creating a sculpted form that generates depth, light and shadow perception with clear and legible order that is carried from the base through to the crown. The chosen material palette has been informed by material testing, with the selected bronze tone carefully chosen to sit comfortably within the surrounding context, offering a complementary tonal relationship with the existing and emerging neighbouring developments. The entrance to the development has been designed to be accessible and legible, with a prominent corner entrance that acts as a clear arrival point and establishes an intuitive route from the public realm into the building. The form and massing of the development has been carefully designed with a clear base, body, crown hierarchy to assimilate with the context of the surrounding tall developments. The proposed design of the development has undergone a rigorous design process, including three reviews by the Places Matter Design Review Panel. The final design reflects a scheme that the panel have confirmed is of excellent quality design they are happy to support. The Local Planning Authority confirmed their support for the design of the proposed scheme in early 2026.
Be appropriately located	Policy EN2 goes on to set out that suitable locations will include sites within the City Centre, with particular encouragement given to non-conservation areas and sites easily served by public transport nodes.

	The application site meets these requirements in full. It is within the City Centre boundary, is not within a conservation area and is located within a few minutes' walk of bus, train and Metrolink services. The site immediately adjacent to the west of the application site was approved by the planning committee in May 2025 for a 44-storey building, whilst the Great Jackson Street neighbourhood to the south comprises an existing and emerging cluster of tall buildings up to 51 storeys in height. There are also several tall buildings located close to the north of the site, including Viadux Phase 2 which was approved at planning committee in May 2025 for 2 buildings of 23 and 76 storeys in height. The site is therefore considered to be appropriately located for a tall building, as established by the previous planning consent at the site (application ref. 111003/FO/2016/C1).
Contribute positively to sustainability	The building is targeting BREEAM Excellent, with a range of measures proposed to ensure a high environmental performance.
Contribute positively to placemaking, for example as a landmark, by terminating a view or by signposting a facility of significance	The proposed development would form a congruent and attractive addition to the townscape, delivering a clear enhancement to the streetscape through active frontages, improved legibility, and high-quality architectural detailing. The 39-storey building would be visible over some distance and would present a slender profile due to the site's rectangular footprint, which would be perceived within a context that already includes a number of tall and large-scale buildings as part of the wider city centre. The Environmental Statement considers the effects of the proposed scheme on townscape and visual impact, concluding that the scheme would be an attractive addition to the townscape and improve the character, appearance and function of the area. townscape receptors will range from negligible beneficial to minor/moderate beneficial, whilst most views will experience a beneficial effect.
Bring significant regeneration benefits	The application site comprises a long-standing and visually prominent stalled development site, which has been subject to an extant planning permission for a hotel and later a residential building for a significant period of time. No scheme has been delivered in this time, with works taking place comprising the minimum required to implement the previous residential consent. The site is currently turfed with a 2.4m high fence surrounding it for security reasons and to prevent anti-social behaviour taking place on the site. It offers no public benefits at this time. The proposed development will provide high quality homes for up to 818 students during their time studying in Manchester, as well as direct and indirect employment opportunities. Socio-economic benefits, both during construction and operation, are set out in chapter 7 of this statement.

	The building will provide activation to the street scene and significant natural surveillance through the ground floor activity and 24-hour manned reception. The scheme will have regeneration impacts beyond its immediate area. As the supply of high quality and competitively priced PBSA schemes in the city centre increases, HMOs in the popular South Manchester neighbourhoods will inevitably be converted back to family housing as demand reduces. This will increase the city's supply of this much-needed residential dwelling type and reduce the anti-social behaviour problems that can be experienced in neighbourhoods with significant levels of poorly managed HMOs. Council Tax revenue will also increase as these properties would no longer be exempt. Data shows that there are increasingly large numbers of students living in the private rented sector in the city centre. Providing a greater supply of high quality PBSA within the city centre will appeal to those students in particular, also offering potential for increased Council Tax revenue through fewer exemptions being sought. At a broader scale, the scheme will make an important contribution towards strategic objectives contained within the Places for Everyone Plan in supporting the growth of the university sector, developing Greater Manchester as the UK's best student destination and encouraging greater graduate retention.

6.4 Policy EN2 goes on to note that tall buildings can have a significant impact on the local environment and its micro climate, which should be modelled and mitigation measures included as appropriate to create "an attractive, pedestrian friendly local environment".

6.5 Wind microclimate has been assessed as part of the Environmental Statement submitted with this planning application. The report concluded that neither the construction nor operational impacts would be significant, with the operational effects resulting in a minor benefit in one location.

6.6 Lastly, Policy EN2 also sets out that it will be necessary for the applicant/ developer to demonstrate that proposals for tall buildings are viable and deliverable. The applicant can confirm that they have sufficient financial backing available to deliver the project and that it is considered appropriately viable. The applicant has significant experience of delivering tall, PBSA buildings, both in Manchester and nationally, and has an experienced contractor lined up to construct the building.

7. Planning Assessment

7.1 This section provides a justification of the proposal having regard to the adopted planning policy and relevant material considerations.

Principle of Development

7.2 The site is not allocated in the adopted development plan for any specific land use; instead the Core Strategy sets out that sites within the City Centre and Regional Centre (where the site is located) are suitable for a wide range of land uses and that these areas "will be the focus for economic and commercial development, retail, leisure and cultural activity, alongside high quality city living" (Policy SP1, Core Strategy).

7.3 The surrounding area comprises a broad mix of land uses and buildings of significant height and scale. The adjacent site to the west (2-4 Whitworth Street West) obtained approval at planning committee in May 2025 for a 44-storey residential building. The site has excellent access to a range of public transport opportunities, including train, Metrolink and bus services.

7.4 The site is a long-standing vacant site, in a visually prominent location. Whilst it has had planning consents for a hotel and a 35-storey residential building, these were not substantially proceeded with and for the reasons set out in chapter 2, the latter cannot now be built out. The residential consent resulted in the previous building on the site being demolished in c. 2016, and whilst the site was turfed in recent years to adhere to a planning condition, it is surrounded by 2.4m high railings and offers no public benefits in its current form. It is therefore considered to be a key regeneration opportunity.

7.5 The proposed development comprises a 39-storey purpose-built student accommodation building, providing 818 student beds. Large areas of amenity space in a range of different formats are included, with Fusion Group priding itself on delivering high quality accommodation for its' students and being noted by Property Week as PBSA Developer of the Year 2025.

7.6 Policy JP-P5 of the Places for Everyone Plan sets out support for the continued growth and success of the university sector, including continuing to help develop Greater Manchester as the UK's best destination for students. Policy JP-J1 of PfE recognises that the large pool of graduates is a major asset of the sub-region with Objective 4 setting out a desire to increase the graduates choosing to stay in Greater Manchester after university. A key aspect of meeting these objectives, both to grow student numbers and to encourage graduate retention, is providing a high-quality student experience through their accommodation, both that provided by the universities and in the private sector.

7.7 Policy H12 of the Core Strategy is the pertinent policy for considering the principle of purpose-built student accommodation. The policy comprises ten criteria, which are discussed in turn below.

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

   The site is well-located for access to the University campuses, with key campus locations within a 10–15-minute walk. Appeal ref. APP/B4215/W/21/3287525 established that the 500m distance referred to in the supporting text to Policy H12 can be disregarded in this context, with the Inspector concluding that a 25-minute walk from the appeal site was not unreasonable. The application site would utilise largely similar walking routes as considered through that appeal, including making use of the new public crossing on Medlock Street funded through a planning obligation from the appeal scheme.

   In addition, appeal ref. APP/B4215/W/21/3287525 established that walking or using public transport to access buses on Oxford Street was reasonable and would facilitate access to a high frequency public transport route.

It is therefore clear that the application site should be considered sufficiently close proximity to University campuses *and* high frequency public transport routes, and thus compliant with this policy criterion.

2. The Regional Centre, including the Oxford Road Corridor, is a strategic area for low and zero carbon decentralised energy infrastructure. Proposed schemes that fall within this area will be expected to take place in the context of the energy proposals plans as required by Policy EN5.

   The planning application is supported by an Energy Strategy, which demonstrates Fusion's commitment to ensuring the scheme is environmentally sustainable.

   The statement also sets out how the development will be delivered in accordance with the energy hierarchy, minimise energy demand and maximise energy efficiency.

   The report considers the opportunity to connect to the Manchester Civic Quarter Heat Network but concludes that it is too remote from the site for it to be economical to connect into, and this option is therefore discounted.

   Please also see paragraphs 7.141-7.149 below. The criterion is therefore addressed.

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

   The proposed development is high density in its nature and is considered consistent and compatible with surrounding existing, committed and emerging developments which include buildings of a similar, and greater, scale.

   The planning history establishes the principle of a high-density development on the site, with the proposed development not being of a dissimilar height.

   The site is located in a highly accessible location within the city centre where high density development is entirely appropriate. There are numerous retail facilities within a convenient walking distance of the site as well as excellent access to a range of public transport opportunities.

   The proposed scheme is a car-free development. Fusion Group's experience from their national portfolio is that there is typically very little demand from students for cars, however car hire schemes, such as Enterprise Car Club (ECC), can meet ad hoc requirements. There are multiple ECC bays within a 5-10 minute walk, including Whitworth Street West, Barton Street, Castle Street and Duke Street. Fusion Group's Deansgate South scheme is also facilitating (via the approved s278 agreement) provision of an ECC bay on Deansgate.

   Furthermore, the submitted Student Management Scheme sets out how student move-in/ move-out will be managed to ensure that there is no adverse impact on the surrounding area at these times of the year, further dissuading students from bringing a car.

   The criterion is therefore considered to be met.

4. Proposals that can demonstrate a positive regeneration impact in their own right will be given preference over other schemes. This can be demonstrated for example through impact assessments on district centres and the wider area.

   Proposals should contribute to providing a mix of uses and support district and local centres, in line with relevant Strategic Regeneration Frameworks, local plans and other masterplans as student accommodation should closely integrate with existing neighbourhoods to contribute in a positive way to their vibrancy without increasing pressure on existing neighbourhood services to the detriment of existing residents.

The proposed development will redevelop a long-standing and visually prominent stalled development site that currently offers little public benefit. The introduction of an 818-bed high-quality and well-managed PBSA scheme will contribute to a sustainable and mixed community in this area of the city centre. The proposed development includes a range of different amenity and social spaces for the students, with the submitted Resident Management Plan outlining how the property will be managed day-to-day, as well as at key times of year like move-in/move-out days, to ensure there is no adverse impact on the surrounding area.

The scheme will provide a range of accommodation types, from studios to cluster flats, ensuring that it appeals to a range of price points and thus a varied student population.

The construction of the proposed development will create 178 FTE jobs per annum, contributing an estimated £4.5million GVA per annum, with at least 14 FTE jobs created once operational.

The student resident population will have a positive economic effect through supporting local retail and leisure services and contributing to a vibrant neighbourhood, with the local expenditure estimated at £5.33million per annum.

The scheme will have regeneration impacts beyond its immediate area. As the supply of high quality and competitively priced PBSA schemes in the city centre increases, the traditional poor-quality HMOs in the popular South Manchester neighbourhoods will inevitably be converted back to family housing as demand reduces. This will increase the city's supply of this much-needed residential dwelling type and reduce the anti-social behaviour problems that can be experienced in neighbourhoods with significant levels of poorly managed HMOs. Council Tax revenue will also increase as these properties would no longer be exempt.

Data shows that there are increasingly large numbers of students living in the private rented sector in the city centre. Providing a greater supply of high-quality PBSA within the city centre will appeal to those students in particular, also offering potential for increased Council Tax revenue through fewer exemptions being sought.

At a broader scale, the scheme will make an important contribution towards strategic objectives contained within the Places for Everyone Plan in supporting the growth of the university sector, developing Greater Manchester as the UK's best student destination and encouraging greater graduate retention.

The redevelopment of the site is considered to accord with strategic regeneration objectives and thus complies with this criterion.

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

The application is supported by a Crime Impact Statement (CIS) following consultation with Greater Manchester Police.

The building has been designed with the ground floor containing social and amenity space for students, which will provide an active frontage to Whitworth Street West improving natural surveillance.

The scheme will include a strong building management scheme with building access controlled to ensure it is safe for students.

