Application	Date of application	Committee Date	Ward
PLA-2026-000312	29 May 2026	22 Oct 2026	Piccadilly

Proposal	Erection of three interconnected blocks (T1, T2 and T3) of 8, 10 and 38 storeys including ground, plus basement and plant, comprising purpose-built student accommodation with ancillary internal amenity space (Sui Generis) together with flexible commercial uses (Use Class E); landscaping works, highways, access, servicing, infrastructure and other associated works.
Location	Charles Street Multi-Storey Car Park Plot H Sister Charles Street Manchester M1 7AR
Applicant	RG Real Estate, ID Manchester Ltd & The University of Manchester
Agent	Jemma Brabrook, Deloitte

Executive summary

The application proposes three interconnected 8, 10 and 38 storeys Purpose Built Student Accommodation (PBSA) buildings with landscaping and highway works.

88 objections have been received. Councillor Ross Steven objects. Historic England consider there is harm to the setting of the conservation area.

Key Issues

Principle of the proposal and the schemes contribution to regeneration

The proposal is in accordance with national and local planning policies, and would deliver significant economic, social and environmental benefits.

The development of this brownfield site would deliver a significant number of PBSA units in a highly sustainable location in line with policy H12.

The presumption in favour of sustainable development applies and developments in settlements should be approved unless the benefit of doing so would be substantially outweighed by any adverse effects.

Economic

The proposal would generate up to 99 FTE jobs during construction and jobs during operation. It would contribute c. £9.4million GVA per annum during construction of which £5.9m is expected to impact the Manchester.

A Local Labour Strategy would promote employment and skills enhancement opportunities for local people relating training, and work experience programmes.

There would be active ground floor uses which would help support this emerging innovation district.

Social

1041 bedspaces would contribute positively to PBSA provision in a highly sustainable location where there is access to public transport and amenities including the University Campuses. Whilst no weight should be applied to this in the planning balance, 10% beds would be available on an affordable discounted rent.

Environmental

The proposal would develop a brownfield site. The highly sustainable location, close to public transport, is well located close to the Universities.

The buildings are expected to achieve a BREEAM 'Excellent' rating and include renewable technology.

The landscaping would improve biodiversity (including exceeding the 10% net gain requirement) including measures to manage water. The proposal would be accessible to all users, including those with mobility impairments.

20 trees would be planted, and the public realm includes the creation of a pedestrian footway to Charles Street. There would be a new public square.

The architecture and use of materials would meet the required standard for design for a building of this scale. The public realm would connect into a broader network of spaces in this part of SISTER which is a key component of the SRF.

Impact on the historic environment

The proposal would impact on the setting of designated assets including the conservation area and nearby listed buildings. The impacts have been tested and any harm, which should be given substantial weight in the planning balance, would be outweighed by the significant public benefits as directed by national decision making policy HE6.

Impact on local residents

The impact on daylight/sunlight, overlooking, air quality, TV reception, noise and disturbance and wind conditions would be acceptable. Construction impacts would not be significant and can be managed. There would be some impact on local residents and local businesses, particularly with other local development activity. Noise outbreak from plant would meet relevant standards and the operational impacts of the ancillary commercial accommodation can be managed.

A full report is attached below for Members consideration.

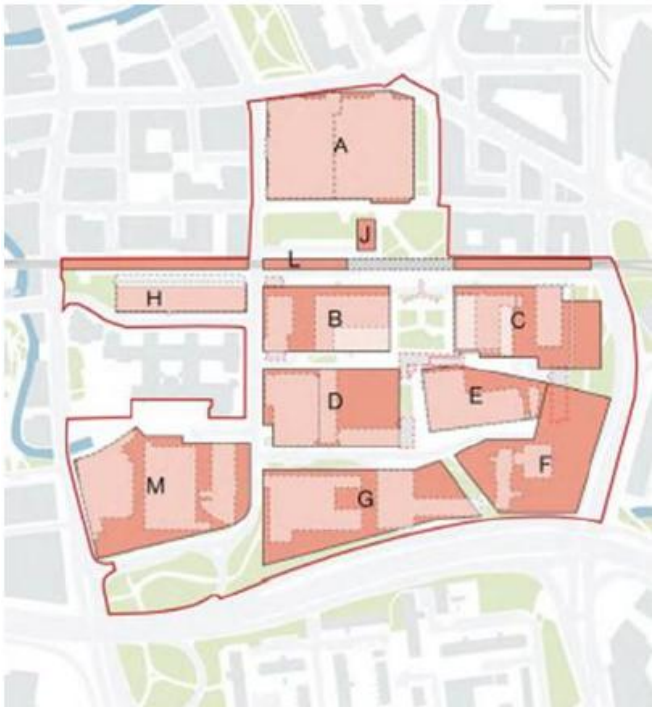
Additional Background documents

The following documents are additional background documents to this report and can be found at the City Council website:

- ID Manchester Strategic Regeneration Framework (SRF); and
- Oxford Road Corridor Strategic Spatial Framework (March 2018)

Description

This 0.6 ha site is bounded by Charles Street, the Railway Viaduct and Granby Row, Sackville Street and Princess Street. It is part of the ID Manchester SRF (SISTER), which aims to comprehensively redevelop the former UMIST Campus. The SRF is bounded by Aytoun Street, Princess Street, the Mancunian Way and London Road.



SRF Boundary

The campus is characterised by modernist buildings which have largely been vacant since 2022.



Application Site

The site has access from Charles Street. An access to the north has been restricted since the MSCP and three commercial units closed in October 2024. Planning permission was granted to demolish the MSCP in December 2025 (143741).

The site slopes gradually from Sackville Street to Princess Street with a level difference of approximately 3.4 metre.

The area is highly accessible with access to train, tram and buses. There are safe walking routes into the city core, and Mayfield Park and Vimto Park are nearby.

Purpose Built Student Accommodation (PBSA), commercial uses and residential accommodation are nearby. The Renold Building has been converted into a commercial and collaboration workspace as an early phase of SISTER. Ardwick is beyond the Mancunian Way.

The site is in the Greater Manchester Air Quality Management Area (AQMA) and air quality is poor. Most of the site is in flood zone 2 and a critical drainage area. There are no ecological designations at the site.

The site is partially located in the Whitworth Street Conservation Area. It is within the immediate setting of the Grade II Listed Manchester and Altrincham Railway Viaduct and Grade II Listed Buildings along Granby Row, including Granby House, Orient House and the Sackville Building. The Renold Building is Grade II.

There are nine Non Designated Heritage Assets (NDHAs) in SISTER, none of which are immediately adjacent to the site. Planning permission has been granted to demolish four of these NDHAs: Barnes Wallis and Wright Robinson; the butterfly stairs; Manchester Meeting Place; and Morton Labs

The Proposal

Three interconnected blocks of 8, 10 and 38 storeys are proposed, in a linear form, comprising 1041 student bedrooms with amenity space and cycle provision.



Site layout

The lower two buildings would face onto a new square in the centre of the site, and the tallest element would be on Sackville Street. There would be 3 flexible commercial units (Class E) on the ground floor, and a colonnade/covered walkway is proposed at the base of the building.

The main residential entrance lobby would be in the combined base of building 2 and Tower 3 with entrances off Altrincham Street and Charles Street. Resident amenities include two communal lounges, a study library, a parcel store, a management suite, reception area and staff welfare facilities. There would be a mix of cluster flats and studios at all accommodation levels of building 1 and building 2. Tower 3 would have cluster flats from Levels 4 to 29 and studios for Levels 30 to 37. Both buildings would have photovoltaics roof panels.

The solid elements including the colonnade would be acid-etched precast concrete. Bronze anodised decorative panels and projecting fins would add further interest. Aluminium windows, louvres, copings, and doorsets, would all be bronze anodised.

The public realm would include improvements to Altrincham Street and the highway on Charles Street. An improved green gateway at Charles Stt/Princess St/Altrincham Street, would extend into the new public square. This would connect to a pedestrianised Altrincham Street, which connects Sackville Street to Princess Street.

Deliveries and servicing would take place from loading bays on Charles Street, with a secondary entrance on this side of the building. An outline operational management plan and a framework travel plan set out how the move in and move out at the beginning and end of the academic year would be managed. This would be a car free development except for two accessible bays on Charles Street. 64 secure cycle spaces are proposed plus 26 visitor spaces in the public realm.

The Planning Submission

This application is supported by the following information:

- Design and Access Statement;
- Landscape Strategy;
- Planning and Tall Building Statement;
- Flood Risk Assessment and Drainage Strategy Report;
- Supplementary Drainage Information Shooters Brook Diversion Review;
- Aviation Safeguarding Technical Note;
- Archaeological Assessment;
- Framework Travel Plan;
- Operational Waste Strategy (including completed Waste Pro-Forma);
- Environmental Standards Statement;
- Energy and Carbon Statement (including completed Energy and Carbon Pro forma HGCE Operational Energy Report;
- Whole Life Carbon Assessment;
- BREEAM Pre-Assessment (PBSA and Commercial);
- Ventilation and Extraction Statement;
- Thermal Comfort Report;
- Crime Impact Statement;
- Terrestrial Television Baseline Survey Report;
- Satellite Television Interference Assessment;
- Broadband Connectivity Survey;
- Circular Economy Statement;
- Outline Operational Management Strategy (inc student move in/out and deliveries);
- Local Labour Agreement;
- Ecological Impact Assessment;
- Arboriculture Impact Assessment, including Tree Retention and Removal Plan and Tree Protection Plan;
- Statutory Biodiversity Metric (Baseline and net gain assessments);
- Grange Gateway One Fire Statement;
- Preliminary Geoenvironmental Appraisal;
- Preliminary Ground investigation Interpretive Report and Final Factual Report;
- Unexploded Ordnance (UXO) Risk Assessment;
- Piling Strategy Contamination Risk Assessment.

The application is also the subject of an Environmental Statement which includes the following chapters:

- Built Heritage;
- Townscape and Visual Impact;
- Noise and Vibration;
- Air Quality;
- Transport;
- Daylight, Sunlight and Overshadowing;
- Solar Glare;
- Wind
- Climate Change;
- Socio-Economic;
- Human Health.

Consultations

Publicity

The proposal has been advertised as a major development, as being of public interest and as affecting the setting of Listed Buildings and the conservation area together with being an EIA development. Site notices were displayed. Notification letters have been sent to an extensive area of residents and businesses. The comments received are summarised below

Local residents/public opinion/local businesses

88 objections have been received. The comments can be summarised as follows:

- Properties in Granby House would experience reduced daylight;
- The development would cause substantial harm to the significance of heritage buildings and amenity enjoyed by residents;
- The development would cast shadows over neighbouring properties;
- The overwhelming scale and mass of the proposed tower would dominate views of listed buildings, diminishing their prominence and undermining appreciation of its historic character. The proposal would cause harm that has not been adequately justified.
- The proposed tower appears wholly out of scale with the surrounding built environment. At 38 storeys, it would introduce an excessively dominant structure that would overwhelm neighbouring buildings and create an oppressive sense of enclosure for existing residents.
- Residents of the listed apartment block would experience a significant loss of outlook due to the proximity and height of the proposed tower. The development would create an overbearing presence, reducing openness and adversely affecting the quality of life of those living nearby.
- The building has no architectural merit;
- The sewer system wasn't built to cope with this much development and GP surgeries are at capacity
- This proposal would remove the Charles St Car Park, further congesting car park spaces in the suburbs around the city centre which are already full of cars, making the streets extremely dangerous for children.
- Continued concentration of student accommodation in the city centre. With several large student schemes already built, under construction or proposed nearby, adding a further 1,041 student beds seems completely unreasonable. Rather than fostering the community of residents, these changes are going to turn the area into a student village.
- "Princess Square" could be built on and the height of the tower at the other end of the development reduced, thereby reducing its likely ecological harm to Vimto Park by overshadowing.
- The cumulative impact when read alongside the iQ Weston Halls / Pendulum Hotel proposal.
- Harm to the setting of the Whitworth Street Conservation Area.
- Impact on venue FAC251 (also known as 'Factory') a nightclub and live music venue. Entertainment noise impacts appear to have been completely omitted from both the noise impact assessment. A further detailed assessment of

music noise impacts will be required to demonstrate that the proposed development will not be unduly impacted by noise from the operation of FAC251 and that the 'Agent of Change' principle is observed.
- Intrusive Overlooking and Loss of Privacy
- Over-Concentration of PBSA and Threat to Social Cohesion

Objections have also been received from Granby House RTM Company Limited (who represent 69 leaseholders that make up the residential properties in Granby House as well as Granby Village (Manchester) Management Company Limited (who represent 236 leaseholders that make up the residential properties known as Velvet House, Velvet Court, Venice Court, 55-57 Whitworth Street and Bombay House that together form Granby Village). The comments can be summarised as follows:

- The site is within the SISTER Framework (SRF) which, against local opposition, showed three new taller buildings on the site when these could have been placed elsewhere in the SRF (e.g. by Mancunian Way) to avoid their harmful impacts on longstanding residents and our conservation area. Residents were assured that future planning applications for the site would protect residents amenity. We are now faced with an application that does not do this at all.
- The proposal will also cause harm - often great harm - to amenity (including residential amenity), the environment (including townscape and heritage), health and wellbeing and to the existing community. These harmful impacts are very much related to the height, massing, siting and orientation of the proposed buildings within the site.
- The impact on sunlight and daylight will be very considerable and harmful particularly for Granby House. The site is immediately to the south of Granby House with just the railway viaduct between. So these proposals would massively overshadow Granby House and surrounding areas in an arc north side of the railway viaduct:
    - All parts of Granby House will be affected during the day as the sun moves around impacting the amount and quality of sunlight and daylight - including reflected light in homes and communal spaces as well as adjacent streets. Many residents here including some who have lived here for 40 years, will experience a "major impact" in terms of their daylight and sunlight. But the plans are put forward despite these having a catastrophic impact on homes.
    - The tallest tower will close the gap between existing buildings that has always allowed direct sunlight to reach Sackville Gardens especially during Winter months. It will also greatly overshadow the closer Vimto Park. These are only two nearby public, green, open spaces serving many 1000's of people every year – both residents and other city centre users
    - The applicants have manipulated their assessment of daylight, sunlight and overshadowing so the impact seems less than it will be in reality. They variously claim these harmful impacts do not exist, are negligible or, where harmful, only affect a smaller number of residents so they don't matter.
- The design with two lower towers and external amenity space ("Princess Square") at the western end of the design is proposed to protect the amenity

of some nearby residents (notably in adjacent commercially operated Orient House and Salisbury House However, this has placed excessive height and massing at the eastern end of the site without the same regard to the nearby residents at that end of the site.