The CIS welcomed the animation of the street scene, improved natural surveillance of the adjacent public realm and controlled methods of entry into the building. The CIS identified some areas for further consideration, which the design team have confirmed will be

incorporated into the scheme as subsequently agreed with GMP, and it can therefore be concluded that the proposed scheme is considered acceptable. Please also see paragraphs 7.187-7.191 below.

This criterion is therefore complied with.

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

   The design approach, and its' justification, is set out within the submitted Design and Access Statement and has been carefully considered through both Fusion Group's and the architect's significant track record of designing and operating PBSA buildings.

   The Environmental Statement and other technical documents submitted in support of this application demonstrate that the proposed development will not result in any unacceptable impacts on residential amenity through noise, disturbance or other impact on the street scene.

   The submitted Building Management Scheme sets out how the building is proposed to be managed to further ensure there are no adverse impacts to the local area.

   This criterion is therefore considered to have been met.

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

   The site does not contain any existing buildings and therefore does not contain any Listed Buildings or buildings with a heritage value.

   This criterion is therefore not relevant to the consideration of this proposal.

8. Consideration should be given to provision and management of waste disposal facilities, that will ensure that waste is disposed of in accordance with the waste hierarchy set out in Policy EN19, within the development at an early stage.

   A waste management strategy is included within the Design and Access Statement and demonstrates how the scheme complies with the Council's requirements for the management of waste and disposal in accordance with the waste hierarchy.

   Please also see paragraphs 7.108-7.110 below, which further demonstrate how this criterion has been met.

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

   Appeal ref. APP/B4215/W/21/3287525 established that as of May 2022 there was a quantitative and qualitative need for purpose-built student accommodation in Manchester.

   The submitted Student Need Assessment sets out that whilst the pipeline has improved since that time (currently 18,073 beds, of which 13,245 have planning approval), only 3,852 of these beds are currently under construction. Student numbers have increased by 11% since 2022/23, with Manchester now home to nearly 100,000 students.

The latest data shows that Manchester's student to bed ratio exceeds the national average, with approximately 35,000 students unable to access PBSA, including 1,331 first-year students.

This is reflected in data for students residing in the private rented sector (including HMOs), which shows growth in students choosing to reside in these dwellings. Growth is particularly notable in areas of the city centre, suggesting a preference for centrally located accommodation.

The analysis presented in the Student Need Assessment considers a range of future growth scenarios and concludes that the Manchester PBSA market will remain undersupplied in the future despite the current pipeline. Deliberately conservative assumptions have been used in these scenarios, thus meaning that the results are likely to represent a lower-bound view of the future position. It is therefore clear that there remains both a quantitative and qualitative need for additional PBSA development and this criterion is met.

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

    Fusion Group have a strong track record of delivering almost every scheme that they have secured planning consent for nationally since their embarkment into the PBSA sector. They are highly experienced developers of purpose-built student accommodation and tall buildings and have funding in place to progress this scheme.

    The wider project team are all highly experienced in delivering similar schemes (the majority having also worked on the nearby Deansgate South building) and elsewhere in the UK on similar developments and a contractor, Domis, is already in discussions with Fusion Group to consider the approach to construction of the proposed building should planning consent be secured. Domis have constructed Fusion Group's nearby Deansgate South scheme and are highly experienced in delivering buildings in Manchester city centre on complex sites.

    Fusion's KC at the planning inquiry for Deansgate called a deliverability expert witness to demonstrate that this criterion could be met and this was demonstrated. The Inspector for appeal ref. APP/B4215/W/21/3287525 found that Fusion's track record should afford the Council confidence that the scheme would be delivered if planning permission was granted.

    This criterion is therefore considered to be met.

7.8 Policy S4 of the NPPF sets out that development within settlements should be approved unless the benefits of such approval would be substantially outweighed by any adverse impacts, when assessed against the decision-making policies within the NPPF. The proposed development would make use of a vacant brownfield site, which is neither safeguarded nor allocated land within the development plan.

7.9 Further to Policy S4, Policy HO9 of the NPPF states that, in regard to purpose-built student accommodation, such development should be sited where residents are able to access frequently used services, such as education facilities, easily and safely by sustainable methods of transport.

7.10 Overall, the proposed development provides significant regeneration benefits through the development of a long-standing stalled development site, is well-located for access to the Universities in accordance with appeal decision ref. APP/B4215/W/21/3287525 and will make a significant contribution to meeting the unmet demand for PBSA in Manchester.

7.11 The scheme reflects a minor increase in height from the development approved under permission ref. 111003/FO/2016/C1 and will be of a high quality. The scheme will be well-managed, providing a high density, high design quality building in a sustainable location, without any significant adverse impacts.

7.12 It is strongly considered that the proposed development complies in full with all of the criteria of Policy H12 of the Core Strategy, as well as Core Strategy Policies SP1 and CC8, Policies JP-J1 and JP-P5 of Places for Everyone and Policies S4 and HO9 of the NPPF. The principle of development is therefore considered acceptable.

Design

7.13 The Design and Access Statement submitted with this application details how the built form of the development positively responds in design terms to the site's opportunities, constraints and its surrounding context. The highly experienced design team has developed the proposal through consultation with key stakeholders, including Places Matter, Ward Councillors and the general public.

7.14 The design development demonstrates how the building's form, scale and massing have been approached to produce a carefully considered and robust design proposal. Support from interest groups such as Places Matter has positively reinforced and informed the proposed principles of height, materiality and design quality.

7.15 The building height has been informed by massing studies considering both the existing and emerging context of the immediate vicinity to the site and the nearby neighbourhoods. The southern gateway to the city is characterised by tall buildings, and the height of the proposed building, which is only slightly taller (5.7m AOD) than the 35-storey scheme previously consented at the site which measured 150.3m AOD, is considered to sit harmoniously in this context.

7.16 The tall building assessment in section 6 demonstrates how the scheme accords with Policy EN2 of the Core Strategy.

7.17 Ensuring a high design quality has been a key consideration for the architectural team. The weft and weave concept has been informed by the history of the site and local area and carefully considered as to how this translates to the elevational treatment and the applied façade system of the building. The base and crown elements are designed to complement this weft and weave system.

7.18 Materiality was explored in detail by the team, with a range of tones and materials considered as demonstrated in the Design and Access Statement. This process resulted in the proposed bronze metal panel system with the base in a complementary textured concrete. Contrasting metal will be used to frames with perforated metal used for vent panels.

7.19 An inclusive approach to design has ensured the building responds to the needs of all users and complies with relevant buildings regulations and design guidance.

7.20 The internal layout provides a range of accommodation typologies to meet the needs of different students and create a more diverse building community. 790 sqm of private amenity space is provided at a ratio of 0.97 sqm/ bed, and includes a rooftop gym, study areas, a wellness area, refreshments area, lounge, bars and external terrace spaces.

7.21 The proposed development is therefore considered to be in accordance with Policies SP1, CC6, CC9, CC10, EN1, EN2 and DM1 of the Core Strategy, Policies JP-S1 and JP-H3 of Places for Everyone, the SRF and Policies L2 and DP3 of the NPPF.

Heritage

7.22 The site does not contain any Listed Buildings nor is it within a conservation area, however there are a number of nearby Listed Buildings and conservation areas (see paragraphs 2.4-2.6). Consideration of the effects of the proposed development on built heritage has been undertaken by Montagu Evans and is contained within Chapter 8 of the Environmental Statement.

7.23 The assessment identifies the main heritage receptors likely to experience an effect, which include 5 conservation areas and 42 Listed Buildings.

7.24 Some of these receptors were originally scoped out through the EIA scoping process, however following receipt of an updated model, it was decided to bring the relevant receptors back into scope for assessment.

7.25 The assessment goes on to identify the significance of these heritage receptors and review the likely effects of the proposed development on the historic environment.

7.26 In considering the construction impacts on the built heritage receptors, Montagu Evans conclude that the listed Lock No. 90 would have a minor adverse effect, but that as this would be temporary, it is not significant. Construction activities would have a negligible effect on the Castlefield Conservation Area and the Former Congregational Chapel and thus not significant.

7.27 The assessment then goes on to consider the effects of the completed development on the identified heritage receptors, both by itself and cumulatively.

7.28 The assessment concludes that there will be no permanent change to the way the heritage value of the nearby assets are appreciated or understood, as the majority of the receptors are some distance from the site and/ or have a physical buffer between them and the site.

7.29 3 no. conservation areas and 38 no. Listed Buildings will have a nil effect from the completed development (both by itself and cumulatively with other developments). The effects on the other heritage receptors ranges from minor neutral to negligible neutral.

7.30 The proposed development therefore satisfies the provisions of the Planning (Listed Building & Conservation Areas) Act 1990 and that there would be no harm arising from the proposals that would not be outweighed by the minor beneficial impacts to other heritage assets and the wider public benefits from the scheme.

7.31 The proposed development is therefore considered to respect the setting of the nearby Listed Buildings, and other heritage assets in accordance with Policies SP1, CC9, EN1, EN2, EN3 and DM1 of the Core Strategy, Policies DC18.1 and 19.1 of the UDP, Policy JP-P2 of Places for Everyone, the SRF and Policy HE5 of the NPPF.

Townscape and Visual Impact

7.32 An assessment of the townscape and visual impact has been prepared by Montagu Evans and is contained within Chapter 6 of the Environmental Statement. The townscape assessment considers the proposed development within its urban context, including the buildings, the relationships between them, the different types of urban open spaces, including green spaces and the relationship between buildings and open spaces, whilst the visual assessment considers the impact upon visual receptors, for example, people. The assessment relates to how the amenity of people in the area affected by development will change (positive, negative or neutral).

7.33 The townscape assessment describes how the site is characterised by a dense urban fabric which combines historic and more modern buildings, transport infrastructure, the canal and waterway corridor and a mixture of civic, commercial and residential uses. Six townscape character areas were identified for assessment.

7.34 For the visual assessment, 12 viewpoints were selected at varying distances and orientations from the site. The visual assessment was informed by the preparation of the Zone of Theoretical Visibility (ZTV), and the views are considered representative of the experience of visual receptors within an area. Visualisations were produced for all viewpoints, which informed the assessment of the potential visual effects.

7.35 The construction activities are not assessed as resulting in any significant townscape or visual impacts.

7.36 The assessment considers that the completed development, both by itself and cumulatively, would be an attractive addition to the townscape and would demonstrably improve the character, appearance and function of the area. Montagu Evans conclude that the proposed development would result in likely effects ranging from negligible beneficial to minor/moderate beneficial on the six townscape receptors.

7.37 Visually, the report concludes that likely effects will range from no effect to minor/ moderate beneficial, with most views experiencing a beneficial effect.

7.38 As such, the proposed development is compliant with Policies CC6, CC9, EN1 and EN2 of the Core Strategy, Policies DP3, TR3 and TR4 of the NPPF and the Guide to Development in Manchester SPD.

Daylight, Sunlight and Overshadowing

7.39 A Daylight, Sunlight and Overshadowing Assessment has been prepared by GIA and is presented within the Environmental Statement submitted with this application. The report presents the findings of the assessment and establishes the impact on the neighbouring buildings.

Daylight and Sunlight

7.40 22 receptors were considered for daylight, and sunlight impacts due to their residential use and proximity to the site, with 3 receptors considered for overshadowing.

7.41 The impact of construction activities is not assessed quantitatively as this will vary throughout the construction programme and gradually increase to the potential effects identified for the completed development (which therefore represents the worst-case assessment). The construction impacts are therefore not considered to be significant.

7.42 In considering the impacts to the surrounding sensitive receptors, the assessment has considered in context to the BRE guidance but also against what is found to be acceptable in other residential locations in Manchester City Centre where compromises on aspects such as daylight amenity are an inevitable consequence of living in a city centre.

7.43 The assessment found that of the 22 properties assessed, the daylight and sunlight effect of the proposed development would be negligible on 14 and minor adverse on a further 3, both of which are concluded as not significant.

7.44 The remaining 5 properties - Hill Quays, 14 Albion Street, The Hacienda, Axis Tower and The Rope Works - are discussed further below with regards to daylight and sunlight.

Hill Quays

Daylight

7.45 The assessment sets out that 164 (85%) of the of the 192 windows would meet the BRE's criteria and experience a negligible magnitude of Vertical Sky Component (VSC) change.

7.46 The magnitude of VSC change to 18 windows would be minor with the remaining 10 experiencing a moderate change. The existing VSC values of the 10 windows experiencing a moderate magnitude of change are all no greater than 5.1%, meaning that the VSC changes are disproportionately represented as moderate. The assessment concludes that changes to the daylight levels would unlikely be noticeable.

7.47 All 92 of the rooms assessed would meet the BRE's criteria for No Sky Line (NSL) daylight and thus experience a negligible magnitude of change.

7.48 70% of the rooms assessed would meet the BRE criteria for diffuse daylight and so experience a negligible magnitude of change. 18 of the 28 remaining rooms will experience a minor magnitude of diffuse daylight change, with 1 of the windows serving the remaining 10 rooms experiencing a moderate magnitude of change. It is noted however that the baseline VSC levels of all those windows is no greater than 5.1% meaning the change is disproportionately represented as moderate and unlikely to be noticeable. All of the rooms served by those windows will experience BRE compliant levels of NSL change and will continue to benefit from NSL to in excess of 86% of the room areas.

7.49 The overall magnitude of daylight change is considered to be minor with the effect of the proposed development thus minor adverse and not significant.

Sunlight

7.50 Any changes to the sunlight amenity to the 93 windows material for assessment will be fully BRE compliant. The magnitude of Annual Probable Sunlight Hours (APSH) change is, therefore, negligible and the effect of the proposed development is not significant.

Albion Street

7.51 Seven windows were assessed within this building. As there were no publicly available floor plans, NSL within the rooms served by those windows was not assessed. Sunlight was not assessed as no windows facing the site are orientated south.

7.52 The magnitude of VSC change to all seven windows was initially assessed as major due to their location being less than 5m from the site's boundary.

7.53 BRE guidance sets out that the impact can be considered minor adverse if there are particular reasons for doing so. As the baseline conditions are a vacant site in such close proximity, the proposed development will inevitably result in a reduction in daylight availability to all windows assessed. Furthermore, the lack of floor plans means that the uses of rooms behind the affected windows cannot be confirmed however it is reasonable to assume that they could be secondary spaces.

7.54 Comparing the proposed development against the impacts of the previous planning consent (ref. 111003/FO/2016/C1), two of the seven windows will experience an imperceptible additional 0.1% absolute VSC change. The remaining windows will experience 1% to 4.3% absolute VSC gains compared to the Consented Baseline. The average difference is a 1.6% absolute gain. As such, it is considered the magnitude of VSC change is a negligible beneficial effect.

7.55 In regard to daylight effect, the sensitivity of the receptor is considered to be medium, and the overall magnitude of daylight change is considered to be major. However, given the likely secondary room uses of these windows and the close proximity of the site, it is considered the effect of the development is minor adverse and not significant. Further to this, when reviewing the magnitude of change compared to the consented scheme, the effects have already been considered acceptable. This is in accordance with paragraph H6 of the BRE Guidelines.

The Hacienda

7.56 A total of 127 windows serving 24 rooms were assessed within this building, with 91 of these windows assessed for sunlight.

Daylight

7.57 For VSC daylight, 86 (68%) of the 127 windows assessed would meet BRE's criteria and thus experience a negligible magnitude of change. 32 of the remaining 41 windows would have a minor magnitude of change, with the remaining 9 having a moderate magnitude of change. The 9 windows experiencing a moderate magnitude of VSC change all have low baseline VSC levels, meaning that the VSC changes are disproportionately represented as moderate. Furthermore, all of the rooms served by those nine windows have at least one additional window which is affected to no greater than a minor adverse extent.

7.58 100% of the rooms would meet the BRE's criteria and thus experience a negligible magnitude of NSL change.

7.59 17 (71%) of the 24 rooms assessed would meet the BRE's criteria and thus experience a negligible magnitude of diffuse daylight change. The seven affected rooms will experience changes in VSC and/or NSL which amount to a minor magnitude of diffuse daylight change; however, all seven rooms experience BRE compliant levels of NSL change and VSC alterations which do not exceed 21% against a BRE target value of 20%. In addition, the retained VSC values to all seven rooms is in excess of 22% which is commensurate with or better than the levels in other successful residential buildings in the city centre.

7.60 The overall magnitude of daylight change is considered to be minor with the effect of the proposed development thus minor adverse and not significant.

Sunlight

7.61 90 (99%) of the 91 windows assessed would meet the BRE's criteria and so experience a negligible magnitude of APSH change. The remaining 1 window will experience a minor magnitude of change, resulting in a minor adverse and not significant effect.

The Ropeworks

7.62 A total of 168 windows serving 77 rooms were assessed for daylight, with four windows assessed for sunlight.

Daylight

7.63 For VSC daylight, it was found that 14 (8%) of the 168 windows would meet the BRE's criteria and so experience a negligible magnitude of change, with a minor magnitude of VSC change to 13 (8%) of the windows.

7.64 There would be a moderate magnitude of VSC change to 16 (10%) of the windows, with the remaining 125 (82%) experiencing a major magnitude of VSC change.

7.65 20 (26%) of the 77 rooms assessed would meet the BRE's criteria for NSL change and experience a negligible magnitude of change. 1 room would have a minor magnitude of change, with 10 (18%) of the rooms experiencing a moderate change and the remaining 46 (80%) being major.

7.66 For both VSC and NSL, BRE guidelines state that the effect of a proposed development could be considered to be minor adverse if there are particular reasons for doing so. In this case, the baseline is that of a vacant site and the effect of the previously consented scheme at the application site has been considered acceptable.

7.67 4 (5%) of the 77 rooms assessed will experience changes in VSC and/or NSL which would amount to a minor magnitude of diffuse daylight change.

7.68 6 (8%) dual aspect rooms where windows will experience minor to moderate magnitudes of VSC change but the rooms will be fully NSL compliant and retain NSL to between 75%-96% of the room. The magnitude of diffuse daylight change to these rooms can therefore be considered minor.

7.69 5 (6.5%) rooms will experience changes in VSC and/or NSL which amount to a moderate magnitude of diffuse daylight change.

7.70 10 (13%) rooms are served by multiple windows which will experience negligible to major magnitudes of VSC change but the rooms will be fully NSL compliant with one exception. That room will experience a minor change. All rooms will retain NSL to between 62-99% of the room's area. The magnitude of diffuse daylight change to these 10 rooms is therefore also considered to be moderate.

7.71 The remaining 52 (67.5%) rooms will experience changes in VSC and/or NSL which amount to a major magnitude of diffuse daylight change.

7.72 Overall, the magnitude of daylight change is considered major, however the effect of the proposed development is concluded as minor adverse and not significant when considering the currently vacant nature of the site and the previous consent having been found acceptable.

7.73 In line with Paragraph F2 of the BRE Guidelines, the extant planning permission can be used as an alternative basis that it was considered acceptable in terms of both magnitude of change to surrounding sensitive receptors and retained daylight and sunlight level.

7.74 Compared to the consented baseline, 5 of the 182 windows would experience a negligible 0.1% reduction in VSC. All other windows would see no change or small improvements in VSC of between 0.1% and 1%, with an overall average gain of 0.2%. As such, compared to the consented scheme, there is a negligible beneficial magnitude of VSC change.

Sunlight

7.75 Any changes to the sunlight amenity to the 4 windows material for assessment will be fully BRE compliant. The magnitude of APSH change is, therefore, negligible and the effect not significant.

Axis Tower

7.76 A total of 318 windows serving 262 rooms were assessed for daylight, with 293 windows assessed for sunlight.

Daylight

7.77 The assessment found that 134 (42%) of the 318 windows would meet BRE's criteria and so experience a negligible magnitude of VSC change. and the magnitude of change to 32 (10%) would be minor, 103 (33%) would be moderate and 49 (15%) would be major.

7.78 In the baseline scenario, 8 of the 184 affected windows have very low VSC values between 3.2% and 4.6%. The absolute VSC change to these windows is no more than 2.4% and it is therefore extremely low existing VSC values which would result in disproportionate percentage change.

7.79 For the remaining 176 windows, the uncharacteristically high baseline VSC values are noted for a building in an urban location. The results demonstrate baseline VSC values of between 22.8% and 38.1% (average 35.7%). The VSC levels with the proposed development remain "very reasonable" in an urban context, ranging from 11.8%-26.9% (average 23.1%) which is commensurate with/ better than levels in other successful residential buildings in the city centre.

7.80 78 (30%) of the 262 rooms would meet the BRE criteria and so experience a negligible magnitude of NSL change. 38 (14%) would result in a minor magnitude of NSL change, 31 (12%) would have a moderate magnitude of NSL change and 115 (44%) would have a major change.

7.81 However, 108 of the rooms affected serve bedrooms, of which 63 rooms experience a change in NSL which amounts to a major magnitude of change. These rooms are considered 'less important' in accordance with the BRE criteria.

7.82 The remaining 76 rooms serve lounge/kitchen/diners (LKDs), a kitchen and two living rooms. For the majority of the LKDs, the room is lit from one side only and is greater than 5m in depth. In these cases, the BRE states that a 'greater movement of the no sky line may be unavoidable'.

7.83 39 (15%) of the 262 rooms assessed would meet the BRE's criteria and experience a negligible magnitude of diffuse daylight change. 38 (14%) of rooms will experience changes in VSC and/or NSL which amount to a minor magnitude of diffuse daylight change.

7.84 There are 26 (10%) dual aspect rooms where one of the two windows will experience a moderate to major magnitude of VSC change and the other a negligible magnitude of change. The windows will all retain 17-33% VSC (average 25%). The rooms will all be fully NSL compliant and retain NSL to 81-99% of the room's area. The magnitude of diffuse daylight change to these 26 rooms is therefore considered to be minor.

7.85 The windows serving 5 (2%) of the remaining 159 rooms have very low VSC values of between 3.2-4.6% with the proposed development resulting in magnitudes of VSC change from minor to major. The absolute VSC changes are however no more than 2.4% which is potentially unnoticeable. The low existing VSC values are therefore resulting in disproportionate percentage changes, with the NSL effect similar. The magnitude of diffuse daylight change to these 5 rooms is therefore also considered to be minor.

7.86 The remaining 154 (59%) of rooms will experience changes in VSC and/or NSL which range from negligible to major. The 154 windows serving the 154 rooms have uncharacteristically high baseline VSC for a building in an urban location (23-38%, average 36%). The VSC levels with the proposed development are concluded to remain "very reasonable" in an urban context, ranging from 12-31% (average 24%), commensurate with/ better than levels in other successful residential buildings in the city centre.

7.87 When compared to the consented scheme, the proposed development would not result in any material worsening of daylight conditions. Of the 318 windows assessed, only 66 windows would experience any additional change, all of which are imperceptible absolute VSC changes of less than 1%. The remaining windows would experience no change or small absolute VSC gains of between 0.1% and 1%, resulting in an average improvement of 0.2%. Overall, the magnitude of daylight change compared to the consented scheme is considered negligible beneficial and not significant.

The overall magnitude of daylight change is considered to be moderate, however given the contextually appropriate retained values and the previous consented development at the site having been found acceptable, the effect of the proposed development on daylight is concluded to be minor adverse and not significant.

Sunlight

7.88 The assessment found that any changes to the 293 windows assessed will be fully BRE compliant and the magnitude of change is therefore negligible. The effect of the proposed development upon sunlight amenity is negligible and not significant.

Overshadowing

7.89 Turning to overshadowing, the magnitude of Sun Hours on Ground (SHOG) change to all 3 receptors is negligible and not significant and fully BRE compliant.

Summary

7.90 The assessment has also considered the cumulative effects with nearby consented developments. This finds that compared to just the proposed development in isolation, the effect upon daylight and sunlight within some of the receptors would increase. However, it is noted that all of the consented schemes would likely have been considered in combination with the previously

consented scheme at the application site which was not dissimilar in height and massing to the proposed development.

7.91 Further to this, it is concluded that the levels of change and retained levels of amenity, as a result of the proposed development, are considered reasonable in context as demonstrated by the characterisation study provided and better than those of the previously consented scheme for the Site.

7.92 As such, the effect of the proposed development on daylight, sunlight and overshadowing is considered to be in accordance with Policies DM1 and EN2 of the Core Strategy, PPG and the Guide to Development in Manchester SPD.