- The applicants are using policy and guidance selectively and partially to support their proposal at the expense of the area and community outside the site.
- The SRF is being used to justify the quantum (or amount) and height proposed. The Planning Service has confirmed the SRF is not planning policy and that it has an extremely low status as a ‘material planning consideration’ in decision-making.
- The site is viewed as a cash-cow and pile the development far higher than anything around creating immense overshadowing and a visually overbearing building where almost 300 bedrooms and communal living rooms will directly overlook our area from its two tallest towers.
- The local community is now being overwhelmed by a transient student population, here for only part the year and without any particular commitment to the area. Contrary to relevant policy and guidance, the proposal would not contribute to maintaining or creating a balanced and socially cohesive community it will turn the area into a student ghetto.
- This SISTER Plot H proposal needs to be seen in the context of an equally inappropriate and harmful planning application on the adjacent iQ Weston Halls/Pendulum Hotel site which is awaiting a decision. Both proposals need to be considered on their own merits but also in terms of the cumulative impact that they would cause in conjunction with each other. The cumulative harm regarding the preceding points would be all the greater if both proposals were to be approved and built adding 3500 student beds so close to the local community.
- The true impacts of the proposal cannot be considered as there has been no assessment with the wider ID masterplan. Impacted neighbouring residential amenity will see their precious light eroded over time with each phase of development. This is an opportunity to design around this issue with careful management of the SRF maximum parameters to cover off the wider contextual impact.
- Both assessments are an assessment of the window aperture only and not for the light received within the room itself served by the window apertures. This is
- known as a Daylight NSL (No Skyline) also known as a Daylight Distribution (DD) assessment. It is acknowledged that no plans are available.
- There will undoubtedly be a severe impact on the Daylight VSC and Sunlight APSH levels for Granby House. There are also localised severe impacts on Granby Village
- The report does not provide a location for which of the Granby Village buildings will be impacted as there are no window location drawings or diagrams for both properties. Therefore, at this stage it is not known which windows will be affected.
- The VSC results only tell half of the neighbouring impact daylight story and usually Daylight NSL results are more onerous in a city environment compared to those VSC results reported.

- The magnitude of the results have been downgraded by the applicant and could be deemed to be misleading for those reported for Granby House and in part Granby Village.

The management company have subsequently supplemented their objection with an independent daylight and sunlight assessment this includes the cumulative impact with the Weston and Pendulum development.

They believe that there are a number of occupants within Granby House, Velvet House, Velvet Court and Venice Court that would experience catastrophic light losses to the point that artificial lighting may be required on a permanent basis to function within their property.

They consider this independent review, and technical analysis has revealed the need to seriously consider the validity of the application in terms of light loss and amenity. They consider that the scheme cannot be allowed to generate this level of light loss and a major redesign is required to ensure that it is more sympathetic to those affected neighbouring properties referenced in this report.

They acknowledge that Rights of Light is a separate issue to planning, they see no merit in granting this application when the issues of Rights to Light will be far more onerous than the results published by the applicant and verified by this independent assessment. They consider that the applicant should address and deal with all natural light loss issues at the outset to ensure our clients' light levels are rightfully respected and maintained to industry standard levels.

One representation of support has been received. The comments can be summarised as follows:

- Fully in support high density housing in the city. Use for student accommodation is great too due to the proximity to the University and the city centre.

One representation which neither objects or supports has been received. The comments can be summarised as follows:

- Support the ambition to regenerate this part of the city. This is an area that genuinely needs investment, public space and new amenities. There will inevitably be consequences for existing residential properties;
- Consideration needs to be given to management of taxi and servicing vehicles so they do not conflict with pedestrians, cyclists and drivers;
- The railway viaduct is currently a barrier between the north and south sides of this part of the city. The development could be an opportunity to open some of the arches to pedestrians and cyclists, improving connections that are currently poor.
- This application is one of several large developments happening in very close proximity, including new student accommodation and other residential and commercial schemes (IQ Echo street, Pendulum hotel, etc.). There should be upgrades to green spaces to match this. The roads between Charles Street, Princess Street and Sackville Street are still largely designed around car

traffic, with poor provision for walking and cycling. Vimto Park, the main green space nearby, is already struggling on busy days — bins overflowing, not enough seating. There should be investment in local infrastructure to accompany all this development.
- Construction hours, noise, dust, and vehicle routing should minimise impacts on residents.

Councillor Ross Stevens (Piccadilly Ward) supports residents who have requested that this planning application is examined in greater detail to the reasons stated. I support this level of scrutiny and feel that constituents have made their reasons clear and that these should be scrutinised more closely.

Highway Services the proposal is likely to result in a low number of vehicle trips. The road safety assessment demonstrates no underlying safety issues which would be exasperated by the proposals. Various public realm and highway improvements would be made including to Charles Street. The proposals are car-free and is acceptable in the city centre. An on-site management plan is required to regulate access and usage of the delivery/taxi bays together with a student move in and move out strategy. S278 works are required and should be secured by planning condition. A servicing management plan and travel Plan are required along with a construction management plan.

Environmental Health a detailed construction management plan would need to be agreed. Details of commercial fume extraction and hours of opening should be agreed. Deliveries should take place 07:30 to 20:00, Monday to Saturday and Sundays 10:00 to 18:00. The waste strategy for the office development is acceptable. Details of the waste for the commercial should be agreed.

Details of lighting should be agreed. A noise assessment would be required to consider any noise out break from the commercial accommodation and a management strategy for any external seating. Final details of the acoustic insultation of the student accommodation would also need to be agreed. Final details of the rooftop plant should also be agreed.

Works and Skills Team recommend a condition requiring a local labour scheme.

Flood Risk Management details of a surface water drainage scheme should be submitted for approval with a management regime and verification report.

United Utilities a drainage scheme and maintenance regime is required.

Neighbourhood Team (Trees) no objections subject to all of the work being carried out as stated -following BS3998, and BS5837.

Greater Manchester Archaeology Advisory Service (GMAAS) archaeological investigations are not warranted as the deep basement of the car park will have likely removed any previous archaeological remains.

Historic England (HE) the proposals will result in less than substantial harm to the setting of the Whitworth Street Conservation Area and have directed the Council to relevant published guidance to assist in the assessment of the application.

Environment Agency (EA) have no objection in principle and consider that it will be possible to manage the risks posed to controlled waters subject to planning conditions and an agreed remediation strategy.

Greater Manchester Ecology Unit (GMEU) the site is of limited ecological value. It could support nesting birds and roosting bats. A condition to avoid bird nesting season is required. The BNG assessment is appropriate and accurate. The proposal would exceed 10% net gain on-site with a gain of 0.46 habitat units.

Design for Security at Greater Manchester Police a condition should require the scheme to be carried out in accordance with the Crime Impact Statement.

Aerodrome Safeguarding no objections subject to an informative about cranes.

Active Travel England recommends approval subject to conditions relating to travel plan, cycle provision and permeability being achieved.

Network Rail an Asset Protection Agreement is required to use a tower crane near to their assets.

Heath and Safety Executive (HSE) are content with the proposals.

NHS There is not sufficient existing primary healthcare capacity locally to address demand generated by the development. Mitigation is therefore required in the form of a financial contribution to deliver additional primary care floorspace required to serve residents of the new development. Without this mitigation, the development would not comply with development plan and NPPF.

The Development Plan

The Development Plan consists of: Places for Everyone, The Manchester Core Strategy (2012); and Saved policies of the Unitary Development Plan (UDP). The Core Strategy is the key document and sets out the long-term strategic planning policies for Manchester's future development. A number of UDP policies have been saved.

Planning applications in Manchester must be decided in accordance with Places for Everyone, the Core Strategy and saved UDP policies as directed by section 38 (6) of the Planning and Compulsory Purchase Act 2004 unless material considerations indicate otherwise.

Places for Everyone

Places for Everyone is a joint Development Plan Document between the nine Greater Manchester Authorities. The plan was adopted in March 2024. The relevant policies are as follows:

JP-Strat1 - Core Growth Area – The proposal would support the role of the city centre as a major growth area. The 1041 student bedrooms would support the student population in the Oxford Road corridor. It could act as a catalyst for further development at Sister.

JP-Strat2 – City Centre – The proposal would help consolidate the city centre as one of the country's most significant economic locations. This highly accessible location is appropriate for high density PBSA.

JP-Strat14 – A Sustainable and Integrated Transport Network – This high-density proposal would be close to excellent public transport. Connections in and around the site would be improved for pedestrians and cyclists.

JP-S1 – Sustainable Development – This brownfield site is contaminated but it is not complex. The buildings would be energy efficient and would meet high sustainable standards. PV would generate renewable energy. Biodiversity would be improved and water and recycling management would ensure this is a sustainable development.

JP-S2 – Carbon and Energy – The proposal would exceed current Building Regulations. BREEAM excellent should be achieved.

JP-S4 – Flood Risk and the Water Environment – The proposal would be supported by a surface water drainage system.

JP-S5 – Clean Air – The site is in the Manchester AQMA but this proposal would not exacerbate current air conditions. Measures during construction would control dust and impacts from construction and earthwork activities. When operational, a travel plan would promote the accessible location and promote public transport, walking and cycling. There would be 64 secure cycle spaces and 26 in the public realm.

JP-S6 – The waste strategy includes recycling. Waste would be minimised through the construction process.

JP-J1 – Supporting Long Term Economic Growth – 1041 student bedrooms are proposed. This would bring talent and jobs to the city. Local employment would be created through construction and be supported by a Local Benefit Proposal.

JP-G1 – Landscape Character – Public realm and place making would enhance the setting of the proposal and surrounding listed buildings and NDHAs. Trees would be planted and habitats and BNG would be enhanced.

JP-G2 – Green Infrastructure Network – The landscaping includes trees and other planting. This would mitigate for the trees and vegetation lost and create green infrastructure at the site.

JP-G6 – Urban Green Space – The public realm would support the local community, and create links to the wider area.

JP-G7 – Trees and Woodland – Trees would mitigate those lost with a net enhancement. Biodiversity and the character of the area would be enhanced.

JP-G8 – A net enhancement of biodiversity and geodiversity – The tree planting and vegetation would provide on-site biodiversity and achieve the required 10% net gain.

JP-P1 – Sustainable Places – The design would impact on the historic environment. Public realm and landscaping would enhance the setting of the buildings and improve the character of the area. There would be impacts on some nearby residents and businesses. The buildings are energy efficient and meet current standards. Water is managed in line with sustainability principles. The proposal would be accessible and would create legible and accessible public realm. Connections beyond the site boundary would be improved. There would be a modest loss of green infrastructure but would be mitigated through new trees and other planting.

JP-P2 – Heritage – There would be some localised impact on the Whitworth conservation area and nearby listed buildings, but they remain legible and understood in all cases. There would be varying degrees of harm to these assets. This is considered in detail in the report including an assessment of harm versus public benefits in line with National Planning Policy as directed by JP-P2.

JP-P4 – New retail and leisure uses in Town Centres – The proposal would provide 659 sqm of commercial space in the city centre.

JP-P5 – Education, skills and knowledge – A social value strategy would promote access to employment for local residents during construction and when the building becomes operational. The applicant would work with the Council's works and skills team.

JP-P6 – Health – The proposal would support active travel to and around the site and support health and wellbeing.

JP-P7 – Sport and Recreation – The proposal would create public realm, and link to other areas of open space and recreation, which promotes health and wellbeing for residents, visitors and those working at the site.

JP-C1 – An Integrated Network – The proximity to public transport should minimise car trips. The highway would be improved to ensure safe pedestrian movement. 64 secure cycle spaces are proposed with 26 in the public realm. Trips during construction would be managed to minimise the impact on the local highway network.

JP-C2 – Digital Connectivity – The accommodation includes collaborative workspaces.

JP-C3 – Public Transport – The proposal is well connected to accessible public transport with an enhanced pedestrian environment and walking and cycling routes.

JP-C4 – The Strategic Road Network – The proposal would not unduly harm the capacity of the highway network. Improvements to the local highway network would

make access and egress safe for vehicles and pedestrians. Construction impacts would need to be carefully managed over the construction period.

JP-C5 – Streets for All – The public realm would be accessible. A pedestrian friendly and accessible environment for all would be created on Charles Street and an enhanced pedestrian route created on Altrincham Street. The public realm includes cycle provision. A bespoke servicing strategy would minimise impact on the highway.

JP-C6 – Walking and Cycling – Pedestrian movement and cycling would be improved. Pedestrian routes would be safe and secure and well lit, with clear wayfinding and level access. Cycle provision would be available in the public realm. A new pedestrian footway on Charles Street to create a more pedestrian and cycle friendly environment.

JP-C8 – Transport requirements of new developments – The pedestrian environment would be improved on Charles Street. Access to public transport would be safe and convenient. The proposal would be a largely car free with 2 accessible bays. 64 space cycle spaces would be created with 26 in the public realm. Servicing would be carefully controlled and managed in the basement. Construction management impacts would be managed to minimise the impact on the local highway network. The proposal has been assessed for its impact on Air Quality at Holcroft Moss based on trip generation and it is not anticipated to generate a number of trips that would require a contribution to the Habitat Mitigation Plan.

JP-D2 – Developer Contributions – A legal agreement would secure a monitoring fee for the management of the significant on site BNG as well as the on site affordable PBSA and retention of the project architect.

Manchester Core Strategy Development Plan Document (July 2012)

The relevant policies within the Core Strategy are as follows:

Strategic Spatial Objectives

The Core Strategy contains Strategic Spatial Objectives that form the basis of the policies contained therein, as follows:

SO1. Spatial Principles this is a highly accessible location, and this proposal would reduce the need to travel by private car, support sustainable development and minimise impact on the climate.

SO2. Economy The proposal would provide construction jobs and permanent employment. The location is highly accessible. The employment would support the City's economic performance.

S05. Transport The proposal would be highly accessible, reduce the need to travel by private car and use public transport effectively. Enhanced public realm would improve connectivity in and around the site.

S06. Environment The proposal would enhance the natural and built environment and ensure the sustainable use of natural resources to: mitigate and adapt to climate change; support biodiversity and wildlife; improve air, water and land quality; and, ensure that the City is inclusive and attractive to all.

Policy SP 1 (Spatial Principles) The proposal would have a positive impact on visual amenity and the character of a strategic regeneration area. The buildings would be high quality and complement existing and recent developments. New place making would enhance movement around the site including the conservation area, listed building and NDHAs.

Policy EC3 (The Regional Centre) This is an appropriate location for this proposal with sustainable transport nearby. The scale and type of activity would not undermine delivery of employment space elsewhere.

Policy CC1 (Primary Economic Development Focus (City Centre and Fringe)) The proposal would provide PBSA in the Oxford Road Corridor and would help support and consolidate growth in this area.

Policy CC2 (Retail) The ancillary retail and commercial activities would be acceptable in the city centre.

Policy CC5 (Transport) The proposal would be accessible by a variety of modes of sustainable transport which would minimise its impact on local air quality.

Policy CC6 (City Centre High Density Development) This high density proposal would use the site efficiently.

Policy CC7 (Mixed Use Development) The ground floor uses would activate the site and provide amenities and services to the new business community.