Solar Glare

7.93 A solar glare assessment has been undertaken by GIA and is considered at chapter 12 of the Environmental Statement. It considers the likely effects of the proposed development upon road users, tram and train drivers for sensitive locations within 500m of the site. The assessment is required due to the façade treatment including large areas of glazing. The construction impact has not been assessed, as the completed development represents the worst-case scenario.

7.94 A review of the area within 500m of the site identified a total of 10 road locations and 5 train/tram lines for assessment.

7.95 From 2 road locations, the proposed development would not be visible, nor would reflections occur within a driver's 30-degree field of view. The impact is thus negligible.

7.96 At 2 road locations and along one train track, reflections may occur within 10-30 degree of a driver's line of sight which is concluded to be minor adverse and not significant.

7.97 At the remaining 6 road locations and 4 train/tram lines, reflections occur within 10 degrees of a driver's line of sight. The overall solar glare effect ranges from minor adverse to moderate adverse. The 3 minor adverse effects are concluded as not significant. Significant adverse effects are predicted to occur for a driver at 5 road locations and 3 train/tram lines, with the latter reducing to 2 if/when the scheme proposed at 2-4 Whitworth Street West is constructed when the effects reduce to not significant.

7.98 The solar glare assessment concludes that given the location of the site and scale of the proposed development, potential for reflections are unavoidable. The assessment considers the worst-case scenario of year-round sunshine; however, the sunshine probability will be significantly reduced in reality and therefore the likelihood of instances of reflections reduced accordingly. The probability of the sun shining during the times of the year when significant potential reflections are expected is between 10-40%.

7.99 Furthermore, the assessment does not include the sun itself within any viewpoints which would also cause very intense glare to drivers at many of the affected viewpoints. The sun would be directly visible if the proposed development were not present, and thus the reflections from the proposed development would diffuse this impact, with glare appearing less intense and not significantly worse when compared with a direct view of the sun.

7.100 Mitigation is proposed in the form of low-reflectance glazing across the full height of the eastern elevation, the upper floors of the southern elevation and the lower-mid levels of the western elevation, subject to further detailed testing which could be secured via an appropriately worded condition. This would reduce the impact at 3 road locations and all 3 tram/train lines to minor adverse and not significant.

7.101 The potential for reflections from solar glare at the other two road locations to be considered would be reduced and it is also noted that the potential effects would only occur momentarily when looking precisely at the affected traffic light, 12m from the junction and within just 1 hour of the day on

sunny days over just 4 months of the year. The reflection would occur for no more than 4 minutes at a time. The probability of the sun shining (as referred to above) and the ability to use alternative traffic lights to respond safely reduces this further such that it is concluded that the effects are not considered to present a safety concern.

7.102 The proposed development is therefore considered compliant with Policy DM1 of the Core Strategy.

Transport and Highways

7.103 A Transport Statement and Framework Travel Plan have been prepared by Stantec and are submitted with this application. The Transport Statement considers the development proposals and their potential impact on the surrounding highway network. The Framework Travel Plan outlines measures to encourage sustainable travel.

7.104 The proposed development includes 139 cycle parking spaces; all securely located at ground level and accessible via magnetic locks to ensure a high level of security. Fusion will also offer a free of charge bike rental scheme for students (10 bicycles), offering access to fully maintained and serviced bikes. The scheme includes no car parking spaces.

7.105 The Transport Statement identifies that the site is in a highly accessible location, benefitting from good levels of pedestrian and cycling infrastructure, as well as public transport opportunities.

7.106 As the scheme is car-free, it will not generate any vehicular trips. The non-vehicular trip generation has been examined, and it is demonstrated that the trips associated with the proposed development are not considered material nor discernible with regards to highway safety or capacity on the network.

7.107 The Transport Statement also identifies a range of traffic management measures would be put in place at the limited times of the year when the students would be moving in and out of their accommodation to ensure there is no adverse impact to the surrounding roads. This includes students needing to book an arrival slot and arriving at a nearby car park where holding bays would be reserved by Fusion at these times of year. A Travel Plan Co-ordinator (provided by Fusion) would then oversee cars moving to the on-street parking bays outside the site where loading/unloading can take place in a managed way.

7.108 The proposed development also includes the provision of a loading bay to the front of the building, which will sit flush with the adjacent footway and will be used for refuse vehicles only.

7.109 The loading bay will measure approximately 3m in width and 15m in length, and has been designed to ensure that, when not in use, the full effective width of the footway is retained for pedestrian movement, maintaining continuity of the pedestrian environment in accordance with current streetscape design principles.

7.110 Private refuse vehicles will travel eastbound along Whitworth Street West before crossing the bus lane to access the bay. It has been agreed with Manchester City Council that, in principle, private waste collection vehicles which will service the site can be exempt from the ‘whitelist’ to ensure they can travel westbound through the bus gate without being penalised.

7.111 The Framework Travel Plan identifies a range of initiatives that could be implemented to reduce dependency on the private car and encourage sustainable modes of travel, including:

- Appointment of a Travel Plan Coordinator (TPC).
- Preparation of a Travel Plan report for submission to the LPA.
- Provision of a welcome pack outlining local walking/cycling routes and detailing public transport services.

- Preparation of an action plan that details measures taken to fulfil the targets of the Travel Plan.
- Identifying and managing arrangements for the start and end of year drop-offs and collections.
- Annual monitoring of the travel habitats of students for the first 5 years.

7.112 The Transport Statement concludes that overall, there are no material reasons from a traffic and transportation perspective as to why the proposed development should not be granted planning permission.

7.113 As such, the proposed development is considered to be fully compliant with Policies SP1, CC5, T2 and DM1 of the Core Strategy, Policy JP-C8 of the Places for Everyone Plan, as well as Policies TR4, TR6 and P5 the NPPF and Guide to Development in Manchester SPD.

Wind Microclimate

7.114 A Wind Microclimate Assessment has been prepared by GIA and is contained within the Environmental Statement.

7.115 The assessment has considered the likely significant effects of changes of the proposed development to the site and surrounding area, particularly to the pedestrian level wind speeds around the site, both pedestrian comfort and safety.

7.116 The assessment was undertaken in March 2026 using a wind tunnel model, extending to a 400m radius from the site and including future committed developments. Where relevant, it was supplemented with Computational Fluid Dynamics. Wind conditions were measured for the existing baseline conditions, as well as for with the proposed development and accounting for cumulative schemes.

7.117 Wind conditions were assessed at a range of on- and off-site locations. Embedded wind mitigation is included with the design of the proposed development in the form of 2 no. 50% porous barriers, 2400mm high, at the south and east of the site, within the ownership of the applicant.

7.118 The construction impacts have been concluded as not being significant (ranging from minor beneficial to negligible).

7.119 The operational effects were concluded as being not significant at all locations in all seasons and scenarios, with one off-site location showing a minor benefit (entrance to 28 Hewitt Street).

7.120 The proposed development is therefore considered compliant with Policy EN2 of the Core Strategy, as well as Policies within the NPPF.

Noise and Vibration

7.121 An assessment of the effect of the proposed development in terms of noise and vibration has been undertaken by Sandy Brown and is contained within the Environmental Statement submitted with this application. The assessment considers the likely significant effects of noise and vibration from construction activities and operational uses.

7.122 The baseline noise and vibration surveys confirmed that the existing dominant noise sources included the freight train movements at the adjacent railway and road traffic on Whitworth Street West. There were no significant baseline vibration issues identified.

7.123 During the construction phase of the development, it is anticipated that the works will give rise to significant but temporary noise effects to the nearby residential buildings (including the Ropeworks buildings, Axis Apartments and Hacienda) and the INNSide Hotel, with moderate vibration effects

from the piling works. It is considered that these impacts will be local, short term and typical of such a development.

7.124 In regard to the construction traffic, the assessment has highlighted a peak of 30 vehicle movements per day entering and leaving the site during the works. As such, based on the change in traffic flows, the overall effect on changes to A-weighted 16-hour noise levels would be less than 1.0dB. As such, there would be negligible noise impacts at all receptors.

7.125 The assessment sets out that during the operation of the proposed development, there will be no noise or vibration effects anticipated, subject to a suitably worded condition controlling plant noise and suitable design of the façade and ventilation system, to ensure appropriate noise conditions are achieved.

7.126 Overall, it is considered that while there will be some short-term construction impacts, the proposed development would be considered acceptable, with no long-term effects expected in regard to noise and vibration.

7.127 The proposed development is therefore considered to be fully compliant with Policies DM1 and H12 of the Core Strategy, as well as Policy P4 of the NPPF.

Ecology and Biodiversity Net Gain (BNG)

7.128 A Preliminary Ecological Appraisal has been prepared by SLR and accompanies this application. The report assess the potential impact of the development on local ecology and nature conservation.

7.129 A Preliminary Ecological Appraisal (PEA) has been submitted with the planning application.

7.130 The report highlights that that the site itself is of low intrinsic ecological value with no priority habitats present. However, the potential ecological constraints relate to the nearby Rochdale Canal Special Area of Conservation (SAC) and non-statutory canal designations, including:

- Ashton Canal West Site of Biological Interest (SBI);
- Rochdale Canal: Scott's Lane to Ducie Street Basin SBI; and
- River Irwell SBI

7.131 The report also highlighted potential adverse impacts to roosting bats and birds within the adjacent railway bridge.

7.132 In regard to the Rochdale Canal SAC the assessment concludes that due to the significant distance between the site and the SAC, it is anticipated that any dust pollution which may arise from the proposed development would be very minor and would not travel the distance of the SAC. As such, it is considered that there would be no undue impacts as a result of the proposed development.

7.133 Similarly, in regard to the non-statutory Conservation Sites the report states that there may be some indirect impacts to the habitats within these designations via dust produced during construction works. However, it is anticipated that these impacts would be very minor and have very minor impacts upon the SBI's, if it travels.

7.134 As such, an Outline Construction Management Plan (CMP) has been prepared, and details the pollution prevention measures to minimise the impacts of air and dust pollution.

7.135 The report highlights that a Black Redstart has been recorded within 300m of the Site in the last 10 years. However, it is deemed that the Site does not provide suitable foraging habitat due to the current levels of disturbance. Therefore, further survey has not been deemed necessary.

7.136 In regard to potential impact to bats, the report concludes that the adjacent railway bridge has a 'low' potential to support roosting bats. A subsequent Bat Survey Report has been completed, which identified one roost within the railway line, which was considered to be of low conservation significance.

7.137 As such, it is recommended that a 10m buffer zone should be implemented to avoid disturbance to roosting bats, for any works likely to cause noise or vibration, which can be reduced to 5m following appropriate acoustic measures being implemented, such as acoustic barriers.

7.138 The proposed 10% BNG is to be obtained through the purchase of credits, due to there being insufficient space on site to provide enhancement.

7.139 It should be noted that the Government recently announced changes to the BNG regime including that development sites that are smaller than 0.2ha will be exempt. These changes are expected to come into force via secondary legislation in July 2026. Any planning decision made after this date on smaller sites would be exempt from the BNG regime. The application site is 0.12ha and would therefore be captured by these changes and therefore there would be no requirement to achieve 10% BNG as part of the development.

7.140 It is therefore considered that, subject to the implementation of the report's recommendations, the proposed development is in accordance with Policies EN15 and DM1 of the Core Strategy and Policy JP-G8 of Places for Everyone.

Energy and Sustainability

7.141 An Environmental Standards Statement, a BREEAM Pre-Assessment and a Circular Economy Statement are submitted with this application.

7.142 The Environmental Standards Statement explores different ways in which the energy demands of the proposed scheme could be minimised, the efficiency maximised and finally met through renewable and low carbon technologies.

7.143 The building has been designed to maximise passive measures to reduce the energy requirement, including an appropriate glass to wall ratio; U values that exceed the minimum Building Regulation Standards; air leakage rates that exceed the minimum Building Regulations; and glass specification that limits the amount of unwanted solar gain to avoid overheating.

7.144 The energy efficiency measures include:

- Solar control glazing to the southern elevation windows;
- A centralised high efficiency Air Source Heat Pumps (ASHP)
- Lighting control systems via Passive Infra-red Detectors (PIR) throughout all communal and circulation spaces
- The use of LED luminaires wherever possible
- All meters will be linked to the Building Management System (BMS) to provide central monitoring

7.145 Renewable and low carbon technologies have been explored, and it is concluded that the most appropriate solution for the building comprises Air Source Heat Pumps (ASHP) to produce low temperature hot water for space heating and domestic hot water generation. This is deemed particularly suitable due to the high seasonal efficiencies of the heat pumps and their ability to produce in excess of three units of heat for every unit of electricity consumed.

7.146 Overall, the proposed energy strategy will deliver an overall CO2 reduction of 1% compared to the baseline emissions.

7.147 Core Strategy Policies H12 and EN5 require the potential of De-Centralised/ District Heating Networks to be explored. The report considers the opportunity to connect to the Manchester Civic Quarter Heat Network, but the connection is not currently feasible due to a combination of technical and viability constraints, including the lack of a nearby connection point, potential network capacity limitations, and the extent of infrastructure required to extend the network to the site. As such, this option has been discounted.

7.148 Fusion are targeting a BREEAM ‘‘Excellent rating to maximise the sustainability credentials of the scheme. The BREEAM pre-assessment report calculates that the scheme is capable of achieving a 74.06% score, demonstrating that the ‘Excellent’ rating is capable of being achieved and exceeding the planning policy requirement of ‘Very Good’.

7.149 As such, the proposed scheme is therefore fully compliant with Policies EN4, EN5, EN6 and DM1 of the Core Strategy, Policies JP-S2 and JP-P1 of Places for Everyone and the Guide to Development in Manchester SPD.

Socio-Economic Impact

7.150 An assessment of the socio-economic effects has been prepared by Cushman & Wakefield and is contained within the Environmental Statement submitted alongside this application. It considers the potential effects on the local economy, population and services during the construction and operational phases of the proposed development.

7.151 The socio-economic assessment identifies that the construction phase will generate 178 FTE gross jobs over the 3-year build programme, an uplift of 1.8% from the baseline. An estimated **£4.5 million GVA per annum** will be generated during the construction.

7.152 During operation, the proposed development is anticipated to provide up to 16 FTE gross jobs, at a range of levels. Additional temporary jobs will also be created in association with student arrival and departure days.

7.153 Indirect employment effects will be generated through the uptake of jobs by the new student residents. Based on the baseline evidence, it is anticipated that 64% (523) will hold a part-time (68hours per month) during term-time, equating to 237 FTE jobs.

7.154 The jobs created and sustained through the operation phase will generate **£0.36-0.42 million GVA** at the City scale and **£0.75 -0.85 million at the Greater Manchester level**, with the benefit persisting year on year of operation.

7.155 The proposed development will provide 818 student beds. The Student Need Assessment which accompanies this planning application sets out that the current development pipeline is not sufficient to meet the forecast increase in demand and as a result, by 2029-30 c. 4,500 students will be required to rent privately. The socio-economic assessment identifies that this will create further pressure on the housing market, reducing Council Tax revenue and negatively impacting the student experience.

7.156 Furthermore, the development of 818 beds in a high quality and well-managed PBSA scheme will reduce pressure on residential dwellings currently let to students elsewhere in the City, therefore, increasing the supply of good quality homes for sale and rent, releasing them back to much needed family housing.

7.157 The scheme will support Manchester's ability to attract and retain its student population, providing the necessary supporting infrastructure for students to have the best chance of excelling during their studies. The scheme is in close proximity to local universities and will facilitate a safe, high quality and well-managed environment in which to reside and study. The assessment concludes that the scheme will increase accommodation choices for students and enhance the reputation and attractiveness of Manchester as a higher education destination, retaining its international competitiveness.

7.158 The student residents will generate additional local expenditure in the order of **£5.3 million per annum**. Furthermore, students will receive visits from friends and family, generating additional expenditure of **c. £48,262 - £267,486 per annum** which can be attributed to the scheme.

7.159 The impact to local healthcare services has been assessed and it is concluded that the additional demand can be absorbed by capacity at the existing healthcare facilities and no mitigation is required.

7.160 The proposed development will generate positive socio-economic benefits with regards to perceptions, feelings of safety and fear of crime, which is reiterated in the Crime Impact Statement.

7.161 The Environmental Statement concludes that the proposed development will not generate any significant adverse socio-economic effects and will instead result in numerous moderate beneficial effects at the local and sub-regional levels.

7.162 It is therefore considered to be fully compliant with Policies CC1, CC6, CC10 and H12 of the Core Strategy, Policies JP-J1 and JP-P5 of Places for Everyone and the NPPF.

Ground Conditions

7.163 Phase I and Phase II Geo-environmental assessments have been undertaken by Brownfield Solutions and are submitted in support of this application.

7.164 The Phase I report concludes that the overall risk to human health from on-site soils contamination, off-site sources of contamination and permanent ground gases is moderate to low. Radon is not considered to pose a risk and the overall risk to controlled waters is low. Further work is recommended, including intrusive ground investigation works.

7.165 The Phase II report identifies the presence of made ground at the site, and notes that testing revealed only minor exceedances of naphthalene and benzene (a) pyrene within one sample at the rear of the proposed building where hard landscaping is proposed. It concludes that as no soft landscaping is proposed, the risk is considered to be low and no remedial measures in respect to human health are required.

7.166 Ground gas monitoring resulted in the site being classified as Characteristic Situation 1 and ground gas protection measures are not required. This should be re-assessed however in due course.

7.167 As the overall risk to controlled waters is considered to be low and no further action is required.

7.168 Waste classification for the made ground present at the site revealed the majority to be non-hazardous with some soils suitable for disposal at an inert landfill and some at a non-hazardous landfill. Further testing will be required to determine the most appropriate landfill.

7.169 The report goes on to make recommendations regarding foundations, floor slabs, concrete, highways and SuDS drainage, as well as further work recommendations which are capable of being subject to an appropriately worded planning condition.

7.170 As such, subject to a suitably worded planning condition, the development is considered to be in compliance with Policy EN18 of the Core Strategy and Policy JP-S1 of Places for Everyone.

Flood Risk and Drainage

7.171 The site is located within Flood Zone 1 where land and buildings have a low probably of flooding from rivers or sea and is at very low risk from surface water flooding. Accordingly, the sequential and exception tests do not need to be addressed. The site is however within the Conurbation Critical Drainage Area and so a flood risk assessment has been prepared alongside a drainage strategy.

7.172 The flood risk assessment concludes that as there is a low or very low risk of flooding from all possible sources, there is no requirement to incorporate flood mitigation measures into the scheme.

7.173 A pre-development enquiry was submitted to United Utilities who responded to advise that they would consider a surface water connection to the 375mm combined sewer in Cameron Street and that the discharge rate should not exceed 5L/s.

7.174 The surface water drainage strategy sets out how the sustainable drainage hierarchy has been considered, concluding that it is not possible to achieve a higher priority level for the site than discharging to a combined sewer (in Cameron Street).

7.175 Proposed SuDS solution is to use attenuation tanks with restricted discharge to achieve 5L/s. The attenuation tank will be approximately 40m^3 and attenuate flows for the 1 in 100-year storm with a 40% allowance for climate change. Internal pipework will direct any surface water that lands on

the building to the proposed attenuation tank whilst surface water runoff on the external areas will drain to porous paving and drainage channels into the tank. Permeable paving has been proposed between the rear of the building and the railway bridge as an additional SuDS feature, which will connect to the attenuation crates.

7.176 Foul flows from the development will drain into the combined sewer in Cameron Street. United Utilities have confirmed that an unrestricted discharge rate is allowed for foul water discharge from the site.

7.177 The flood risk assessment and drainage strategy therefore concludes that the proposed development will not result in any adverse impacts and is thus considered to comply with Policy EN14 of the Core Strategy, Policy JP-S4 of the Places for Everyone Plan and Policy F4 of the NPPF.

Servicing and Waste Management

7.178 A Servicing and Waste Strategy is contained within the Design and Access Statement and has been prepared in accordance with the Council's guidance (GD04-v6 Guidance and Buildings Regulations Part H).

7.179 The refuse store will be located at ground level and has been designed to accommodate the required number bins (15 no. 1100l bins and 6 no. 240l bins, collected a minimum of twice per week) for the proposed number of students.

7.180 Refuse areas will have notices/signage to provide guidance on recycling procedures, and students will be briefed on waste management and recycling at their induction. Refuse and recycling will be collected from amenity areas by the building management team, before being taken to the refuse store.

7.181 Servicing and refuse collections will be made from the north of the building, with bins taken out via an access point to the west of the building. Refuse vehicles will use the proposed lay-by on Whitworth Street West adjacent to the building, with bins moved out in a phased manner, ensuring that an unobstructed thoroughfare is maintained along the pedestrian footpath. It is anticipated that refuse collections will be required twice per week as per the calculation contained in the Design and Access Statement and will be removed by a private collection service.

7.182 It is thus considered that the proposed development is in accordance with Policies EN19 and DM1 of the Core Strategy,the Guide to Development in Manchester SPD and Policy HO9 of the NPPF.

Archaeology

7.183 An Archaeological Assessment has been prepared by Greater Manchester Archaeological Advisory Service (GMAAS). Whilst this was prepared in 2015 to support a historic planning application at the site, GMAAS have confirmed in writing (submitted as an Appendix to the Archaeological Assessment) that there have not been any changes which would alter the findings of their previous advice.

7.184 The letter confirms that an archaeological study was done of the building which previously stood on the site, with photographs and a written description prepared by the University of Manchester Archaeological Unit in 2009 considered by GMAAS to have provided an adequate record of the structure. The building was subsequently lawfully demolished.

7.185 GMAAS concluded in 2015 that no further archaeological work was recommended, and in their February 2026 correspondence, confirmed that no further archaeological assessment needed to be prepared or any further investigation of the site in advance of development.

7.186 Therefore, the proposed development is compliant with policies EN1 and EN3 of the Core Strategy, DC20 of the UDP and JP-P2 of PfE.

Crime

7.187 A Crime Impact Statement (CIS) has been prepared by Greater Manchester Police (GMP): Design for Security and is submitted with this planning application.

7.188 The report assesses the proposal in terms of crime prevention and safety and recognises that the proposed development will provide a number of benefits including:

- Bringing vitality to a site which has been disused for a number of years. The building will present an active frontage and ground level activity, helping to improve natural surveillance and animate the street scene. This will discourage antisocial activity around the development;
- The footprint of the building facing onto the public realm is relatively simple and free from deeply recessed concealed areas with glazing providing good levels of activity;
- The student amenity spaces provide opportunities for students to meet and foster community relations, creating a building community less likely to tolerate inappropriate behaviour and more willing to challenge unfamiliar faces;
- The main entrance will be accessed via an electronic access control fob system, with the lobby space actively managed; and
- The proposed development provides the opportunity to include security features built into the design, avoiding the need for obtrusive retro-fitted security measures that can increase the fear of crime.

7.189 The report makes a number of recommendations to be considered to improve the development from a security perspective. The applicant will continue to work through these matters with officers from Design for Security during the detailed design stage.

7.190 Overall GMP conclude that the development is considered acceptable and they support the proposed development subject to a condition requiring the completed development to achieve Secured by Design accreditation.

7.191 It is therefore considered that the proposed development is compliant with Policy DM1 of the Core Strategy, PfE Policy JP-P1, and Policies L3, DP3 and TR4 of the NPPF.

Air Quality

7.192 The impacts of the proposed development with regards to Air Quality has been assessed by PEC Ltd, which is contained within the Environmental Statement. The assessment considers the impact of the development on air quality to nearby sensitive receptors during both the construction and operational phases, as well as whether an acceptable air quality can be achieved for the future students of the development. The site is located within an Air Quality Management Area, and the assessment has been prepared with regard to the requirements of the LPA's Environmental Health department.

7.193 PEC concluded that during the construction phase, there is potential for air quality impacts as a result of dust emissions, however with good practice dust control measures, the residual air quality impacts are negligible and therefore not significant.

7.194 Dispersion modelling was undertaken to quantify annual mean NO_2, PM_{10} and $PM_{2.5}$ concentrations to assess suitability for the proposed use, with results verified using GMCA local monitoring data.

7.195 This indicated that annual mean NO_2, PM_{10} and $PM_{2.5}$ concentrations were below the relevant Air Quality Objectives, and the site was therefore concluded as suitable for the proposed end use without any mitigation measures being required.