Policy CC8 (Change and Renewal) Jobs would be created during construction.

Policy CC9 (Design and Heritage) The impact on the settings of nearby listed buildings and the conservation area would be minor and is discussed in more detail in the report. Varying degrees of harm would be caused to listed buildings which is considered in detail in the report.

Policy CC10 (A Place for Everyone) – The proposals would be a catalyst to the regeneration of this key strategic site and would complement nearby regeneration activity. The proposal and the public realm would be fully accessible.

Policy T1 (Sustainable Transport) – The limited onsite parking would support modal shift from car travel to more sustainable alternatives. 64 cycle spaces would be provided with a further 26 in the public realm. Improved pedestrian routes and the pedestrian environment would prioritise pedestrians, cyclists and public transport.

Policy T2 (Accessible Areas of Opportunity and Need) – The proposal would be accessible by a variety of sustainable transport modes and would help to connect residents to jobs, local facilities and open space.

Policy H12 (Purpose Built Student Accommodation) the provision of PBSA is supported where it would satisfy the criteria below. Priority will be given to schemes which are part of the universities' redevelopment plans or which are being progressed in partnership with the universities, and which clearly meet Manchester City Council's regeneration priorities.

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

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

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

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

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

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

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

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

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

10. Applicants/developers must demonstrate to the Council that their proposals for PBSA are deliverable.

The proposals are in accordance with this policy and this is discussed in detail below.

Policy EN1 (Design Principles and Strategic Character Areas) - The design would enhance the character of the adjacent conservation area and the image of Manchester. The development of a large site that has been vacant for many years would be a significant milestone in the area's regeneration. The design responds positively at street level and would enhance permeability. The design is discussed in detail below.

Policy (EN3 Heritage) – The impact on the listed buildings and the setting of nearby listed buildings and conservation areas is detailed in the report.

Policy EN6 An Energy Statement sets out how the proposal would comply with the target framework for CO2 reductions from low or zero carbon energy supplies.

Policy EN8 (Adaptation to Climate Change) – A BREEAM Assessment and Sustainability Report, identifies measures to ensure that the proposal would reach a target rating of "Excellent".

Policy EN9 (Green Infrastructure) – The tree planting would improve green infrastructure and create links to open space and public realm.

Policy EN11 (Quantity of Open Space, Sport and Recreation) – The proposal includes public realm.

Policy EN15 (Biodiversity and Geological Conservation) – The removal of trees and vegetation would impact on the ecological and biodiversity value of the site. Mitigation would provide higher quality landscaping at the site and the setting of the buildings.

Policy EN16 (Air Quality) - The proposal would be highly accessible by all forms of public transport and reduce reliance on cars. Traffic emissions would be minimised. The proposal would not compromise local air quality, and mitigation would be used during construction. This is a car free proposal apart from 2 accessible spaces. Cycling and walking would be encouraged.

Policy EN17 (Water Quality) – An assessment of groundwater conditions shows the proposal would be unlikely to cause contamination to surface and ground watercourses and the impact on water quality can be controlled by condition.

Policy EN18 (Contaminated Land and Ground Stability) - A desk study identifies possible risks arising from ground contamination and the impact could be controlled through a condition.

Policy EN19 (Waste) - The proposal would be consistent with the principles of waste hierarchy. A Waste Management Strategy sets out how waste production would be minimised during construction and operation. The onsite management team would manage waste.

Policy DM1 (Development Management) – Careful consideration has been given to the design, scale and layout of the proposal along with any impacts on amenity. These issues are considered in full, later in this report.

The Unitary Development Plan for the City of Manchester (1995)

The Unitary Development Plan for the City of Manchester was adopted in 1995. However, it has now been largely replaced by the Manchester Core Strategy. There are some saved policies which are considered relevant and material and therefore have been given due weight in the consideration of this planning application. The relevant policies are as follows:

Saved Policy DC18.1 Conservation Areas – The proposal would enhance the conservation area through the repair of street scene including wider public realm improvements to Charles Street and Altrincham Street as well as a building which is situated back of footpath. This is discussed in more detail later in the report.

Saved Policy DC19.1 Listed Buildings – The proposal would protect the general setting of listed buildings. The proposal would preserve in most instances the setting of listed buildings. The development would remove a poor quality development from the site with a high quality proposal which includes improvements of public realm and retention of existing landscape features. This is discussed in more detail later in the report.

Saved Policy DC20 Archaeology – An archaeological desk based assessment concludes there is little merit in undertaking further archaeological investigations at the site.

Saved Policy DC26.1 and DC26.5 Development and Noise – An acoustic assessment concludes that the proposal would not have a detrimental impact on the amenity of surrounding occupiers through noise both during the constriction and operational phases. This is discussed in more detail in this report.

Saved policy E3.3 states that the Council will upgrade the appearance of the City's major radial and orbital roads and rail routes. This will include improvements to the appearance of adjacent premises; encouraging new development of the highest quality; and ensuring that landscape schemes are designed to minimise litter problems. Princess Street is a significant road route in the City and is the rail viaduct. This proposal provides a building of the highest quality design which will provide a new employment led regeneration for this part of the City Centre.

Other material policy considerations

Holcroft Moss Planning Obligations Joint Supplementary Planning Document (2025)

The aim of this jointly produced Supplementary Planning Document (SPD) is to provide guidance on, and to facilitate, the timely provision of required mitigation on a site in Warrington Borough Council's administrative area, Holcroft Moss, within the Manchester Mosses Special Area of Conservation (SAC).

In particular the SPD seeks to provide a robust basis upon which the nine PfE authorities can secure contributions from developers to ensure that the impacts of schemes on Holcroft Moss are appropriately mitigated; and provide clear advice to developers as to what is expected in applications to ensure an efficient process for consultation and determination.

Where planning applications are required to be accompanied by a Transport Assessment, they will need to consider air quality impacts on Holcroft Moss, within the Manchester Mosses Special Area of Conservation (SAC). Any proposals that would result in increased traffic flows on the M62 past Holcroft Moss of more than 100 vehicles per day or 20 Heavy Goods Vehicles (HGVs) per day must devise a scheme specific range of measures to reduce reliance on cars, reduce trip generation, promote ultra-low emission vehicles, and provide a contribution towards restoration measures at Holcroft Moss.

The Transport Assessment has considered the impact on Holcroft Moss and it has been determined that there are no unacceptable impacts in this regard that would warrant a contribution to the Holcroft Moss Mitigation Plan.

The Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (Adopted 2007)

This document provides guidance to help develop and enhance Manchester. In particular, the SPD seeks appropriate design, quality of public realm, facilities for disabled people (in accordance with Design for Access 2), pedestrians and cyclists. It also promotes a safer environment through Secured by Design principles, appropriate waste management measures and environmental sustainability. Sections of relevance are:

Chapter 2 'Design' – outlines the City Council's expectations that all new developments should have a high standard of design making a positive contribution to the City's environment;

Paragraph 2.7 states that encouragement for "the most appropriate form of development to enliven neighbourhoods and sustain local facilities. The layout of the scheme and the design, scale, massing and orientation of its buildings should achieve a unified form which blends in with, and links to, adjacent areas.

Paragraph 2.8 suggests that in areas of significant change or regeneration, the future role of the area will determine the character and design of both new development

and open spaces. It will be important to ensure that the development of new buildings and surrounding landscape relates well to, and helps to enhance, areas that are likely to be retained and contribute to the creation of a positive identity.

Paragraph 2.14 advises that new development should have an appropriate height having regard to the location, character of the area and specific site circumstances. Although a street can successfully accommodate buildings of differing heights, extremes should be avoided unless they provide landmarks of the highest quality and are in appropriate locations.

Paragraph 2.17 states that vistas enable people to locate key buildings and to move confidently between different parts of the neighbourhood or from one area to another. The primary face of buildings should lead the eye along important vistas. Views to important buildings, spaces and landmarks, should be promoted in new developments and enhanced by alterations to existing buildings where the opportunity arises.

Chapter 8 ‘Community Safety and Crime Prevention’ – The aim of this chapter is to ensure that developments design out crime and adopt the standards of Secured by Design;

Chapter 11 ‘The City’s Character Areas’ – the aim of this chapter is to ensure that new developments fit comfortably into and enhance the character of an area of the City, particularly adding to and enhancing the sense of place.

The siting and massing would minimise the impact on nearby buildings and provide buildings of quality as part of the first project within the SRF area. The public realm provides an appropriate setting to the buildings and would enhance the environment as other developments progress in the SRF area. High quality materials would be used both for the buildings and hard landscaping. Secured by Design principles are incorporated with measures to ensure a fully accessible development. The development would creative a distinctive form of architecture within this emerging regeneration area and will act as a catalyst for further high quality developments in this area.

Manchester Green and Blue Infrastructure Strategy 2015

The Manchester Green and Blue Infrastructure Strategy (G&BIS) sets out objectives for environmental improvements within the City in relation to key objectives for growth and development.

Building on the investment to date in the city's green infrastructure and the understanding of its importance in helping to create a successful city, the vision for green and blue infrastructure in Manchester over the next 10 years is:

By 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The city's communities will be living healthy, fulfilled lives, enjoying access to parks and greenspaces and safe green routes for walking, cycling and exercise throughout the city. Businesses will be investing in areas with high environmental quality and attractive surroundings, enjoying access to a healthy,

talented workforce. New funding models will be in place, ensuring progress achieved by 2025 can be sustained and provide the platform for ongoing investment in the years to follow.

Four objectives have been established to enable the vision to be achieved:

1. Improve the quality and function of existing green and blue infrastructure, to maximise the benefits it delivers

2. Use appropriate green and blue infrastructure in new developments to help create successful neighbourhoods and support the city's growth

3. Improve connectivity and accessibility to green and blue infrastructure within the city and beyond.

4. Improve and promote a wider understanding and awareness of the benefits that green and blue infrastructure provides to residents, the economy and the local environment.

Public realm would improve accessibility in and around the site including ensuring accessible and legible routes are created across the site where there are challenges with the topography. New trees would be planted to mitigate those lost alongside enhancements within areas.

ID Manchester Strategic Regeneration Framework (SRF) (2023)

The SRF was endorsed by the Council Executive in 2023. Its purpose is to create a commercial innovation hub, connecting the Corridor with Greater Manchester other growth locations and unlocking large scale innovation and commercialisation. There is a particular emphasis on the advantages of co-location of businesses as being critical to the ongoing success of the city centre and the Oxford Road Corridor.

A key objective of this part of the SISTER masterplan is to widen Altrincham Street and re-active the railway arches. A new space is identified around the mature maple trees that could lead through a walkway below new residential or PBSA creating a route that is not currently accessible.

The SRF suggests that building heights should be highest around the edges of the framework area, including Princess Street, stepping down towards the civic square and the Renold Building to maximise sunlight to public open spaces.

The SRF notes that “landmark buildings, potentially comprising residential accommodation or PBSA, could mark this entry-point at Princess Street. Indicative images show three towers of consistent height.

The SRF is clear that development proposals should be considered against the policies in the development plan including policy EN2 ‘Tall Buildings’ with the framework designed to be flexible to respond to specific occupiers and market demands.

The proposal would deliver upon the aspirations of the SRF. A landmark building would be created on this gateway site and complies with the relevant policies in the development plan. The new place making would repair the current poor condition of Charles Street including created an enhanced pedestrian environment. Improvements would also be made to Altrincham Street along with the provision of a new square.

Oxford Road Corridor Strategic Spatial Framework (March 2018)

The Oxford Road Corridor is important economically area, with more job creation potential than anywhere else in the region. The area generates £3 billion GVA per annum, consistently accounting for 20% of Manchester economic output over the past five years. The area has more than 60,000 jobs over half of which are within knowledge intensive sectors, including health, education and professional, scientific and technical sectors.

The Strategic Vision highlights the need to support committed future investment and the future growth potential of its institutional partners in delivering research, innovation, commercialisation, skills, academic excellence and incubation facilities. It highlights the need to support the private sector in terms of high value added and high growth companies, something that could be realised on a significant scale in Oxford Road Corridor.

The spatial framework aims to guide development and investment activity to achieve the vision for the area. The document was endorsed at the City Council Executive in March 2018.

The SRF identified that the site provides a significant opportunity for redevelopment of this group of important buildings in a way that will promote new linkages and connections between Oxford Road Corridor and Piccadilly Rail Station.

The proposal is in line with this vision and would create and enhance linkages to the wider Oxford Road Corridor area and to other important employment and areas of growth in the city centre. The joint venture between Bruntwood and the University of Manchester would help deliver the innovative commercial hub require to support growth in the Oxford Road Corridor.

Manchester Residential Quality Guidance (2016)

The City Council's Executive has endorsed the Manchester Residential Quality Guidance and it is a material planning consideration in determining planning applications and weight should be given to it in decision making.

The document outlines the consideration, qualities and opportunities that will help to deliver high quality residential development as part of successful and sustainable neighbourhoods across Manchester. Above all, it seeks to ensure that Manchester can become a City of high-quality residential neighbourhood and a place for everyone to live. It outlines nine components that combine to deliver high quality residential development, and through safe, inviting neighbourhoods where people want to live. These are as follows:

Make it Manchester;
Make it bring people together;
Make it animate street and spaces;
Make it easy to get around;
Make it work with the landscape;
Make it practical;
Make it future proof;
Make it a home; and Make it happen.

City Centre Strategic Plan 2015-2018 (March 2016) On 2 March 2016 the City Council's Executive approved the City Centre Strategic Plan which provides an up-to-date vision for the City Centre within the current economic and strategic context and outlines the key priorities for the next few years. It aligns with the Manchester Strategy (January 2016) and the Greater Manchester Strategy. Overall, it seeks to "shape the activity that will ensure that the City Centre continues to consolidate its role as a major economic and cultural asset for Greater Manchester and the north of England". The 'Corridor Manchester' is recognised as a unique area and the most economically important in Greater Manchester.

The plan identified that there has been strong population growth over the last 20 years and demand for city centre living is rapidly increasing. It also reflects on the scale of development in the 'Corridor Manchester' including the University of Manchester Campus Masterplan, new facilities for Manchester Metropolitan University and new City labs which are bespoke built biomedical facilities.

The strategy identified the continuing development of the University of Manchester and Manchester Metropolitan campus masterplans to create high-quality learning environments that enhance the student experience.

Corridor Manchester

Corridor Manchester is a strategically important economic contributor and a key growth area in the city. The Corridor Manchester Strategic Spatial Framework is a long term spatial plan which recognises that there is an inadequate pipeline of space for businesses and institutions to properly grow and realise its potential. This is a constraint to the realisation of the Corridor Manchester vision. The Framework seeks to strengthen the Corridor as a place to live, visit and work for students and knowledge workers from across the world. It recognises that for the area to continue to be successful there needs to be a focus on the development of a cohesive, inclusive area. The development programme plans to deliver over 4 million sq ft of high quality commercial, leisure, retail, and residential space.