7.196 As the scheme is proposed to be car-free, potential operational impacts are limited and associated impacts concluded as being negligible.

7.197 Overall, it is concluded that potential impacts upon air quality are not a planning constraint and the proposed development complies with Policies EN16, CC5, DM1 of the Core Strategy and Policy JP-S5 of Places for Everyone.

Aviation

7.198 An Aviation Safeguarding Assessment has been undertaken by GTech Surveys and provides an analysis of the potential impact of the proposed development on aviation safeguarding at Manchester Airport.

7.199 To ensure robust assessment, and for completeness, the Aerodrome Safeguarding Authority for Manchester Airport and the NATS have engaged with pre-application consultations, whereby the NATS have confirmed that the proposed development will not cause any significant adverse effects on required radar functionality. As such, they do not object to the proposed development.

7.200 The assessment concludes that the site lies within the outer horizontal Obstacle Limitation Surface (OLS) for Manchester Airport, however the proposed development would not infringe on any OLS, maintaining a minimum clearance of 60.5m, which would not present a collision risk.

7.201 The assessment of the Instrument Flight Procedure (IFP) indicates that adequate vertical and lateral clearances would be retained. Further to this, the presence of other buildings of similar heights in close proximity to the site, together with existing flight procedures over the city, indicates that no adverse effects on airport operations are anticipated.

7.202 The report concludes that the proposed presents a minimal risk to aircraft safety and is unlikely to adversely impact the function of the Secondary Surveillance Radar at Manchester Airport. As such, the proposed development is therefore considered to comply with Policy DM1 of the Core Strategy.

Television and Radio Reception

7.203 A Television and Radio Reception Impact Assessment has been undertaken by GTech Surveys Limited and is submitted in support of this application.

7.204 The report considers the baseline signal survey and the impact on reception as a consequence of the proposed development.

7.205 The report identifies that the proposed development will not result in the interference of radio or digital terrestrial television (freeview) services, and no mitigation measures are required.

7.206 There is a possible risk of interference to digital satellite television services in areas to the immediate northwest from the base of the proposed building (up to 292m), with the report proposing mitigation in the form of satellite dish relocation or alternative sources of broadcast such as receiving TV over fibre or smart TV apps. The report concludes that these measures are “common and simple” mitigation solutions suggested for similar situations.

7.207 Overall, with an appropriately worded condition to undertake a post-development survey and provide mitigation measures if still required, the development is considered to be in accordance with Policy EN2 of the Core Strategy and the NPPF.

Broadband Connectivity

7.208 A Broadband Connectivity Assessment has been undertaken by GTech Surveys Limited and is submitted in support of this application.

7.209 The report considers the current availability of broadband services and concludes that the area is likely to have excellent download speeds, with both Virgin Media and BT Openreach having existing fibre infrastructure adjacent to the site to enable a full fibre connection.

7.210 The proposed development is thus considered compliant with Policy JP-C2 of PfE and the NPPF.

Fire Statement

7.211 An Outline Fire Statement has been prepared by OFR Consultants Limited and is submitted in support of this application.

7.212 The statement provides an outline of the proposed fire strategy arrangements for the proposed development and sets out the key principles of the fire strategy and demonstrates how the relevant fire safety requirement of the Building Regulations 2010 can be satisfied.

7.213 The proposed development is considered compliant with relevant Planning Practice Guidance and Building Regulations.

8. Summary and Conclusion

8.1 This application seeks permission for:

> *'Full planning permission for a 39-storey purpose built student accommodation building (Sui Generis).'*

8.2 This statement has considered the site and surroundings, the details of the proposed development, and assessed the proposals against the relevant planning policy.

8.3 In accordance with best practice, the submitted proposals have been informed by pre-application discussions with officers at Manchester City Council, Places Matter, Ward Councillors, and local residents and businesses. Please refer to the accompanying Statement of Community Involvement for further details.

8.4 The site comprises brownfield land and has been vacant for a number of years, despite having benefitted from various extant planning consents. It is located within the Deansgate area of the city centre with a broad range of retail, community, leisure and public transport opportunities in easy and convenient walking distance of the application site. It is in an area of considerable scale of development with many tall buildings both constructed and consented.

8.5 The proposed development will contribute towards meeting an identified quantitative and qualitative need for additional PBSA in Manchester, supporting the growth of the Universities and encouraging graduates to remain in the city region.

8.6 Delivery of new PBSA is critical to the success of Manchester in supporting its world class universities and improving the student experience so that graduates are retained to live and work in the city. New PBSA will increase choice, reduce the reliance on poor quality HMOs, return traditional family housing and the city centre private rented sector to the open market, reduce rental inflation, and better meet the pastoral and welfare needs of modern students.

8.7 The University campuses can be reached within a 10-12-minute walk, 5-minute cycle or 10-minutes via public transport, which is within the 25-minute reasonable walking distance, found to be acceptable within planning appeal ref. APP/B4215/W/21/3287525. As such, the site is considered to be a suitable location for a PBSA scheme.

8.8 The proposed development will provide a range of social, economic and environmental benefits which can be summarised as follows:

Social

- Contribute towards meeting a significant unmet need for additional PBSA in the City.
- Manchester is one of the most expensive cities in the UK for PBSA and a more diverse pipeline of new PBSA will help stabilise the rental growth.
- The scheme will contribute towards meeting the aspirations of a range of the Council's regeneration and growth strategies in supporting the development of the City's Universities and encouraging graduates to remain in the city to live and work.
- The proposed development will offer a range of unit sizes and types to create a diverse and mixed student resident population.
- The development proposes a well-rounded experience for the occupants with wellness zones, quiet study areas, terraces and a rooftop bar to encourage wellbeing and community and create an attractive high-quality living environment.
- The proposed amenity spaces provide opportunities for students to meet and foster community relations to create a building community less likely to tolerate anti-social behaviour.

- The site will bring vitality back to the site which has been vacant for a number of years and will present an active frontage and ground level activity, improving natural surveillance and discouraging anti-social behaviour.
- The facilities management and support within the building will provide a safe, well-managed environment for students whilst maintaining a positive relationship with the wider community.
- Local apprenticeship, training and supply chain opportunities will be created throughout the construction and operational stages of the development.

Economic

- 178 FTE gross construction jobs per annum during the construction period (3 years).
- Commitment from the applicant and their contractor to work with the Council's Works and Skills Team to ensure that employment opportunities are made available to local people, including apprenticeship and work experience opportunities.
- An estimated additional £4.5million GVA per annum during the construction period.
- At least 14 direct gross FTE jobs during each year of the scheme's operation.
- Additional temporary employment will be created during the student arrival and departure periods.
- At the city scale the development is estimated to provide £0.36 million – £0.42million GVA per annum and £0.75 - £0.85million at the Greater Manchester level.
- The development will generate additional local expenditure on living expenses, food, retail and leisure activities, which is estimated to result in £5.3million per annum from student residents.
- A more diverse pipeline of new PBSA will help address the demand-supply imbalance and stabilise PBSA rental growth in Manchester.
- Additional Council Tax receipts currently being lost from general housing as a result of student occupancy.

Environmental

- The site comprises a brownfield development in a sustainable location.
- The scheme is proposed as a car-free scheme. The site is extremely well-located for access to a range of public transport opportunities within easy walking distance of the site, thus mitigating the lack of on-site parking.
- The site is not at risk of flooding and would not lead to an increase in the risk of flooding elsewhere. The proposed drainage strategy is in accordance with the drainage hierarchy and would deliver a reduction on the historical brownfield discharge rate.
- The design of the proposed development has had sensitive consideration to the site's location close to the Castlefield Conservation Area and nearby Listed Buildings. The material palette has been carefully selected to reflect the historic, and current, characteristics of the local area.
- The development will deliver a 10% net gain in biodiversity through the purchase of off-site credits.
- The site is not subject to, nor closely located to, any sensitive ecological designations.
- The ground floor stall risers and roof-top terraces provide significant opportunities for on-site planting and ecological enhancements.
- The proposed development will target BREEAM Excellent, employing numerous sustainable approaches and technologies.

8.9 The principle of the proposed development is considered acceptable and compliant with policies contained in the Core Strategy, Unitary Development Plan, Places for Everyone, NPPF and other key material considerations.

8.10 The design has been carefully considered and has evolved over a significant period of pre-application engagement with various stakeholder groups. It is considered to be the most

appropriate design solution for the site, responding positively to its surrounding context with high-quality architectural finishes proposed. The scheme is viable and deliverable.

8.11 A full range of robust technical reports have been submitted alongside this application, some contained within the Environmental Statement. These reports demonstrate how the proposed development has considered and responded to the site's constraints, its surroundings and any potential environmental impacts. The Environmental Statement concludes that the implementation of mitigation measures will reduce the impacts of the development to the lowest possible level, however some significant residual impacts will remain. These relate to noise and vibration (associated with construction activity), climate change and solar glare, all of which are adverse. These are however, offset by significant beneficial socio-economic effects, including job creation, economic output, and increased student housing provision.

8.12 Policy L2 of the NPPF states that substantial weight should be given to the benefits where a development proposal would make better use of vacant or underutilised land and buildings. Policy L3 continues to set out that development proposals should make efficient use of land, taking into account the identified need for different types of housing and other development. This application has provided evidence of the identified need for additional high-quality purpose-built student accommodation, and the site is evidently brownfield land within a settlement. The technical assessments demonstrate that no substantial harm of any kind will be caused, and as such the NPPF directs that permission should be granted.

8.13 We consider that the proposed development is wholly acceptable in principle, the design is commendable and it will not lead to any significant adverse impacts that would outweigh the benefits of the scheme. As a result, we therefore conclude that the proposed development is compliant with planning policy at a national and local level and therefore comprises sustainable development.

8.14 It is thus considered that there are no policy grounds or material considerations which should prevent planning permission from being granted for the proposed development. The proposed development positively accords with the development plan as a whole, and this planning application should therefore be approved without delay in accordance with Policies S3, S4 and HO9 of the NPPF.

Appendix 1 – List of Submitted Drawings

Drawing Title	Drawing Reference	Revision
Site Location Plan	22987-CWA-P1-00-DR-A-0001	P00
Existing Site Plan	22987-CWA-P1-00-DR-A-0001	P00
Proposed Site Plan	22987-CWA-P1-00-DR-A-2000	P00
Proposed Ground Floor Plan	22987-CWA-P1-00-DR-A-2001	P00
Proposed First Floor Plan	22987-CWA-P1-00-DR-A-2002	P00
Proposed Second Floor Plan	22987-CWA-P1-00-DR-A-2003	P00
Proposed 3rd – 19th Floor Plans	22987-CWA-P1-00-DR-A-2004	P00
Proposed 20th – 21st Floor Plans	22987-CWA-P1-00-DR-A-2021	P00
Proposed 22nd – 25th Floor Plans	22987-CWA-P1-00-DR-A-2023	P00
Proposed 26th – 37th Floor Plans	22987-CWA-P1-00-DR-A-2038	P00
Proposed 38th Floor Plan	22987-CWA-P1-00-DR-A-2039	P00
Proposed Roof Plan	22987-CWA-P1-00-DR-A-2040	P00
Proposed North Elevation	22987-CWA-P1-00-DR-A-2101	P00
Proposed South Elevation	22987-CWA-P1-00-DR-A-2102	P00
Proposed East Elevation	22987-CWA-P1-00-DR-A-2103	P00
Proposed West Elevation	22987-CWA-P1-00-DR-A-2104	P00
Proposed Section AA	22987-CWA-P1-00-DR-A-2201	P00
Proposed Section BB	22987-CWA-P1-00-DR-A-2201	P00
Proposed Base Study 1	22987-CWA-P1-00-DR-A-3001	P00
Proposed Base Study 2	22987-CWA-P1-00-DR-A-3002	P00
Proposed Base Study 3	22987-CWA-P1-00-DR-A-3003	P00
Proposed Base Study 4	22987-CWA-P1-00-DR-A-3004	P00

Proposed Ground Floor Landscape Plan	8585-PHL-XX-00-DR-L-2000	P06
Proposed 38th Floor Landscape Plan	8585-PHL-XX-00-DR-L-2100	P03