Corridor Manchester already contains one of the largest higher-education campuses in the UK with nearly 70,000 students in world renowned institutions and Manchester is recognised as a destination of choice for students across the globe.

The UoM and MMU both have growth plans. The UoM's £1 billion capital investment programme has delivered an estate that has made it one of the leading universities in the world. MMU continues to deliver strategic investment. This concentration of

students is a key part of the success of the Corridor and underpins and supports the research activities of these institutions, whilst the large population living, working and spending time in the Corridor give the area its vibrancy and contribute significantly to its large economic output.

However, the higher education market is highly competitive and the City must continue to enhance the student experience if it is to maintain its position on the world stage and realise its growth aspirations for the Corridor. As at present, the future success of Manchester as a student destination will, in part, underpin the realisation of the Council's aspirations for Corridor Manchester. This requires continued investment in the infrastructure which supports the student population and ensures the student experience remains world renowned. This requires investment in educational facilities but also extends to transport infrastructure, retail and leisure facilities and, critically, high quality and accessible residential accommodation. Consideration must be given to the whole student experience.

Executive Report (9 December 2020) Purpose Built Student Accommodation in Manchester

The report aims to guide the decision-making process in advance of the review of the Local Plan. The document is a material consideration but does not change existing planning policy. Key considerations alongside policy H12 are as follows:

- Supporting Regeneration Objectives: The starting point for all student residential schemes is that they should deliver regeneration objectives; support employment growth, graduate and talent retention, place making and the city's international reputation…. Student accommodation should, therefore, be in the right locations, in appropriate numbers, and only where it supports wider growth.

The site is in walking distance of the main university campuses and the Oxford Road corridor.

The proposal would provide studio and cluster accommodation which exceeds space standards adopted by other recent PBSA schemes. Significant ancillary amenity areas are proposed plus a wellbeing strategy.

Quality: The overall quality of Manchester's PBSA stock is poor compared to other cities. Accommodation is considered to be less sustainable where:

o 1. It is a greater than 20 minute walk to campus
o 2. Room quality is below average
o 3. There is below average quality common space

For Manchester to remain competitive as a world class education hub, with an accommodation offer to match, the current level accommodation needs to be addressed. New stock in appropriate locations should deliver an improved student experience, which better reflects Manchester's institutions and its educational reputation, and also helps to contribute to sustainability targets.

All PBSA must be of a high quality, providing a high standard of living, close to the city's higher education institutions. To ensure the delivery of student accommodation that is high quality and highly accessible, with strong and sustainable connections to the city's universities, all future PBSA should be within or immediately adjacent to Oxford Road Corridor. Design should allow sufficient facilities to cater for the overall wellbeing of students, including, for example, generous living space, communal spaces for students to socialise, and public realm, which contributes to the quality of place. PBSA design must also be sufficiently flexible to allow for re-purposing as demand varies.

The proposal would be a short distance from Oxford Road and the University campuses and would cater for the wellbeing of students.

Wellbeing, Safety and Security: PBSA should consider the welfare and wellbeing of students as a major factor, in both design and management.

The proposal has a clear wellbeing strategy with has the support of Manchester Metropolitan University. The proposal would meet secured by design accreditation.

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

A dense form of development is proposed. Any localised impacts would not warrant refusal of this application. This is considered in detail within this report. The impact on the residential character is also considered and there are also other developments taking place in the area which would help ensure a balanced and sustainable community.

Location: PBSA should be located in the areas immediately adjacent to the core university areas, principally the Oxford Road Corridor area.

The proposal meets the criteria.

Sustainability: The requirements driving quality in new PBSA will ensure that all new accommodation meets the highest standards of sustainability, to meet the Council's zero carbon policies.

The proposal would exceed the Council targets for carbon reduction. The proposal is car free and would be supported by a robust travel plan to ensure students take advantage of the location.

Mix of uses: It is essential that the Oxford Road Corridor, and the city centre as a whole, is able to maintain the right balance of commercial, educational, residential, cultural and leisure use, in order to ensure that it can maximise its contribution to the economic growth of the city.

The proposal includes wellbeing spaces.

Affordability: Manchester is one of the most expensive cities in the UK for PBSA. A more diverse pipeline of PBSA is needed to help stabilise rental growth. New accommodation would need to adhere to the quality criteria, including adequate room sizes, storage

There is currently no planning policy requirement within the development plan to provide affordable student accommodation. However, the high cost of PBSA is an important issue that has been raised by student bodies, Manchester Universities and this Executive report. The provision of affordable PBSA is necessary and essential in terms of meeting need and demand going forward. The applicant has proposed 2% affordable accommodation which would be secured by way of a legal agreement.

Executive Report (31 May 2023) Purpose Built Student Accommodation in Manchester

The 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.

It recognised that there is a shortage of PBSA in Manchester and that demand for PBSA could be between 5440 bed spaces (representing 1% growth per annum) and 11320 (2% growth per annum) up to 2030 with the actual demand based on a number of factors including the growth of the Universities, Government policy (tuition fees) and global factors. Demand needs to be reviewed regularly but 750 new spaces are expected to be required per annum up to 2030.

The report addressed the Inspectors findings at the recent appeal at Deansgate South around the need for the Council to establish, monitor and manage a pipeline of scheme to demonstrate that demand for PBSA can be met in appropriate locations. The report identified a pipeline of sites that could be used for PBSA including those within the estate plans of the University of Manchester and Manchester Metropolitan University.

The report stated that should there be sufficient opportunity, there would be no obvious need to significantly depart from Policy H12 which has largely been effective in managing the supply of PBSA.

20 sites were identified which could potentially support around 12,500 PBSA bedspaces. Their suitability, availability and deliverability were assessed to establish whether they are capable of meeting bedspace requirements, in line with identified and projected need.

The site is identified as one of the sites within the pipeline to meet demands in the City.

National Planning Policy Framework (2026)

The revised NPPF re-issued on the 17 August 2026 states that the ‘purpose of the planning system is to contribute to the achievement of sustainable development. It clarifies that the ‘objective of sustainable development can be summarised as

meeting the needs of the present without compromising the ability of future generations to meet their own needs' (paragraph 16). In order to achieve sustainable development, the planning system has three overarching objectives – economic, social and environmental (paragraph 17).

The relevant guidance and policies within the NPPF, which are applicable to this proposal, are as follows:

Section 3 '*Decision-making policies'*

DM6: *Use of planning conditions and obligations* 1. Planning conditions should only be attached to planning permissions and other associated consents for development where they are:

a. Necessary to make the development acceptable in planning terms;
b. Relevant to the development and to planning considerations generally;
c. Sufficiently precise to make them capable of being complied with and enforced; and
d. Reasonable in all other respects.

Relevant planning conditions are set out in this report and meet the above test.

Section 4 *Achieving sustainable development*

National Decision-making policies

S3: *Presumption in favour of sustainable development*

Decisions on development proposals should apply a presumption in favour of sustainable development. This means:

a. Policy S4 in this Framework should be applied when considering development proposals within settlements;

b. Outside settlements, policy S5 should be applied; and

c. In all locations, development proposals that accord with both an up-to-date development plan and the decision-making policies in this Framework should be approved without delay.

2. Where a development proposal falls partly within and partly outside a settlement, policies S4 and S5 should be applied to the relevant parts which are inside or outside of the settlement boundary (as appropriate), before coming to an overall view on the proposal.

S4: *Principle of development within settlements*

1. Development proposals within settlements should be approved unless the benefits of doing so would be substantially outweighed by any adverse effects,

when assessed against the national decision-making policies in this Framework.
2. In applying policy S4, the circumstances in which the benefits of approving development are likely to be substantially outweighed by adverse effects are set out in this policy.

This proposal is in the city centre and the presumption in favour of development applies. There are no circumstances which would prevent this application being approved. Whilst there are some adverse effects, they would not outweigh the benefits of approving the scheme.

Section 5. *Meeting the challenge of climate change*

CC2 *Mitigation of climate change*

1. In order to contribute to climate change mitigation and the transition to net zero, development proposals should, where relevant to the proposal:

    a. Accord with policies TR3 and TR4 so that sustainable patterns of movement are 29 prioritised, opportunities are taken to improve walking, wheeling, cycling and public transport, and infrastructure is provided to support the transition to zero-emission vehicles;

    b. Support good access to facilities in order to limit the need to travel, whether through the development's location, through development densities which improve catchment populations for local services, or by incorporating community facilities and premises to support local employment opportunities;

    c. Use design approaches which conserve energy and other resources in accordance with policy DP3(2)(b);

    d. Take advantage of opportunities to reuse existing structures and materials, including by reusing non-contaminated excavated soil and hardcore within the site;

    e. Take advantage of opportunities to draw low carbon energy from decentralised networks (such as district heat networks), where these are available, and to co-locate energy and heat generators and users, especially to take advantage of suppliers of surplus heat and energy;

    f. Contribute to the creation or restoration of habitats which can act as carbon stores, such as through woodland planting and peatland restoration, while avoiding harm to habitats which can act as important carbon stores, including peatland and salt marsh; and

    g. Not involve the extraction of fossil fuels unless it is in accordance with policy M5.

2. Substantial weight should be given to the benefits of improving the energy efficiency of existing buildings and/or drawing energy from district heat networks, renewable and low carbon sources (including through the installation of heat pumps and solar panels where these do not already benefit from permitted development rights) where this would be achieved through proposals for development.

CC3: *Adaptation to climate change*

1. Development proposals should take into account the current and potential impacts of climate change over the lifetime of the scheme, and in order to minimise vulnerability to these impacts should, where relevant to the proposal:

   a. Be located where the risk of flooding is minimised, or can be managed and the development made safe without increasing risk elsewhere, in accordance with policies F4, F5, F6, F7 and F8;

   b. Comply with policy F9 where development would be located in an area vulnerable to coastal change, as specified in that policy;

   c. Incorporate sustainable drainage systems to manage surface water flow rates and reduce volumes of runoff in accordance with policy F8;

   d. Use design approaches which minimise risks from overheating in accordance with policy DP3(2)(b), and include green infrastructure and suitable tree planting in accordance with policies DP3(2)(c) and N3; and 30
   e. Incorporate proportionate measures to mitigate against wildfires, where opportunities to do so exist and wildfires pose a particular risk (for example as a result of the combined effect of topography, prevailing wind direction and being located within or adjacent to heavily vegetated areas). Such measures should be designed to limit fuel loads for fires, and to create defendable spaces, such as by avoiding timber panel fences and incorporating firebreaks into development layouts and planting schemes.

2. Substantial weight should be given to the benefits of improving the resilience of existing buildings and public spaces to anticipated climate change impacts where this would be achieved through proposals for development.

Section 6: *Delivering a sufficient supply of homes*

The objective of the policies in this chapter is to meet development needs through sustainable patterns of development, including by maximising the potential for growth on suitable land within settlements, enabling development which will support the rural economy, rural communities and the provision of infrastructure, and limiting development away from settlements to help safeguard the intrinsic character and beauty of the countryside.

HO7: *Meeting the need for homes*

1. Substantial weight should be given to the benefits of providing homes which will contribute towards meeting the evidenced accommodation needs of the community, as identified through needs assessments prepared for the area of the local planning authority and other relevant evidence. This includes, but is not limited to, homes needed for different groups assessed under policy HO1 (which includes students).

The proposal would contribute positively to the supply of PBSA in the city.

HO9: *Specialist forms of accommodation*

1. Development proposals to address specialist housing needs should provide living conditions and access to services which are appropriate to the needs of their residents and users. This includes:

    a. Specialist housing for older or disabled people:

        i. Being located where residents will be able to access frequently-used services easily and safely by walking, wheeling (including mobility scooters) and by public or on-site transport services; including through facilities provided as part of the scheme; and
        ii. . Being delivered to M4(2) or M4(3) accessibility standards.

b. Specialist community-based accommodation:

    i. Being supported by a management plan or other supporting evidence which shows how the development will provide a safe and secure environment for residents; and
    ii. Being located where residents will be able to access frequently-used services easily and safely.

c. Purpose-built student and large-scale shared living accommodation:
i. Being located where residents will be able to access frequently-used services (and, for student accommodation, relevant education facilities) easily and safely by walking, wheeling, cycling and public transport;
ii. Providing adequate living and storage space and sufficient shared cooking, laundry and amenity areas (other than where cooking and laundry facilities are provided within student rooms, in which case these do not need to be available on a shared basis); and
iii. Being supported by a management plan which shows how the development will be managed and maintained to ensure the continued quality of the accommodation, communal facilities and services.

The PBSA would meet the requirements of this policy. The site is in the Oxford Road Corridor where development associated with supporting the activities of the University campuses would be supported. Students would be able to walk and cycle to the University Campuses. The proposal includes facilities to support students' wellbeing such as communal spaces for socialising and recreation and external spaces for fresh air. A management plan demonstrates how the facility would minimise any impact on the local area.

HO13: *Build out of residential and strategic sites*

1. To significantly boost the supply of homes, it is important that land with permission is developed without unnecessary delay. Proposals for major development involving the provision of housing should be capable of bringing the housing forward within a reasonable period, taking into account the proposed tenure mix for the development, local market conditions (including absorption rates) and the development history of the site.

2. For all proposals involving housing, consideration should be given to whether to impose a planning condition requiring that development begins within a timescale shorter than the relevant statutory default period, where this would expedite the development without threatening its implementation or viability.

It is not considered necessary to impose a shorter implementation timeframe in this instance. The application is deliverable and viable in the current market.

Section 12: *Making effective use of land*

The objective of the policies in this chapter is to promote the effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions.

L2: *Making effective use of land*

1. Substantial weight should be given to the benefits where a development proposal would achieve one or more of the following:

   a. Remediating despoiled, degraded, derelict, contaminated or unstable land;

   b. Making better use of vacant and underutilised land and buildings (such as: by bringing back into residential use empty homes and other suitable buildings; converting space above shops; redeveloping underutilised retail and business sites; and building on or above service yards, lock-ups, car parks and other transport infrastructure which are no longer required);

   c. Making effective use of previously developed land and buildings through temporary uses, in situations where alternative development is anticipated within a reasonable period (including as a result of the land being allocated for an alternative purpose in the development plan); or

   d. Creating additional homes or floorspace within settlements by using the airspace above existing residential and commercial premises, or through sensitive redevelopment or additional development within existing plots (including, but not limited to, the addition of mansard roofs, proposals to fill gaps in the existing roof line, the introduction of higher buildings at street corners and additional units within residential curtilages). Such proposals should:

i. Be consistent with the overall street scene, other than where: it is appropriate to have larger buildings (such as at street corners, or where building upwards would not cause substantial harm to the character of a building and its surroundings); the development would not be visible from the street frontage; or where specific changes are provided for through a design code which forms part of the development plan;
ii. Maintain safe access and egress for occupiers and users, and acceptable living standards for residents and neighbours in terms of access to daylight, sunlight, privacy and external amenity space

The proposal would remediate a contaminated car park. The proposal would be higher than others in the street scene but would not cause substantial harm to the surroundings and would not result in unacceptable living standards for those in the immediate area.

L3: *Achieving appropriate densities*

1. Development proposals should make efficient use of land, taking into account the identified need for different types of housing and other development, local market conditions, the availability of infrastructure (including that supporting sustainable transport modes) and its scope for improvement, a site's connectivity and the importance of securing well-designed, attractive and healthy places.

2. To contribute to making efficient use of land:

    a. Within settlements, development proposals for residential and mixed-use development should contribute to an increase in the density of the area in which they are situated. The only exception is where there is a clear justification that this is either inappropriate or not possible (for example, where the prevailing density is already very high, the nature of the accommodation required precludes higher densities, or where it would conflict with other policies in this Framework). In considering the potential to increase densities, the existing character of an area should be taken into account, in accordance with policy DP3, but should not preclude development which makes the most of an area's potential;

    c. Where development proposals for residential or mixed-use schemes are within reasonable walking distance of a well-connected station (applying the definitions in the glossary at Annex B), a density of at least 35 dwellings per hectare should be achieved within the net developable area of the site. Higher densities – of at least 45 dwellings per hectare – should be achieved where the service frequency is at least twice that of the minimum required for a well-connected station. Exceptions to meeting these minimum standards should be made only in the case of:

        i. Sites which fall below the threshold for major development where it can be demonstrated that meeting the standard is either inappropriate or not possible; or
        ii. Development for traveller sites.

This would be a high density city centre development where change is necessary and expected. The site is highly accessible by walking and cycling, to nearby amenities and major train and tram stops and buses. Whilst there are examples of increased densities in the area, there is also a large amount of vacant land which would make further increase in density noticeable. The scale and density has been carefully considered and is set out in this report including any impact on adjacent buildings.

Section 14: *Achieving well designed places*

The objective of the policies in this chapter is to promote high quality, healthy, inclusive and sustainable places, through setting clear expectations about design outcomes and the use of relevant tools and processes.

DP3: *Key principles for well-designed places*

DP3: *Key principles for well-designed places*

1. Development proposals should respond to their context (the history, character and features of their site and its setting), so that they integrate with and enhance their surroundings; such as through the arrangement of development plots and buildings, the use of materials and architectural features, and the restoration, reuse and integration of heritage assets. This should not preclude innovation or change where appropriate, especially where an increased scale or density of development is justified in accordance with policies L2 and L3.

2. To create well-designed places, development proposals should also reflect relevant aspects of the following principles, as appropriate to the nature of the development and its location:

    a. Liveability: support healthy, mixed, vibrant and integrated communities, which will function well over the lifetime of the development, by incorporating a range of uses and tenures, employing features which promote social interaction, and which are robust, durable and easy to look after;

    b. Climate: contribute to climate change mitigation and adaptation and the transition to net zero by using building layouts, building orientation, massing, landscaping and materials which conserve energy and other resources, and which minimise risks from the impacts of climate change including overheating;

    c. Nature: incorporate and/or connect to a network of high quality, accessible, multifunctional green infrastructure to provide opportunities for recreation and healthy living, strengthen habitats, improve climate change resilience and improve air and water quality. This should include maintaining and enhancing tree cover and incorporating sustainable drainage systems in accordance with policies N3 and F8;

d. Movement: provide transport infrastructure and choices which support the design vision for the site, provide good connections to the wider settlement (or those nearby), and prioritise walking, wheeling, cycling and public transport;

e. Built Form: use the pattern of buildings to define the arrangement of streets, squares and other spaces, promote compact forms of development to optimise the site's potential, distinguish between public and private areas, create focal points and, where appropriate, enhance views into and out of the scheme;

f. Public Space: include spaces that are safe, secure, inclusive, and accessible for all ages and abilities, including for groups such as women and girls; and which facilitate and encourage social interaction, play and healthy lifestyles (for example by providing high quality, clear and legible pedestrian and cycle routes, a variety of recreational spaces and places to meet, integrating lighting and making building entrances and windows face onto streets and other public spaces to provide natural surveillance); and

g. Identity: create visually attractive, distinctive and characterful development to establish or maintain a strong sense of place and pride, including through the use of a coherent palette of materials, design features and planting.

3. Development proposals should be refused if, without clear justification, they conflict with paragraph 1 of this policy or relevant aspects of the principles in paragraph 2, or with any explicit design standards set out in the development plan (including those in locally specific policies, guides, codes or masterplans). Substantial weight should be given to compliance with relevant development plan policies when assessing the design quality of proposals.

5. Substantial weight should also be given to outstanding or innovative designs which promote high levels of sustainability, or which help raise the standard of design more generally in an area, so long as they are consistent with the overall form and layout of their surroundings.

This proposal would contribute positively to the development of sister. The architecture and materials would improve design standards in the area and complement recent developments.

This proposal would provide PBSA accommodation along with ancillary wellbeing spaces together with new public realm and place making. The building would meet modern standards and minimise its impact on climate change. On site biodiversity would be improved. The student accommodation would be within walking distance of major train stations and other public transport and active travel routes.

The proposal would re-instate a street edge to Charles Street including providing a new pedestrian footway. The architecture would be appropriate and should therefore be given the substantial weight directed by this policy.

DP4: *The design process*

2. The local planning authority should:

   a. Ensure that they have access to, and encourage the appropriate use of design review and other design tools and processes (especially for strategic sites and other significant projects), and take into account their outcomes, including any design recommendations made by design review panels;
   b. Ensure that relevant planning conditions refer to clear and accurate plans and drawings which provide visual clarity about the design of the development, including the approved use of materials where appropriate; and

   c. Not allow the quality of approved development to be materially diminished between permission and completion, as a result of changes proposed following its initial approval (for example through changes to approved details).

The plans are clear and accurate and provide sufficient clarity and confidence in the design and materials proposed.

Section 15: *Promoting sustainable transport*

The objective of the policies in this chapter is to ensure that transport considerations are taken fully into account in the preparation of development plans and the evolution and assessment of development proposals; using a vision-led approach to embed the role that transport infrastructure and choices can play in creating well-designed, sustainable, inclusive and popular places.

TR3: *Locating development in sustainable locations*

1.So that development is located where it can support sustainable patterns of movement, enable good accessibility for different users and make the most of existing and proposed transport infrastructure, development proposals should reflect the following principles, taking into account the vision for the site, the type of development and its location:

a. Development proposals which could generate a significant amount of movement, in the context of the area within which they would be situated, should be in locations that are sustainable (or which can be made so, taking into account planned improvements, including any provided for as part of the development itself). This means the location should limit the need to travel, particularly by private car, and offer a genuine choice of transport modes for residents and users, unless the nature of the development would make this impractical;
b. Opportunities should be taken to utilise existing or proposed transport infrastructure in optimising the amount or density of development which can

be accommodated in 70 different locations, especially where this can support more walking, wheeling, cycling and public transport use;

c. Any significant adverse impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, should be mitigated to an acceptable degree using a vision-led approach;
d. The environmental impacts of traffic and transport infrastructure should be identified, assessed and taken into account – including taking opportunities to avoid or mitigate any adverse environmental effects, and to secure net environmental gains such as reductions in air pollution.

This would be a car free development in a highly sustainable location. The proposal is not expected to adversely impact on the local highway network with active travel promoted through the travel plan and on site cycle provision.

TR4: *Street design, access and parking*

1.To contribute to creating well-designed places, transport considerations should be integral to the design of development, proposals for which should:

a. Give priority first to walking, wheeling and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating easy access to high quality public transport, with layouts and densities which maximise the catchments for bus or other public transport services;

b. Incorporate or contribute towards appropriate features to support this prioritisation, such as permeable street networks, continuous footways and segregated cycle facilities which are adequately lit, sufficient secure and accessible cycle parking, regularly spaced public seating and good quality waiting facilities for public transport;

c. Ensure that the arrangement of streets and other routes help to create places that are safe, inclusive and attractive for all users (particularly for women and girls, for other groups who may be vulnerable to crime or the fear of crime, and for those with limited mobility). This includes reflecting relevant aspects of policy DP3(2), as well as employing measures to:

i.Minimise the scope for conflict between pedestrians, cyclists and vehicles;
ii. Meet the needs of disabled people, older people and children in relation to all modes of transport, and
iii. Avoid unnecessary street clutter.

d.Allow for the efficient delivery of goods, and ease of access by service and emergency vehicles, in ways which do not compromise key place-making principles (set out in policy DP3(2)); and

e.Provide a suitable number of parking spaces for a range of transport modes where appropriate, reflecting the location and nature of the development (including its connectivity), any locally-set standards in the development plan, and including adequate provision of spaces and infrastructure that allow for the charging of electric vehicles in safe, accessible and convenient locations. A flexible approach to applying

parking standards should be taken where the reconfiguration of retail or other sites which attract large numbers of customers would make better use of previously developed land, and there is evidence that a certain number of spaces needs to be retained to meet specific operational and commercial requirements.

The proposal is car free. There would be on site secure cycle provision and a travel plan. Servicing and access would be acceptable.

TR6: *Assessing transport impacts*

1. Development proposals that are likely to generate significant amounts of movement should be supported by:

a. A transport statement or transport assessment (depending on the extent and significance of the transport issues involved), which is proportionate to the nature and scale of the development, so that the likely impacts of the proposal for transport can be assessed and monitored; and

b. A travel plan, which indicates how sustainable transport objectives will be delivered, monitored and managed over time.

2. Transport assessments and statements, and travel plans, should reflect the transport vision for the development and the transport strategy for the area in which it is located, and how these are intended to be achieved (including, in the case of travel plans, identifying fallback options if initial measures do not deliver the expected outcomes).

The proposal is supported by a transport statement and travel plan. There are no unacceptable impacts on the local highway network and the proposal would take advantage of its highly sustainable location through its travel plan and use of active travel routes to public transport and amenities.

Section 16: *Promoting healthy communities*

The objective of the policies in this chapter is to promote the creation of healthy and inclusive places and support the provision of appropriate public services, by enabling development which can support this aim and seeking to retain, improve and deliver new facilities which are important for community wellbeing and minimising inequalities.

HC3: *Community facilities and public service infrastructure serving new development*

1. Proposals for housing, employment or other development which would give rise to significant numbers of additional people living in, working in or visiting an area should:

a. Be informed by an understanding of the need for any associated improvements to community facilities and public service infrastructure, whether on or off-site; and

b. Provide for new or improved community facilities and public service infrastructure which are necessary for the development to be acceptable in planning terms, whether by direct provision or a contribution to off-site improvements (which may be through Community Infrastructure Levy payments, where applicable).

The proposal includes communal space for residents and improved amenity spaces and place making.

Section 17: *Pollution, public protection and security*

The objective of the policies in this chapter is to ensure that new development is appropriate for its location, taking into account risks posed by pollution and other hazards; that any impacts which development might have are taken into account; and that sufficient provision is made for development required for public safety and security.

P2: *Ground conditions*

1.Sites proposed for development should be suitable for their proposed use taking into account:

a. Ground conditions, including any risks arising from land instability or contamination (whether due to natural hazards or current and former activities such as mining or fuel storage); and

b. The extent to which any such risks can be mitigated, and the potential impacts on the natural environment arising from remediation.

2.Where land is remediated it should, as a minimum, not be capable of being determined as contaminated land under Part IIA of the Environmental Protection Act 1990.
3.Adequate site assessment information, prepared by a competent person, should be available to inform these considerations.
4.Where a site is affected by contamination or land stability issues, responsibility for securing a safe development rests with the developer and/or landowner.

A ground conditions report demonstrates that the site is not unusual or complex and can be remediated in line with appropriate standards.

P3: *Living conditions and pollution*

1.Development proposals should be appropriate for their location, taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, whether these effects are on or off-site; and whether this is as a result of the development itself or the product of preexisting conditions in its vicinity. In assessing the potential effects of pollution, consideration should be given to the potential sensitivity of the site, and its intended occupiers and users, as well as that of the environment and population in the surrounding area (including

where certain groups could be particularly vulnerable to its effects, such as children and older people).

2.Within this context development proposals should:

a. Provide healthy living conditions for occupiers and users in terms of adequate access to light and avoiding exposure to levels of air, noise, artificial light or other sources of pollution which could have an unacceptable adverse effect on health and the quality of life. Where necessary suitable mitigation measures should be incorporated to secure acceptable living conditions;

b.Not give rise to, or contribute to, an unacceptable level of access to daylight and sunlight for neighbouring residents and occupiers, or unacceptable levels of air, noise, artificial light, water, soil or other forms of pollution on or beyond the site. Adverse impacts of this nature should be avoided where possible, or else mitigated to an acceptable degree. Where possible, opportunities should be taken to reduce pollution affecting the wider area (such as through traffic and travel management or improved external lighting);

c.Sustain and contribute to compliance with relevant limit values or national objectives and targets for air pollutants including PM2.5. Development proposals should take account of Air Quality Management Areas and be consistent with the objectives of relevant Air Quality Action Plans, Clean Air Plans and Local Air Quality Strategies;

d.Mitigate and reduce to a minimum potential adverse impacts resulting from noise, not result in levels of noise exposure which would have a significant observed adverse effect, and maintain the character of tranquil areas (those areas that have remained relatively undisturbed by noise from human sources and are prized for their recreational and amenity value for this reason);

e.Limit any adverse impact from artificial light on local amenity, intrinsically dark landscapes (those areas entirely, or largely, uninterrupted by artificial light) and nature; and

f. Assess and mitigate impacts where the development could have an unacceptable adverse effect on water quality, especially in relation to sensitive water bodies such as chalk streams.

3. In applying this policy, it should be assumed, unless there is clear evidence to the contrary, that separate regulatory regimes for the control of pollution will operate effectively, as set out in policy DM7. This means that it will be appropriate to take into account emissions limits set through those other regimes.

The proposal has been supported by documents relating to impacts on daylight and sunlight, air quality, noise, wind and water management. There are no unacceptable impacts arising as a result of the technical areas. The proposal would provide space complaint accommodation with appropriate access to light and to prevent overheating.

P4: *Impact of development on existing activities*

1.Existing businesses, community facilities, public services and defence and security activities should not have unreasonable restrictions placed on their current or permitted operation as a result of development being approved after they were established. This means that development proposals should be capable of being integrated effectively with existing business, community and public service activities and infrastructure in their vicinity (including, but not limited to, uses such as pubs, music venues, places of worship, sports clubs, blue light services, defence, electricity network infrastructure and industrial and waste sites).

2.Where the operation of an existing activity could have a significant adverse effect on a proposed new development in its vicinity, development proposals should:

a. Identify the nature of the potential impacts, informed where necessary by early discussions between the applicant (i.e. the 'agent of change') and those existing uses which could be affected by the proposal to inform the scope for mitigation; and

b.Be able to demonstrate that suitable mitigation can be provided before first occupation of the development, if it is to be acceptable. Planning conditions or obligations should be used to secure agreed mitigation measures.