Appendix 2 – Planning History Schedule

Application Reference	Description of Development	Decision	Decision Date
CDN/24/1102	Discharge of planning condition 1 (time frames and restoring of land) attached to planning permission 135272/JO/2022	Approved	20.02.2025
139850/NMC/2024	Non-material amendment to planning permission 135272/JO/2022 to amend timescales within Condition 1.	Approved	20.04.2024
138317/NMC/2023	Non-material amendment to planning permission 135272/JO/2022 consisting of alteration to condition 1 (Time Scales).	Approved	30/10/2023
136542/NMC/2023	Non-Material amendment to Condition 1 attached to 135272/JO/2022 to ensure information is submitted within specified timescales.	Approved	28/04/2023
135272/JO/2022	Variation of planning conditions 2, 7, 8, 9, 11, 13, 17, 18a, 19, 21, 29 and 30 attached to planning permission 111003/FO/2016/C1 (as amended by Non-Material Amendment Refs.: 115544/NMC/2017, 123234/NMC/2019, 128109/NMC/2020, 129701/NMC/2021, 132193/NMC/2021 and 134907/NMC/2022) to allow internal reconfiguration including repositioned lift core, ground floor entrance and roof pavilion with associated elevational alterations	Approved	04/01/2023
134801/NMC/2022	Non-material amendment to Planning Permission ref. 111003/FO/2016/C1, as sequentially amended by 115544/NMC/2017, 123234/NMC/2019, 128109/NMC/2020, 129701/NMC/2021 and 132193/NMC/2021, to include amended wording of additional Condition 1, to ensure information is submitted within specified timescales.	Approved	30/09/2022
132193/NMC/2021	Non-Material Amendment to planning permission ref:111003/FO/2016/C1, as amended by 129701/NMC/2021 to include amended wording of additional Condition 1, to ensure information is submitted within specified timescales.	Approved	08/12/2021
129701/NMC/2021	Non-Material Amendment to planning permission ref:111003/FO/2016/C1, 123234/NMC/2019 and 128109/NMC/2020 to include amended wording of additional Condition 1, to ensure information is submitted within specified timescales	Approved	23/03/2021
128109/NMC/2020	Non-Material Amendment to planning permission ref:111003/FO/2016/C1 and 123234/NMC/2019 to include amendments to the wording Conditions to ensure information is submitted within specified timescales.	Approved	09/10/2020

CDN/17/0663	Discharge of conditions 3 (External elevation materials), 4 (Landscaping Materials) and 7 (Secure by Design) of planning permission ref: 111003/FO/2016/C1	Approved	25/03/2020
CDN/17/0633	Discharge of Conditions 8 (Servicing Strategy), 9 (Construction Management Plan), 11 (Wheel Washing and Road Sweeping), 18a (Preliminary Risk Assessment, Site Investigation and Remediation Strategy) and 19 (Construction Environmental Management Plan) of planning permission ref: 111003/FO/2016/C1	Approved	23/03/2020
CDN/17/0640	Discharge of conditions 13 (Waste Management Strategy) and 17 (Residential Management Strategy) of planning permission ref: 111003/FO/2016/C1	Approved	12/03/2020
CDN/19/0621	Discharge of Condition 2 (Interim Site treatment / Vacant Site Management Plan) of planning permission ref:123234/NMC/2019	Approved	12/09/2019
123234/NMC/2019	Non-Material Amendment to planning permission ref:111003/FO/2016/C1, to include amendments to the wording of Conditions 3, 4 and 9 and introduction of 2 additional conditions to ensure information is submitted within specified timescales.	Approved	10/04/2019
115544/NMC/2017	Non-material change to planning permission ref: 111003/FO/2016/C1 (Demolition of existing building at 10-12 Whitworth Street West, and redevelopment of the site for a new 35 storey residential building (Use Class C3) comprising 327 apartments, with associated resident's services, facilities and communal spaces, servicing, highways, public realm and other associated works.) including minor refinements to lower external elevation, revisions to the roof top amenity area, revised cladding details, omission of windows at ground and first floor east and west elevations, replacement door, adjusted fence line, together with internal alterations including the omission of the basement, increase in number of cycling spaces, revisions to refuse area, alterations to lifts, and a re:planning of ground and first floor amenity areas.	Approved	05/04/2017
111003/FO/2016/C1	Demolition of existing building at 10 - 12 Whitworth Street West, and redevelopment of the site for a new 35 storey residential building (Use Class C3) comprising 327 apartments, with associated residents' services, facilities and communal spaces: servicing, highways, public realm and associated works.	Approved	11/04/2016
108705/FO/2015/C1	Demolition of existing building at 10 - 12 Whitworth Street West, and redevelopment of the site for a new 35 storey residential building (Use Class C3) comprising 327 apartments, with associated residents' services, facilities and communal spaces:	Approved	13/11/2015

	servicing, highways, public realm and associated works.		
089876/FO/2009/C1	Erection of 18 storey hotel, restaurant/bar at first floor, conference facilities at second floor, including a separate ancillary unit at ground floor to be used for Class A1, A2, A3, A4, B1(a), B1(b), C1, D1 or D2 purposes	Approved	02/11/2009

Appendix 3 – Adopted Development Plan Policy Wording

Core Strategy

Policy SP1 (Spatial Principles) provides the key spatial principles to guide the strategic development of the City. The Regional Centre will be the focus for economic and commercial development, retail, leisure and cultural activity, alongside high-quality city living.

All development within regeneration areas should have regard to the character, issues and strategy for that area, as described within the Strategic Regeneration Frameworks. New development will maximise the potential of the City's transport infrastructure, in particular promoting walking, cycling and use of public transport.

Development in all parts of the City should make a positive contribution to neighbourhoods of choice and provide good access to sustainable transport and improve access to jobs, services, education and open space.

Policy CC5 (Transport) states that development should include adequate parking provision for cars and bicycles.

Policy CC6 (City Centre High Density Development) states that City Centre development will generally be high density and is a location where land should be used to maximise its efficiency. The appropriate scale, massing and height of development in the City Centre will significantly exceed what is appropriate elsewhere in the City.

Policy CC8 (Change and Renewal) states that the approach to development, and redevelopment, in the City Centre will welcome large-scale schemes. Within areas identified for large-scale redevelopment proposals will be expected to be prepared within an approved development framework. New development should fully exploit opportunities to contribute to the improvement of the City Centre in terms of character and function, taking account of other policies in the Core Strategy.

Policy CC9 (Design and Heritage) states that the design of new buildings will need to be of the highest standard in terms of appearance and function. Particular attention should be given to the City Centre context and character. Development in the City Centre should preserve or enhance identified heritage assets, including Listed Buildings and Conservation Areas.

Policy CC10 (A Place for Everyone) states that development which promotes high standards of accessibility to buildings and across spaces will be supported. The City Centre will be a location which appeals to a wide range of visitors.

Policy H12 (Purpose Built Student Accommodation) states that provision of new purpose-built student accommodation will be supported where the development satisfies the criteria below:

1. Sites should be in close proximity to the University campuses or to a high frequency public transport route which passes this area.
2. The Regional Centre, including the Oxford Road Corridor, is a strategic area for low and zero carbon decentralised energy infrastructure. Proposed schemes that fall within this area will be expected to take place in the context of the energy proposals plans as required by Policy EN 5.
3. High density developments should be sited in locations where this is compatible with existing developments and initiatives, and where retail facilities are within walking distance. Proposals should not lead to an increase in on-street parking in the surrounding area.
4. Proposals that can demonstrate a positive regeneration impact in their own right will be given preference over other schemes. This can be demonstrated for example through impact assessments on district centres and the wider area. Proposals should contribute to providing a mix of uses and support district and local centres, in line with relevant Strategic Regeneration Frameworks, local plans and other masterplans as student accommodation should closely integrate with existing neighbourhoods to contribute in a positive way to their vibrancy without increasing pressure on existing neighbourhood services to the detriment of existing residents.
5. Proposals should be designed to be safe and secure for their users, and avoid causing an increase in crime in the surrounding area. Consideration needs to be given to how proposed developments could assist in improving the safety of the surrounding area in terms of increased informal surveillance or other measures to contribute to crime prevention.
6. Consideration should be given to the design and layout of the student accommodation and siting of individual uses within the overall development in relation to adjacent neighbouring uses. The aim is to ensure that there is no unacceptable effect on residential amenity in the surrounding area through increased noise, disturbance or impact on the street scene either from the proposed development itself or when combined with existing accommodation.
7. Where appropriate proposals should contribute to the re-use of Listed Buildings and other buildings with a particular heritage value.

8. Consideration should be given to provision and management of waste disposal facilities, that will ensure that waste is disposed of in accordance with the waste hierarchy set out in Policy EN 19, within the development at an early stage.
9. Developers will be required to demonstrate that there is a need for additional student accommodation or that they have entered into a formal agreement with a University, or another provider of higher education, for the supply of all or some of the bedspaces.
10. Applicants/developers must demonstrate to the Council that their proposals for purpose built student accommodation are deliverable.

Policy T2 (Accessible Areas of Opportunity and Need) states that new development should be located to ensure good access to the City's main economic drivers including the Regional Centre, and be easily accessible by walking, cycling and public transport. Within the City Centre, development should provide a level of car parking which reflects the highly accessible nature of the location, as well as the realistic requirements of the users of the development. Proposals should have regard to the need for disabled and cycle parking. All major applications should be accompanied by Traffic Impact Assessments and Travel Plans.

Policy EN1 (Design Principles and Strategic Character Areas) states that developers will be expected to consider the City's heritage and continue the rich pattern of activity in the core area. Developments should contribute positively to the experience at street level.

Policy EN2 (Tall Buildings) states that proposals for tall buildings will be supported where it can be demonstrated that they are of exceptional design quality, are appropriately located, contribute positively to sustainability and place-making, and will bring significant regeneration benefits.

Policy EN3 (Heritage) states that development will be encouraged that complements and takes advantage of the distinct historic and heritage features of the City's districts and neighbourhoods.

Policy EN4 (Reducing CO2 Emissions by Enabling Low and Zero Carbon Development) states that all development must follow the principle of the Energy Hierarchy by being designed to reduce the need for energy through design features and energy efficient features, as well as meet residual energy requirements through the use of low or zero carbon generating technologies. Building materials with low embodied carbon should be used in new developments.

Policy EN5 (Strategic Areas for low and zero carbon decentralised energy infrastructure) states that the Regional Centre is one of the strategic areas where new development will be expected to take place in the context of proposals for decentralised low and zero carbon energy infrastructure.

Policy EN6 (Target Framework for CO2 reductions from low or zero carbon energy supplies) states that applications for residential development of 10 or more units will be expected to meet the targets set out in the policy unless this is shown not to be viable. An energy statement will be required to be submitted at the outset of any proposed development.

Policy EN8 (Adaptation to Climate Change) states that all new development will be expected to be adaptable to climate change in terms of the design, layout, siting and function.

Policy EN14 (Flood Risk) states that development should be directed away from the sites at the greatest risk of flooding, and towards sites with little or no risk of flooding. A Flood Risk Assessment will be required for all development on sites greater than 0.5ha within Critical Drainage Areas.

Policy EN15 (Biodiversity and Geological Conservation) states that developers will be expected to identify and implement reasonable opportunities to enhance, restore or create new biodiversity. Any impacts on biodiversity will need to be justified against the wider benefits of the proposal.

Policy EN16 (Air Quality) states that the Council will seek to improve the air quality within Manchester. Developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the use of the development.

Policy EN18 (Contaminated Land and Ground Stability) states that the Council will give priority for the remediation of contaminated land to strategic locations as identified within this document. Any proposal for development of contaminated land must be accompanied by a health risk assessment.

Policy EN19 (Waste) states that the Council will require all developers to demonstrate the proposal's consistency with the principles of the waste hierarchy. All developers will need to submit a waste management plan as part of a planning application.

Policy DM1 (Development Management) states that all development should have regard to the specific issues including effects on amenity; accessibility; community

safety and crime prevention; refuse storage and collection; vehicular access and car parking; impact on the surrounding area in terms of design, scale and appearance; and flood risk.

Unitary Development Plan

Policy DC18.1 states that the Council will seek to preserve and enhance the character of Conservation Areas by carefully considering the following:

- The relationship of new structures to neighbouring buildings and spaces; and
- Any further guidance on specific areas which has been approved by the Council.

Policy DC19.1 states that the Council will have regard to the general setting of Listed Buildings in determining applications which have an impact on Listed Buildings. The Council will seek to preserve and enhance the settings of Listed Buildings through ensuring appropriate design for new development in their vicinity.

Policy DC26.1 states that the Council will seek to reduce the impact of noise on people living in the City through considering the implications of new development being exposed to existing noise sources.

Policy DC26.2 states that new noise-sensitive developments such as housing, will be permitted subject to their not being in locations which would expose them to high noise levels, unless the effects can be realistically reduced.

Policy DC26.4 states that where an existing noise source might result in an adverse impact upon a proposed new development, the applicant will provide an assessment of the likely impact and of the measures to deal satisfactorily with it.

Places for Everyone

Policy JPStrat 1 (Core Growth Area) states that the economic role of the Core Growth Area will be protected and enhanced, with sustainable development supporting major growth in the number of jobs provided across the area providing opportunities to create jobs for local communities. The policy continues to set out the intention to significantly increase in the number and range of homes in areas with good connections to employment, training and education facilities.

Policy JPStrat 2 (City Centre Development) states how the role of the City Centre, as the most significant economic location in the country outside London, will be strengthened considerably. The policy highlights how the city centre will remain Greater Manchester's main hub for business, retail, leisure, culture and tourism, while also expanding its growing residential role, setting out that development will be predominantly high-density, making the most of excellent access to jobs, education and public transport, reducing the need to travel and supporting inclusive economic growth.

Policy JP-S1 (Sustainable Development) sets out how development would aim to maximise its economic, social and environmental benefits simultaneously minimise its adverse impacts, utilise sustainable construction techniques and actively seek opportunities to secure net gains across each of the different objectives. The policy states that, in preparing plans, authorities should make as much use as possible of suitable previously developed (brownfield) land and vacant buildings to meet development needs.

Policy JP-S2 (Carbon and Energy) aims to deliver a carbon neutral Greater Manchester no later than 2038, with a dramatic reduction in greenhouse gas emissions. The policy sets out a number of measure of how it intends to reach this goal, these include:

1. Promoting the retrofitting of existing buildings with measures to improve energy efficiency and generate renewable and low carbon energy, heating and cooling;
2. Promoting the use of life cycle cost and carbon assessment tools to ensure the long-term impacts from development can be captured;
3. Taking a positive approach to renewable and low carbon energy schemes, particularly schemes that are led by, or meet the needs of local communities;
4. 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;
5. An expectation that new development will, unless it can be demonstrated that it is not practicable or financially viable;
    a. Be net zero carbon(29) which applies:
        - from adoption – to regulated operational carbon emissions;
        - from 2028 – to all emissions 'in construction'.
    c. 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;

d. 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
e. For non-residential developments, achieve at least BREEAM excellent standard (or equivalent) for the 'Ene 01 – reduction of energy use and carbon emissions' category rising to 'BREEAM outstanding' equivalent for ENE 01 from 2028.
f. Include a detailed energy statement to demonstrate via site relevant evidence how the development has sought to maximize reductions in carbon emissions in line with relevant policy targets.

Policy JP-S3 (Heat and Energy Networks) sets out that the provision of decentralised energy infrastructure is critical to the delivery of the objectives for low carbon growth, carbon reductions and an increase in local energy generation. The policy continues to set out a number of measures of how it seeks to achieve this, including supporting the delivery of renewable and low-carbon energy schemes being supported.

Policy JP-S4 (Flood Risk and the Water Environment) states that an integrated catchment-based approach will be taken to protect the quantity and quality of water bodies with reference to the North West River Basin Management Plan and managing flood risk. In regard to residential development, the policy sets out that, as a minimum, development should meet the mandatory water efficiency standard of 125 litres/person/day as set out in Building Regulations. District local plans may and should consider setting a tighter water efficiency standard of 110 litres/person/day where there is a clear local need with reference to national guidance on housing optional technical standards.

Policy JP-S5 (Clean Air) seeks to support improvements in air quality, focusing particularly on locations where people live, where children learn and play.

Policy JP-S6 (Resource Efficiency) highlights that the achievement of a circular and zero waste economy will play a key role in meeting Greater Manchester's ambition of becoming a leading green city region by 2038.

Policy JP-J1 (Supporting Long-Term Economic Growth) sets out that a thriving, inclusive and productive economy will be sought in all boroughs, placing emphasis on:

a. Maintaining a very high level of economic diversity across our boroughs
b. Facilitating the development of high value clusters in key economic sectors.
c. Making the most of major assets of the sub-region.
d. Grasping the economic opportunities from the global transition to a low carbon economy
e. Providing the high-quality, sustainable living environments that will help to attract and retain skilled workers
f. Supporting local job growth, by seeking agreement with employers and developers, including housebuilders, to enter into local labour and training agreements through planning obligations and other mechanisms where appropriate
g. Maximising the potential of the key growth locations set out in JP-Strat1 to JP- Strat12 to deliver inclusive growth across the sub-region by ensuring that employment growth opportunities are well connected and accessible to all residents

Policy JP-G8 (A Net Enhancement of Biodiversity and Geodiversity) seeks to ensure that development provided a net enhancement of biodiversity resources is sought for development. The policy sets out how development should achieve a measurable net gain of no less than 10%, being informed by the findings and recommendations of the appropriate biodiversity/ecological assessment(s).

Policy JP-H3 (Type, Size and Design of New Housing) encourages development across the plan area to incorporate a range of dwelling types and sizes including for self-build and community led building projects to meet local needs and deliver more inclusive neighbourhoods, providing an appropriate mix of dwelling types and sizes reflecting local plan policies, and having regard to masterplans, guidance and relevant local evidence.

Policy JP-P1 (Sustainable Places) highlights the authorities aim to become one of the most liveable city regions in the world, consisting of a series of beautiful, healthy and varied places. The policy continues to set out key attributes that all development, wherever appropriate, should be consistent with:

1. Distinctive, with a clear identity
2. Visually stimulating, creating interesting and imaginative environments which raise the human spirit through the use of green space, public art and quality design
3. Socially inclusive
4. Resilient, capable of dealing with major environmental events
5. Adaptable, able to respond easily to varied and changing needs and technologies
6. Durable, being built to last and using robust materials that reflect local character, weather well and are easily maintained
7. Resource-efficient

8. Safe, including by designing out crime and terrorism, reducing opportunities for anti-social behaviour and by ensuring that developments make appropriate provision for response and evacuation in the case of an emergency or disaster.
9. Supported by critical infrastructure, such as energy, water and drainage and green spaces
10. Functional and convenient, enabling people and uses to act efficiently with minimal effort, and responding to needs relating to servicing, recycling facilities, refuse collection and storage
11. Incorporating inclusive design within all spaces with support for tackling inequality and poverty to form part of creating sustainable places
12. Legible, being easy to understand and navigate, with the protection and enhancement of key views and new development well-integrated into the place
13. Easy to move around for those of all mobility levels, particularly by walking and cycling, with enjoyable routes free from obstacles and disorienting stimuli, and with places to rest
14. Well-connected to other places, particularly by public transport and digital infrastructure enabling everyone to take advantage of the employment, cultural and leisure opportunities across Greater Manchester and beyond
15. Comfortable and inviting, with indoor and outdoor environments
    a. Offering a high level of amenity that minimises exposure to pollution; and
    b. Addressing microclimate issues such as sunlight, indoor air quality, overheating, shade, wind and shelter
16. Incorporating high quality and well managed green infrastructure and quality public realm
17. Well-served by local shops, services and amenities, including education and health facilities

Policy JP-P2 (Heritage) seeks to proactively manage and work with partners to positively conserve, sustain and enhance our historic environment and heritage assets and their settings.

Opportunities will be pursued to aid the promotion, enjoyment, understanding and interpretation of heritage assets, as a means of maximising wider public benefits and reinforcing Greater Manchester's distinct character, identity and sense of place.

The policy continues to set out that consideration will be given to ensure that the significance of key elements of the historic environment which contribute to Greater Manchester's distinctive identity and sense of place are protected from harm.

Proposals should be informed, as necessary, by the findings and recommendations of the appropriate heritage assessment(s) in the development plan evidence base and/or any updated heritage assessment submitted as part of the planning application process.

Policy JP-P5 (Education, Skills and Knowledge) states that significant enhancements in education, skills and knowledge to benefit existing and new residents will be promoted by enabling the delivery of new and improved accessible facilities for all ages, such as early years, schools, further and higher education, and adult training to ensure our workforce is ready to benefit from new employment opportunities.

In regard to the university sector, the policy states that the authority will support the continued growth and success of the university sector, through:

a. Enhancing the existing campuses and developing new ones;
b. Strengthening the world-leading research capabilities and promoting opportunities for business spin-offs; and
c. Continuing to help develop Greater Manchester as the UK's best destination for students.

Policy JP-C1 (An Integrated Network) sets out how the authority intend to help deliver an accessible, low carbon Greater Manchester with world- class connectivity by supporting a range of measures, including:

1. Delivering a pattern of development that minimises both the need to travel and the distance travelled by unsustainable modes;
2. Enabling the provision of high-quality digital infrastructure;
3. Locating and designing development, to deliver a significant increase in the proportion of trips that can be made by walking, cycling and public transport;
4. Transforming transport infrastructure and services by securing investment in new and improved transport infrastructure and services that promote social inclusion, support economic growth, reduce carbon emissions and protect our environment and air quality.
5. Ensuring that development and transport investment fully considers the needs of all people and those modes which make most efficient and sustainable use of limited road space.
6. Developing local transport industry skills and education to ensure the right skills are available into the future.

Policy JP-C3 (Public Transport) seeks to significantly improve public transport by enhancing high-speed rail links to other major cities, increasing capacity and reliability across Manchester's rail networks and improving public transport routes and services

to the City Centre and wider Core Growth Area. The policy continues to emphasise the importance of better integration of services and between public transport modes, enhanced connections between other town centres, key locations, major allocations and public transport interchanges.

Policy JP-C5 (Streets for All) aims to secure a significant increase in the proportion of trips made by walking, cycling and public transport and encourages streets to be designed and managed to make a significant positive contribution to the quality of place and support high levels of such journeys. The policy states how the authority will follow a Streets for All approach, facilitate improvements in the highway network, as part of a multi-modal strategy, minimise the negative effects of vehicular traffic and, where required, ensure new infrastructure includes the provision of utilities and digital infrastructure.

Policy JP-C6 (Walking and Cycling) states that order to help deliver a higher proportion of journeys made by walking and cycling, the authority will support a range of measures, including:

1. Creating safe, attractive and integrated walking and cycling infrastructure, connecting every neighbourhood and community with reference to national and locally adopted design guidance;
2. Ensuring routes are direct, easily navigable and integrated with the street and public transport network;
3. Creating active neighbourhoods and street networks which are more permeable to walking and cycling than to the private car, creating an incentive to walk and cycle;
4. Creating, where needed, dedicated separate space for people walking and cycling, with pedestrians and cyclists given priority at junctions and crossings;
5. Increasing the capacity and quality of walking and cycling infrastructure in locations where significant growth in the number of short journeys is anticipated, and where quality of place improvements are proposed;
6. Utilising and enhancing green infrastructure, including canals, parks and recreation grounds, to create opportunities for walking and cycling;

Policy JP-C8 (Transport Requirements of New Development) states that the authority will require new development to be located and designed to enable and encourage walking, cycling and public transport use, to reduce the negative effects of car dependency, and help deliver high quality, attractive, liveable and sustainable environments.

The policy continues to set out how they intend to ensure development is located and designed to enable and encourage sustainable transport modes, specifically in regard to connectivity and permeability, design, public transport, parking infrastructure, access and servicing, construction management and transport assessments.

Policy JP-D2 (Developer Contributions) states that GMCA will require developers to provide, or contribute towards, the provision of mitigation measures to make the development acceptable in planning terms and continues to set out how they will be secured.

The policy continues to set out that where an applicant wishes to make a case that a development is not viable, they should provide clear evidence at the planning application stage, identifying the specific issues and/or changes in circumstance which would create barriers to delivery in a transparent manner and reflecting national guidance. Where it is accepted, that viability should be considered as part of the determination of an application, the LPA should determine the weight to be given to a viability assessment alongside other material considerations.



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