There are businesses and local assets (Vimto Park) in close proximity to the site. It has been demonstrated that there would be no unacceptable impacts on these businesses and that the proposed accommodation can be acoustically insulated to prevent noise ingress. There would be some temporary disruption during construction but this can be minimised through construction management.

Section 18: *Managing flood risk and coastal change*

The objective of the policies in this chapter is to minimise risks to development arising from all sources of flooding and coastal change, taking into account the impacts of climate change, by steering development away from areas of risk, ensuring that development will be safe for its lifetime without increasing flood risk elsewhere, and incorporating sustainable drainage systems where appropriate.

F4: *Assessing flood risk for decision-making*

1. To inform the assessment of flood risk and, where relevant, appropriate mitigation, a sitespecific flood risk assessment should accompany all development proposals in Flood Zones 2, 3a, and 3b as defined in Annex F, table 1.

2. In Flood Zone 1, a site-specific flood risk assessment should inform and accompany all development proposals involving:

a. Sites of one hectare or more;
b. Land which has been identified by the Environment Agency as having critical drainage problems; and
c. Land identified in a strategic flood risk assessment or the Flood Map for Planning as being at risk of flooding from any source, whether now or in the future.

3. Site-specific flood risk assessments should be appropriate to the scale, nature, and location of development and should, where relevant, support an assessment of whether a development proposal satisfies the sequential and exception tests set out in policies F5 and F6.

The site is in food zone 2 and in a critical drainage area and an appropriate assessment has been provided. A sequential test has been undertaken in line with this policy. Planning conditions should be used to ensure an appropriate drainage scheme is put in place for this scheme.

F8: *Sustainable drainage systems and watercourses*

1.Development proposals which could affect drainage on or around the development site should incorporate sustainable drainage systems to control flow rates and reduce volumes of runoff, in ways which are proportionate to the nature and scale of the proposal. The systems employed should provide multifunctional benefits where possible, facilitating improvements in water quality, biodiversity and amenity.

2.Sustainable Drainage Systems should:

a. Be designed in accordance with the National Standards for Sustainable Drainage Systems;
b. Have maintenance arrangements in place to ensure an acceptable standard of operation for the anticipated lifetime of the development; and
c. In the case of proposals for major development, take account of advice from the Lead Local Flood Authority.

3. Development proposals should not enclose existing watercourses where this is not already the case, unless there are compelling reasons to do so; and should where possible remove existing culverts and renaturalise existing river channels, unless to do so would increase flood risk, result in other environmental harm or cause harm to heritage assets.

A drainage scheme has been produced in line with this policy. Final details would be agreed by planning condition including an appropriate maintenance regime.

Section 19: *Conserving and enhancing the natural environment*

These policies aim to influence the design and location of new development to help drive nature's recovery and contribute to wider environmental outcomes, safeguarding our most important habitats, species and landscapes and recognising the centrality of natural capital to delivering sustainable growth.

N2: *Improving the natural environment*

a. Consider the environmental qualities of land proposed for development, including habitats, landscape character and the natural beauty of the countryside, and identify opportunities for those qualities to be conserved or enhanced (including through requirements for biodiversity net gain where these apply);

e. Use green infrastructure provided as part of the scheme and nature-based solutions to secure multiple benefits: such as for biodiversity; surface water and pollution management (including maintaining flow rates and water quality); climate change mitigation and adaptation, and recreation; f. Minimise any adverse impacts on biodiversity;
f.Minimise any adverse impacts on biodiversity and include features which support priority or threatened species such as swifts, bats and hedgehogs. Development proposals should incorporate integrated nest boxes (commonly known as swift bricks) into their construction unless there are compelling technical reasons which prevent their use, or would make them ineffective; and
g. Ensure that green infrastructure and other features to support nature are located and designed to minimise risk of future failure, and that appropriate measures are in place for any necessary long-term management.

2. If significant harm to biodiversity resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated or, as a last resort, compensated for, then the development should be refused.

3. Development proposals may incorporate biodiversity enhancements which exceed the statutory objective for biodiversity net gain, but this should only be a requirement where it 90 is set out in up-to-date development plan policies for specific site allocations. Decisionmakers should not give weight to other development plan policies which require biodiversity gains which go beyond the statutory framework, including where a policy requires gains for development proposals which are exempt.

New habitats and biodiversity would be created as part of the development and this is set out in this report.

N3: *Trees in new development*

1. In recognition of the benefits which trees can provide for biodiversity, climate change mitigation and adaptation, and the character and quality of the built environment, development proposals should:

a. Make new streets tree-lined (unless there are strong reasons why this would be inappropriate in specific streets), and incorporate trees in other suitable locations, such as in parks and through the provision of community orchards;
b. Ensure that the selection of species and their placement is compatible with highways and other infrastructure requirements and the needs of different users of public spaces; and will be effective in helping to adapt to the effects of climate change and delivering other environmental benefits. Suitable arboricultural advice should be sought, and proposals discussed with highways and trees officers where necessary, so that the right trees are planted in the right places; and
c. Make provision for the long-term maintenance of both existing and newly-planted trees which form part of the development.

The trees planted in the public realm would make a positive contribution to the setting of the proposal and create new habitats.

Section 20: *Conserving and enhancing the historic environment*

The objective of the policies in this chapter is to conserve and enhance the historic environment. Heritage assets are an irreplaceable resource, and range from sites and buildings of local historic value to those of the highest significance, such as World Heritage Sites which are internationally recognised to be of Outstanding Universal Value. These assets should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations.

HE4: *Securing the conservation of heritage assets*

1. Heritage assets, as an irreplaceable resource, should be conserved in a manner appropriate to their significance. To achieve this, development proposals which would affect the significance of heritage assets, including any contribution made by their setting should: a. Maintain or secure a use consistent with their conservation, taking into account the importance of maintaining the assets, the positive contribution they can make to sustainable communities including local economies, and the positive contribution they can make to local character and distinctiveness; and b. Avoid (or if that is not possible, minimise) harm to the significance of heritage assets, and instead conserve this significance.

2. Any harm to, or loss of, the significance of a designated heritage asset (including from development within its setting) should have a clear and convincing justification in accordance with the policies in this chapter.

HE5: *Assessing effects on heritage assets*

1. Development proposals affecting heritage assets should be accompanied by an assessment of the significance of the assets affected (including any contribution made by their setting) and of the potential effect of the proposal on their significance. The level of detail should be proportionate to the assets' importance and no more than is necessary to understand the potential effect of the proposal on their significance. The relevant historic environment record should be referred to in making this assessment, and appropriate expertise employed where necessary.

2. Assessments of the potential effects of development proposals on the significance of heritage assets (including through effects on their setting) should identify whether proposals would be likely to:

a. Have a positive effect, which is where the significance of a heritage asset would be enhanced, or better revealed; or

b. Have no effect on the significance of a heritage asset; or

c. Result in harm to the significance of a heritage asset, either from work affecting the asset itself or from development within its setting. The degree of harm should be identified: substantial harm would occur where the development proposal would seriously affect a key element of the asset's significance; or

d. Cause the total loss of the significance of a heritage asset.

3. In making this assessment it is the effect on a heritage asset's significance rather than the scale of the development which should be considered.

4.Decision-makers should be satisfied that assessments accurately reflect the effects on heritage assets caused by development proposals.

5. Where a development proposal involves, or has the potential to involve, a heritage asset with archaeological interest, an appropriate desk-based assessment should be undertaken and, where necessary, a field evaluation. These should be used to help understand the asset's significance and the potential effect of the proposal on this, which should inform the design, mitigation and implementation of the development.

The proposal would result in a medium level of harm to designated and non-designated assets. There is no below archaeology which is worthy of consideration.

HE6: *Proposals affecting designated heritage assets*

1. When considering the potential effect of a development proposal on the significance of a designated heritage asset, substantial weight should be given to the asset's conservation 96 (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential effect amounts to a positive effect, harm, substantial harm, or total loss of its significance.

2. Development proposals which would have a positive effect on a designated heritage asset should be supported.

3. Any harm to a designated heritage asset will be a matter of considerable importance and weight, which should be dealt with in accordance with paragraphs 4 to 6 of this policy.

4. Where a development proposal would harm the significance of a designated heritage asset the effect on the asset and its significance should be weighed against any public benefits resulting from the proposal. Important public benefits can include securing the long-term reuse of a vacant or underused listed building, and enabling energy efficiency and low carbon heating measures to be employed.

5. Where a development proposal would cause substantial harm to, or the total loss of, the significance of a designated heritage asset, consent should be refused unless it can be demonstrated that the harm is necessary to achieve substantial public benefits that outweigh the harm or loss, or if all of the following apply:

a. The nature of the heritage asset would otherwise prevent all reasonable uses of the site;
b. No suitable use for the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation;
c. Conservation by grant-funding or some form of not for profit, charitable or public ownership is not possible; and
d. The harm or loss is outweighed by the benefit of bringing the asset back into use.

6. Within this context, development which would cause substantial harm to, or the total loss of, the significance of grade II listed buildings, or grade II registered parks or gardens, should be exceptional; while development which would cause substantial harm to, or the total loss of, assets of the highest significance, notably scheduled monuments, protected wreck sites, registered battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.

The proposal would cause a low level of harm to nearby listed buildings and the Whitworth Street conservation area. The scale of the development within their setting warrants the level of harm identified. The significance of the designated assets would remain legible and understood which includes the conservation area as a whole. The public benefits of this scheme are substantial.

The delivery of PBSA in a highly sustainable location, located close to the University Campuses, meets the relevant needs test. As directed by this framework, should be given substantial weight in the planning balance. This would also be a highly quality scheme in terms of its architecture and place making and again the framework directs this should be given substantial weight. The development would also minimise the impact on climate change and support job creation during construction. Whilst there is an acknowledge level of harm, this is outweigh by the public benefits in this instance.

HE7: *Decisions on non-designated heritage assets*

1. Development proposals which would have a positive effect on a non-designated heritage asset should be supported.

2. Where a development proposal would harm the significance of a non-designated heritage asset, this should be weighed against the benefits of the proposal and a balanced judgement made, having regard to the scale of any harm or loss and the significance of the non-designated heritage asset.

3. Where a development proposal would cause substantial harm to, or the total loss of, the significance of a non-designated heritage asset, it should only be supported where the harm or loss is outweighed by the benefits of the proposal, having regard to the scale of the harm or loss and the significance of the non-designated heritage asset.

There would be identified harm to the setting of non designated heritage assets. As directed by the framework, the there is sufficient benefit comparable to the harm.

Annex A: *Implementation For the purposes of decision-making*

1. The policies in this Framework are material considerations which must be taken into account in decision-making from the day of its publication.

2. Development plan policies (or parts of those policies) which are materially inconsistent with national decision-making policies in this Framework should be given

very limited weight. The only exception to this is where they have been examined and adopted or made against this Framework. Other development plan policies should not be given reduced weight simply because they were adopted prior to the publication of this Framework.

Planning Policy Guidance (PPG)

The relevant sections of the PPG are as follows:

Air Quality provides guidance on how this should be considered for new developments. Paragraph 8 states that mitigation options where necessary will be locationally specific, will depend on the proposed development and should be proportionate to the likely impact. It is important therefore that local planning authorities work with applicants to consider appropriate mitigation so as to ensure the new development is appropriate for its location and unacceptable risks are prevented. Planning conditions and obligations can be used to secure mitigation where the relevant tests are met.

Examples of mitigation include:

- the design and layout of development to increase separation distances from sources of air pollution;

- using green infrastructure, in particular trees, to absorb dust and other pollutants; - means of ventilation;

- promoting infrastructure to promote modes of transport with low impact on air quality;

- controlling dust and emissions from construction, operation and demolition; and

- contributing funding to measures, including those identified in air quality action plans and low emission strategies, designed to offset the impact on air quality arising from new development.

A construction management plan would include dust management measures to minimise the impact of the construction process. This would be a low car development providing 2 accessible spaces. A travel plan would encourage sustainable travel. Trains, trams and bus serves are nearby.

Mitigating the noise impacts of a development will depend on the type of development being considered and the character of the proposed location. In general, for noise making developments, there are four broad types of mitigation:

- engineering: reducing the noise generated at source and/or containing the noise generated;
- layout: where possible, optimising the distance between the source and noise sensitive receptors and/or incorporating good design to minimise noise transmission through the use of screening by natural or purpose built barriers, or other buildings;

- using planning conditions/obligations to restrict activities allowed on the site at certain times and/or specifying permissible noise levels differentiating as appropriate between different times of day, such as evenings and late at night, and;
- mitigating the impact on areas likely to be affected by noise including through noise insulation when the impact is on a building. A construction management plan would include measures to minimise noise impacts of the construction process.

The commercial uses would be treated to prevent noise outbreak. The plant would adhere to the Council's noise criteria to ensure that it is suitable for use.

Design states that where appropriate the following should be considered:

- layout – the way in which buildings and spaces relate to each other
- form – the shape of buildings
- scale – the size of buildings
- detailing – the important smaller elements of building and spaces
- materials – what a building is made from

The siting, scale and appearance of the building respond appropriately to the local context. The materials and architecture would create a distinctive form of high quality architecture at the site.

Health and well being states opportunities for healthy lifestyles have been considered (e.g. planning for an environment that supports people of all ages in making healthy choices, helps to promote active travel and physical activity, and promotes access to healthier food, high-quality open spaces and opportunities for play, sport and recreation).

The proposal would create public realm which would improve connectivity for pedestrians and cyclists.

Travel Plans, Transport Assessments in decision taking states that applications can positively contribute to:

- encouraging sustainable travel;

- lessening traffic generation and its detrimental impacts; - reducing carbon emissions and climate impacts;

- creating accessible, connected, inclusive communities;

- improving health outcomes and quality of life;

- improving road safety; and

- reducing the need for new development to increase existing road capacity or provide new roads.

This is a highly accessible location. Modelling has demonstrated that there would be no unduly harmful impact on the highway network. Amendments to the highway would ensure that access and egress is safe. A wide range of public transport options are nearby including rail, tram and bus, with pedestrian and cycle routes. There would be 2 accessible parking space and 64 cycles spaces.

Heritage states that public benefits may follow from many developments and could be anything that delivers economic, social or environmental objectives as described in the National Planning Policy Framework (paragraph 17). Public benefits should flow from the Proposed Development. They should be of a nature or scale to be of benefit to the public at large and not just be a private benefit. However, benefits do not always have to be visible or accessible to the public in order to be genuine public benefits, for example, works to a listed private dwelling which secure its future as a designated heritage asset could be a public benefit."

The proposal would result in harm to various heritage assets identified in this report. There would be considerable public benefits including the development of a 1041 student beds and new public realm on a long standing vacant, brownfield site. Jobs would be created during construction, and local labour would be prioritised. Significant areas of public realm and place making would be created including trees. The proposal would be highly sustainable and meet the highest industry standards. The design would be acceptable and respond to local context.

Other legislative requirements

Section 66 Planning (Listed Building and Conservation Areas) Act 1990 (the "Listed Building Act") states that "in considering whether to grant planning permission for development which affects a listed building or its setting, the Local Planning Authority or, as the case may be, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses".

This requires more than a simple balancing exercise and case law has considerable importance, and weight should be given to any impact upon a designated heritage asset but in particular upon the desirability of preserving the setting with a strong presumption to preserve the asset.

Section 72 of the Planning (Listed Building and Conservation Areas) Act 1990 (the "Listed Building Act") provides that in considering whether to grant planning permission for development that affects the setting or character of a conservation area the local planning authority shall have special regard to the desirability of preserving or enhancing the character or appearance of that area.

S149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

Environmental Impact Assessment

The applicant has submitted an Environmental Statement in accordance with the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2017 and has considered the following topic areas:

- Built Heritage;
- Townscape and Visual Impact;
- Noise and Vibration;
- Air Quality;
- Transport;
- Daylight, Sunlight and Overshadowing;
- Solar Glare;
- Wind
- Climate Change;
- Socio-Economic;
- Human Health.

The proposal is an “Infrastructure Project” (Schedule 2, 10 (b)) as described in the EIA Regulations. An EIA has been undertaken covering the topic areas above as there are significant environmental impacts as a result of the development and its change from the current use of the site as a car park. The EIA has been carried out on the basis that the proposal could give rise to significant environmental effects. In accordance with the EIA Regulations, this ES sets out the following information:

- A description of the proposal comprising information about its nature, size and scale;
- The data necessary to identify and assess the main effects that the proposal is likely to have on the environment;
- A description of the likely significant effects, direct and indirect on the environment, explained by reference to the proposals possible impact on human beings, water, air, climate, cultural heritage, townscape and the interaction between any of the foregoing material assets;
- Where significant adverse effects are identified with respect to any of the foregoing, mitigation measures have been proposed in order to avoid, reduce or remedy those effects; and
- Summary, in non-technical language, of the information specified above.

It is considered that the Environmental Statement has provided the Local Planning Authority with sufficient information to understand the likely environmental effects of the proposals and any required mitigation.

Listed Buildings Statement of Significance

Manchester South Junction and Altrincham Railway Viaduct (Grade II) is constructed in red brick with some blue brick, sandstone dressings and cast-iron bridges. It is 1 ¾ mile and incorporates well detailed bridges. It is an important and integral component of the Manchester South Junction and Altrincham Railway, one of the earliest suburban railways and Manchester’s first. The 224 brick arches include skew arch

which adjoins Vimto gardens and connects to Piccadilly station. The tallest arches are between Piccadilly and Oxford Road station including those adjacent to the site. Vimto Gardens allows the scale and design of the Viaduct to be appreciated nearby. The viaduct has group value with neighbouring rail infrastructure and makes a positive contribution to the conservation area.

Renold Building (Grade II) is a block of lecture theatres and contains a large abstract mural. Its architectural interest lies in it being a purpose-built lecture block for higher education and has group value with the Hollaway Wall. There is also historical interest from its association with the former UMIST campus. The building responds to its intended use and multi-level position on the campus using thick concrete walls to the theatres to control noise breakout and from the adjacent railway line. It is a prominent building of high architectural quality due to its modernist architecture.

Lass O Gowrie (Grade II) is a Public house dating from the Mid 19th century in red brick with dressings of deep red, orange and green glazed terracotta, slate roof. The building is rectangular in plan on an island site with chamfered corners to west end. The domestic scale of the building means that it is best appreciated in localised views along Charles Street, as long-range views are largely dominated by Circle Square to the south. The building retains its original backdrop along the River Medlock and the Charles.

Manchester House (Garde II) Shipping and packing warehouse, now restaurant, offices. Iron frame with cladding of brown sandstone and some buff brick (roof concealed). Irregular plan at right-angles to street, with chamfered right-hand corner. Free Baroque style. Six storeys with basement and attic. Manchester House can only be appreciated from the southern part of Princess Street. The dominant scale and style of the building allow its individual appreciation amongst the group of similar buildings, such as Asia House and Lancaster House adjacent to it, and when looking north along Princess Street. As such, the principal frontage of the building is best experienced from Granby row, where the architectural articulation of the façade can be understood.

London Road Police and Fire Station (Grade II)* occupies a large triangular site, arranged around a central courtyard. It is Edwardian Baroque style with red brick, terracotta and brown faience. The roof is a complex system of turrets, cupolas and an off central main tower. Its plan is large and irregular arranged around a central courtyard. The ground floor has large square windows and the second and third floor a giant colonnaded screen. The building is appreciated from the immediate street scene in order to appreciate its mass and secretive features and has a positive impact on the setting of the conservation area. The significance of the building therefore lies in its aesthetic value as well as historical value associated with its former use.

The Shena Simon 6th Form College (Grade II) is the former Manchester Central School to the north west. It is in the French Renaissance style with four storeys of red brick and terracotta dressings. The corner turret is a landmark at the corner of Whitworth and Chorlton Street. The building encloses Sackville Gardens and has

historical value as a purpose built educational building. It is best experienced from Chorlton Street where its principal elevations can be appreciated and understood.

Granby House (61-63 Granby Row) (Grade II) is to the west and was originally a packing warehouse now residential apartments. It is 6 storeys and constructed in red brick with Portland stone dressings which is evident across the conservation area. It has a high aesthetic significance due to its lunettes and art nouveau details. It provides a strong building line to Granby Row.

Orient House (65-67 Granby Row) (Grade II) is to the west and is a former packing warehouse. It has a steel frame construction clad in white faience and 9 storeys. It also provides a sense of enclosure on Granby Row. The front elevation is symmetrical with two outer projecting bays framing seven central bays articulated with large scale colonnade of fluted ionic columns. It is best experienced along Granby Row.

Sculptural Wall, London Road (Grade II) is to the south east and its Brutalist design has artistic and architectural interest. It is 68 metres long and 5 metres high and forms a buffer zone of prefabricated concrete panels slotted into concrete columns along London Road. It is a rare example of sound buffering as a way to separate people from noise. The structure is best appreciated from London Road.

Former Goods Yard Office to Piccadilly Station (Grade II), Train shed to Piccadilly Station (Grade II) is to the east and its remaining principle elevation is constructed of sandstone ashlar in a renaissance style with pilasters and a pedimented doorway that encloses the eastern side of London Road. The remainder of the building is now encompassed within the modern late 20th century elevation. The building is best experienced from London Road and contributes to the significance of the railway station function.

Train shed to Piccadilly Station (Grade II) is to the north east and is constructed of cast iron columns supporting a large glazed roof above a brick undercroft. The structure is of historical interest.

Institute of Science and Technology (Grade II) is to the north west and is designed in the French Renaissance style over five floors and is constructed of red brick with red stand stone and terracotta dressings. The main entrance on Sackville Street has a large projecting bay, finished with an elaborate gable and framed with polygonal corner piers. Its scale dominates Sackville Street in the conservation area.

Mintierna House (Grade II) is a former red brick 4 storey Shipping warehouse with a façade of coursed sandstone rubble. The principal façade has rusticated quoins and sill bands to the upper floors with a moulded cornice and low parapet.

Minshull House (Grade II) is a 3 storey 19th century canal warehouse, constructed from red brick with English garden wall bond, with sandstone dressings. It is best experienced from Chorlton Street.

Regency House with Barclays Bank (Grade II) is a 5 storey former shipping or packing warehouse with an iron frame with sandstone ashlar and red brick dressings.

There is a large octagonal lantern above the corner, and the doorway has a segmental couplet on coupled brackets.

46 Sackville Street (Grade II) is a 4 storey red brick building with Flemish bond and sandstone dressings and a slate roof. It has a rectangular plan and has Romanesque features. These buildings are best appreciated from Whitworth Street and Sackville Street.

42 and 44 Sackville Street (Grade II) former packing warehouses. Red brick in Flemish bond, with sandstone dressings and hipped slate roof. Rectangular plan on end-of-block site parallel to south side of Rochdale Canal. Simple late Georgian style.

Former Refuge Assurance Company Offices (Grade II)* Former Insurance company offices. Steel frame, clad in red brick with liberal dressings of deep brown and buff terracotta, and grey Dalbeattie granite to base of tower. Irregular plan formed by original square block on corner of Whitworth Street, block to south of this added 1910 (triangular at rear), tower between and linking these added 1912, and rectangular block added to east end of original Whitworth Street range in 1930s. Very large and ornate eclectic design with French Renaissance accent and some Baroque features. Tiered octagonal turret with domed roof between those at the Whitworth Street corner, and a very tall square clock-tower, pilastered and banded, with a prominent cornice and Baroque cupola.

Due to both its prominence at street level, and within the wider skyline as a result of its central clock-tower and imposing façade, the setting of the listed building is far-reaching. The linear approach along Oxford Street and Oxford Road directs views toward the western frontage of the building as far as 300m from the north and south. The building, now the Kimpton Hotel, is a local landmark of high importance, and its dominance along Oxford Street and Oxford Road is maintained in through the appropriate size and scale of modern development within its immediate surrounds.

Non Designated Heritage Assets (NDHAs) Statement of Significance

The Former UMIST Campus was completed by 1970 creating a ‘new age’ campus designed to be an emblem of modern, educational architecture with the Corbusian essence of simplicity and minimalism at its heart. It contains a large number of building but the following are in the site and require further consideration to understand their value and significance.

Moffat Building is a former 1950s warehouse. As the University had to adapt an existing building, there was the need for retaining wall to address level changes to the road i.e. the Hollaway Wall. This was done in part to address the buildings poor architectural quality. The building was granted a certificate of Immunity in 2024 given its poor architectural and historical value it is not considered to be an NDHAs for the purposes of this application but is relevant to understanding the evolution of the Hollaway Wall and the wider evolution of the site.

Staff House (Manchester Meeting Place) was the earliest, purpose built building to be constructed in the 1960s. It was designed to contain eating and recreation spaces for

staff. The upper floors of the 3-storey building were designed with a symmetrical grid pattern of reinforced concrete frame and metal windows. In 1965 a matching three storey extension was added with a new third floor level across the building.

Barnes Wallis/Wright Robinson Building was designed as the Students Union Building in 1963 and was also used for conferences. Its design, with a vertical tower and lower, horizontal podium in front of it, is highly typical of modernist buildings.

Butterfly Stair is to the south of Altrincham Street and leads onto the landscaped square which forms a key nodal point within the UMIST campus. It was positioned at a central point, fronting onto the lawn between the Renold Building, the Staff House and the Barnes Wallis. The concept for the campus was to have varying multi levels, open lawns and unobstructed views. A principal staircase was required to aid movement between these spaces. The butterfly design emerged as an architectural response to the architecturally led design of the site. The design allowed the public spaces around the buildings to be respected. The staircase is built of concrete with cobbles and an ornamental pond feature at the base.

Morton Laboratory a purpose built laboratory constructed with a steel frame and reinforced concrete. Blue engineering brick and smaller metal framed windows on the west and east elevations denote office and smaller lab spaces. There were alterations to the building entrance/lobby to the south elevation and changes to the fenestration on the east and the west in the late 20th Century.

Public Art The art works are Archimedes statue, Havelock mill structure, Generations of Possibilities (Magnet) and UMIST Cube. The art work is located where it was originally intended. All the public art was commissioned by UMIST during their occupation of the site. The art work that is located in the conservation area contribute positively to its setting.

The Mill Former 19th century Cotton Spinning Mill complex, with significant early 20th and mid 20th century external and internal alterations. Limited and much altered survival of 19th century fabric. The original Mill building was constructed in the early 19th century with subsequent phases of reconstruction and alteration. Those parts of the building that date to the late 19th century are therefore limited to the external elevations; with much of the interior dating to the late-1950s. Externally, the late-19th century gate to the south-eastern aspect of the building is of high artistic value, formed of red brick with stone dressings and a deep, recessed arched entrance in an Italianate style.

Pariser Building The ‘L’ shaped building was the fifth building to be completed on the new campus site and was designed as the new civil engineering department to accommodate the departments of municipal engineering, structural engineering, building, and a part of the department of mechanical engineering. Situated in a prominent position within the former UMIST campus, which comprises a locally significant collection of modernist architecture. The Pariser shares some group value with the other buildings designed by Fairhurst’s and is read as positive contributor to the architectural character of the area.

MSS Tower The 15-storey concrete tower forms the tallest building on the Campus and was constructed as part of the later development phase to the south of the Campus. The non-designated heritage asset is situated in a prominent position within the former UMIST campus and forms a landmark building from wider views, due to its height and scale. The MSS shares some group value with the other buildings designed by Fairhurst's, particularly the Ferranti Building, and is read as positive contributor to the architectural character of the area.

Conservation Area Designations

Whitworth Conservation Area

The development of the textile industry and cotton trading in the conservation area focused on both major thoroughfares and smaller side streets and alleyways, with a mix of grand Victorian warehouses on primary and secondary routes throughout the area.

The primary character of the area is the 'canyon' like streets, which contain tall imposing warehouse buildings of a monumental scale to either side, which tower above the pavement, giving a distinctive quality which is only to be found in this part of Manchester.

The tall and ornate clock tower of the Grade II* Palace Hotel is a highly important local landmark, which forms the south-west corner of the Conservation Area.

The conservation area largely retains most of its historic built form and street pattern.

Issues

Principle of the proposal and the schemes contribution to regeneration

The contribution that a scheme would make to regeneration is an important consideration. The City Centre is the primary economic driver in the Region and is crucial to its longer-term economic success. The City Centre must continue to meet occupier requirements and the growth and maintenance of the higher education function, and the infrastructure required to support it, is critical to economic growth. There is an important links between economic growth, regeneration and the provision of a range of residential accommodation.

A key objective in the Corridor is to deliver the accommodation and infrastructure needed to attract students to Manchester and which matches its reputation as a world class place to study, to ensure the City remains competitive on a global higher education stage. This site is specifically identified as a pipeline site to meet demands for PBSA in the Executive Report (31 May 2023) "Purpose Built Student Accommodation in Manchester".

1041 bedspaces would be created with a mix of studio and cluster beds, supported by amenity spaces. 10% of rooms would be provided at a discounted rent. These bedrooms would be available to students attending a Manchester Higher Education Institution. This would be secured by a legal agreement.

Policy JP-Strat2: City Centre and Policy JP-H1within Places for Everyone supports the role of the city centre in terms of new growth.

The national decision-making policies S3 and S4 states that there is a presumption in favour of sustainable development within settlements and such developments should be approved unless the benefits of doing so would be substantially outweighed by an adverse effect when assessed against other national decision-making policies.

The proposal would deliver significant economic and social benefits including the creation up to 99 FTE jobs during construction and 19 – 78 FTE jobs during operation. It would also contribute c. £9.4million GVA per annum during construction of which £5.9m is expected to impact the local Manchester economy; and an estimated £980,00 to 13.4million GVA per annum once operational.

A high percentage of students continue to live and work in the city after graduation. This would have a positive impact on economic growth. Increasing the supply of PBSA would reduce the impact on family housing in the city.

It is considered that the proposal would be consistent with the regeneration frameworks for this area as underpinned policies JP-Strat2 and JP-H1 within Places for Everyone as well as Core Strategy polices SP1, H1, H12 together with EC3, CC1, CC3, CC4, CC7, CC8, CC10, EN1 and DM1.

As directed by the Framework, and the national decision-making policies, the delivery of new PBSA, where meeting an identified need, particularly those on previously developed land should be given substantial weight, and there should be a presumption in favour of development (S3, S4, HO5, HO7 and L2). The proposal should be approved without delay unless it fails to comply with one of the other national decision-making policies which state that it should be refused in specific circumstances. The potential impact of the development is considered below.

Principle of Student accommodation and compliance with Policy H12

National decision-making policy HO7 states that substantial weight should be given to the benefits of providing homes which contribute towards meeting the evidenced accommodation needs as identified through needs assessment.

National decision-making policy HO9 states that development should address specialist housing needs and provide living conditions and access to services which are appropriate to the needs of their residents and users. PBSA is identified by this policy and includes the locational requirements of such accommodation, the nature of the living conditions and the provision of management plans.

The proposal would deliver key outcomes and objectives within The Corridor. Significant weight must be given to policy H12 within the Core Strategy. The Executive reports in December 2020 and May 2023 on Purpose Built Student Accommodation are a material consideration. Policy H12 outlines key criteria which must be addressed.

The site is close to Oxford Road which links the University campuses with the City Centre and is well connected to and in close proximity to the University Campuses. The site is accessible to the University estates by foot and cycle.

The proposal would be energy efficient and low carbon and is targeting a minimum BREEAM 'Excellent'. It includes renewable technology with solar panels.

Amenities and services are nearby, and students would have access to all forms of public transport. Travel planning would monitor this and promote sustainable forms of travel.

The proposal would contribute to the pipeline of PBSA, and address need identified in the May 2023 Executive report. This would ease the demand by students on mainstream housing.

The proposal would support the objectives of the Oxford Road Corridor strategic spatial framework. It would re-use a brownfield site and create high-quality buildings close to Piccadilly Station. The area is undergoing significant change as a result of investment by the Universities and other partners. This is a crucial component of the economic growth and development of the City and the region and this proposal would continue this process.

The site would be safe and secure and meet Secured by Design principles. The rooms range in sizes.

There would be some impact on surrounding heritage assets which is considered elsewhere in this report. Historic England consider that harm would arise and that this needs to be considered against national planning tests.

The wellbeing strategy includes ancillary spaces to socialise with more focused spaces. The bedrooms have an efficient layout and large windows to maximise natural light. A 24/7 on site staff presence would support students with enhanced support for those who are disabled.

Waste management arrangements would encourage recycling and is considered in detail in this report.

Policy H12 discusses the importance of deliverability. The applicant has extensive experience of delivering PBSA and are committed to delivering this proposal. It would support the wider SRF objectives.

The proposal would comply with the requirements of policy H12 in full and with the detailed criteria in the December 2020 and May 2023 Executive reports. Therefore, the principle of developing PBSA at the site would be acceptable. The proposal complies with the aspirations of the Oxford Road Corridor Spatial Framework and the ID Manchester Framework by providing PBSA within walking distance of the University Campuses and acting as a catalyst for future development at SISTER.

Affordable Accommodation

There is no planning policy requirement to provide affordable accommodation within PBSA. The December 2020 Executive report, however, recognised that a more diverse pipeline of PBSA accommodation is required. The applicant has offered voluntarily, to include affordable rented accommodation.

104 beds (10%) would be available at a discounted rent and made available to students at a Manchester Higher Education Institution. The rooms offered at the affordable rent would be the same size as the other rooms within the accommodation.

Affordable housing is not required to make this development acceptable and is being offered on a wholly voluntary basis by the applicant. Members should not take this into account in the determination of this planning application. The provision of the affordable rented accommodation would be secured by a legal agreement.

Climate change, sustainability and energy efficiency

National decision-making policy CC2 of the NPPF seeks to prioritise active travel, locate development where there is a reduced need to travel, conserve energy through good design, reuse existing structures and materials, use of low carbon energy from decentralised networks, restoration of habitats and not involve extraction of fossil fuels.

National decision-making policy CC3 requires that proposals should take into account the current and potential impacts of climate change over the lifetime of the scheme including minimising risk to flooding, incorporate sustainable drainage systems and minimise risk of overheating and provision of green infrastructure, including tree planting.

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

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

This is a highly sustainable location. The proposed density reflects the proximity to major train, tram and bus infrastructure as well as active travel corridors. This is a car free development and would minimise the need for travel.

The existing building would be demolished, and the applicant would re-use material on site, including those generated as part of earthworks, in order to reduce the proposals carbon impact and minimise waste going to landfill

The proposal would prioritise concrete with recycled aggregate and prioritise materials with a recycled content. There is also an opportunity to reduce embodied carbon further as material specifications, supplier information and construction methodologies are confirmed.

The proposal would be low carbon and energy efficient. It would develop a brownfield site, and sustainability would be embedded into the design, construction and operational phases. This would be an all-electric building eliminating the reliance on gas and fossil fuels allowing the scheme to benefit from a decarbonising grid.

Energy efficiency has been maximised through the following measures:

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

The site is not within proximity to an existing network in the context of PfE Policy JP-S3 District Heat Networks and a heat network approach is not feasible**.** The 140 roof mounted photovoltaic (PV) panels and building 1 and Tower 3 would comply with Policy JP-S2.

The PBSA would target a BREEAM 'Excellent' rating, ensuring compliance with the requirements of Policy JP-S2 and with Building Regulations Part L 2021. It is anticipated that BREEAM ‘Very Good’ will be achieved for the commercial units, in part due to the final fit out being carried out by tenants.

It would be largely car free with onsite cycle parking and a comprehensive travel plan would encourage sustainable travel choices.

The construction process would use good practice to source materials and labour locally where possible; reduce vehicle emissions and dust; manage water; improve biodiversity and social value, to minimise impacts on climate change.

An Energy Strategy has been tested against and Part L 2021 Regulations (which requires a 31% reduction in CO2 emissions compared with the 2013 regulations).

The proposal would result in a carbon reduction of 71% over Part L 2021 for the residential development and an 8% CO2 reduction over Part L 2021 for the communal areas of the development. This exceeds local Council policy and that of PfE.

A condition requiring a post construction review would verify that this reduction has been achieved.

There would be biodiversity enhancements through landscaping and bird and bat boxes. An efficient drainage system would minimise the effects of surface water.

Townscape and visual impact Assessment

A computer modelling process has provided accurate images that illustrate the impact on the townscape from agreed views on a 360-degree basis which allows the full impact of the scheme to be understood.

A Townscape Visual Impact Assessment (TVIA), which forms part of the Environmental Statement, has assessed where the proposal could be visible from, its potential visual impact on the streetscape and the setting of designated listed buildings and conservation areas. The assessment utilises the guidance and evaluation criteria set out in the Guidelines for Landscape and Visual Impact Assessment (3rd Edition) 2013.

18 key views, including cumulative impacts shown in wire lines, were considered in the townscape assessment as follows:

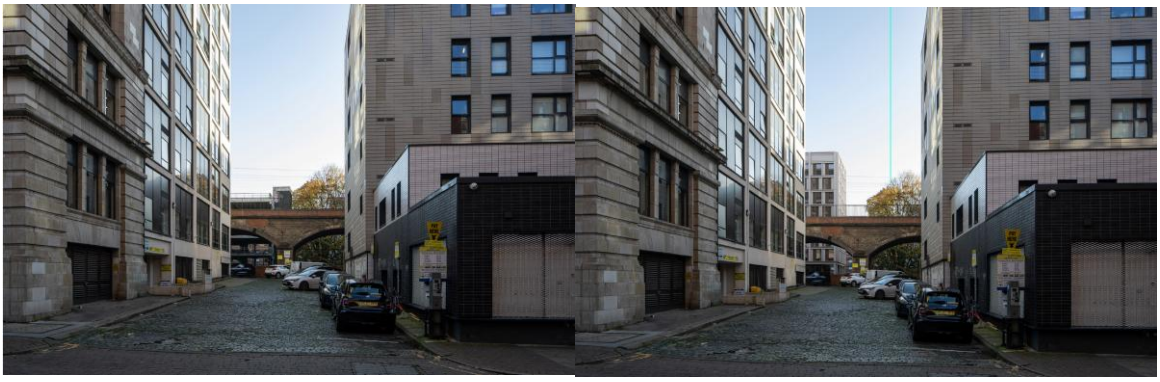
- View 1Granby Row at Orient House;
- View 2 Granby Row at Granby House
- View 3 Vimto Park (SRF View B)
- View 4 Altrincham Street
- View 5 Sackville Street
- View 6 Charles Street at Lass O' Gowrie pub
- View 7 Princess Street
- View 8 Sackville Gardens (SRF view 5)
- View 9 Chorlton Street (SRF view 2)
- View 10 London Road (SRF view 3)
- View 11Fairfield Street (SRF view 4)
- View 12 Altrincham Street
- View 13 Mancunian Way
- View 14 Skerry Close
- View 15 Mancroft Walk
- View 16 Oxford Road
- View 17 Upper Brook Street
- View 18 Oxford Road Station



Viewpoint locations

The effect of the proposal on these views can be summarised as follows:

View 1 is along Granby Row between Orient House (Grade II) and Salisbury House. The railway arches (Grade II) terminate the view with the MSCP partially visible. On street parking and payment machines are prominent. This is a sensitive view in the Whitworth Street conservation area which includes the presence of listed buildings but its position, perpendicular to the direction of the road, means it only provides glimpsed views across to the application site.



View 1 Granby Row at Orient House (existing left); proposed (cumulative) (right)

The western end of building 1 would be visible above the railway viaduct and would be a modest increase in scale over the existing car park. The use of the light

coloured pre cast concrete would complement the main façade material on Orent House. The change would be minor.

The cumulative scenario, including Weston and Pendulum would infill the gap between Orient House and Salisbury House. This would increase the magnitude of change to moderate.

View 2 is along Granby Row between Granby House (Grade II) and Stethos House. The street is cobbled and terminates with the railway arches (Garde II listed). The Faraday building is a prominent as a tall building in the distance that rises above the railway viaduct. This building is subject to demolition.

This is a sensitive view in the conservation area with listed buildings. It is transient and mainly experienced by pedestrians and motorist. Residents with windows on the southern elevation of Granby House and Stethos House experience a more extensive view of the site which further increases the sensitivity of the view.



View 2 Granby Row at Granby House (existing left); proposed (right)

Tower 3 would be a prominent and highly visible feature. The current open view would be replaced with a solid façade that would be closer and fill the gap between Granby House and Stethos House.

The pale colour of the building provides a contrast to the red viaduct and foreground buildings which allows them (including heritage buildings) to remain legible.

The view from Granby House and Stehos House would be altered and long distance views in some directions would be restricted. The magnitude of change would be significant. The consequence for amenity is considered elsewhere in this report.

View 3 looks across Vimto Park. The Sackville Building (Grade II) is to the right. The Vimto sculpture is visible with a cluster of mature deciduous and evergreen trees. This vegetation and the railway viaduct preclude long distance views. However, there is an uninterrupted view along Granby Row and contains listed buildings to the far right.

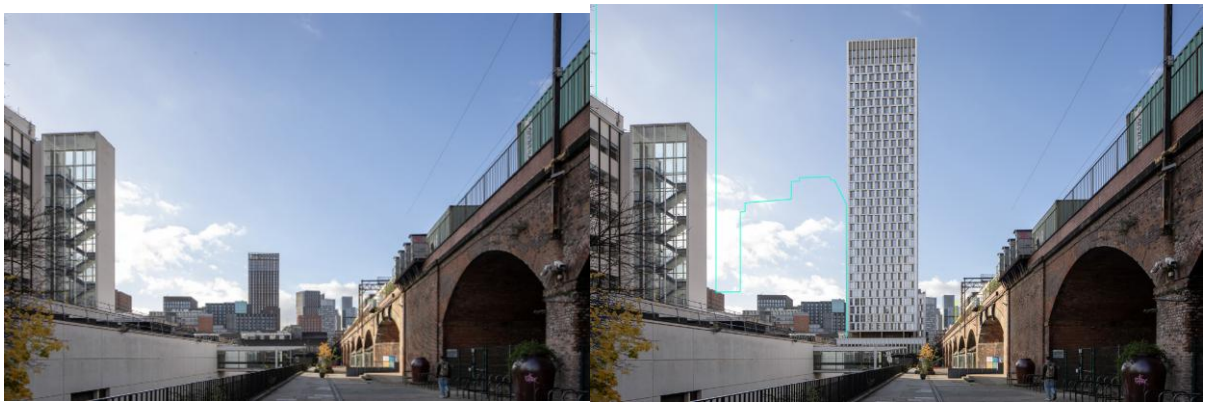
This is a sensitive view due to its position in the conservation area and presence of listed buildings. The view experienced by users of the park and those who live and work in the area.



View 3 Vimto Park (SRF View B) (existing left); proposed (cumulative) (right)

Tower 3 will be clearly visible at a height that's greater than surrounding buildings, forming a new and prominent feature. The light-coloured façade would contrast with the older red brick buildings and the magnitude of change would be moderate.

View 4 looks west along Altrincham Street with the listed railway viaduct to the right and the bridged entrance to Renold building (Grade II listed) to the left. Pedestrianised public realm dominates the foreground. The existing building is barely perceptible. There are taller buildings in the distance. This is a sensitive view due to its position in the conservation area and presence of listed buildings. The view experienced by users of Altrincham Street which makes this a largely transient view.



View 4 Altrincham Street (existing left); proposed (cumulative) (right)

The proposal would form a new feature with tower 3 clearly visible in the centre. Building 2 is just visible. The proposal would preclude the distant view of the other tall buildings. The impact would be significant given that the presence of tall buildings would be much closer in the view.

As the masterplan for the SISTER site evolves, further development is expected to the east of the application site, on the corner of Sackville Street and Altrincham Street. The masterplan envisages midrise building to the centre left of view. The proposed height of this building relates to Renold and provides a gradual cascade in height from the taller Tower 3, down to lower heights in Zone E of the SRF. Public

realm enhancements are proposed along Altrincham Street which would provide a cohesive environment for the new developments.

View 5 looks towards the city centre with the site to the centre left in front of the listed railway viaduct. Sackville Street is flanked by Weston (student) Hall and the former Paper Science Building. Parking bays line one side of the road with a mixture of traffic signs and temporary Heras fencing. This is not a highly sensitive view due to the conservation area being in the far distance and the poor quality built environment.



View 5 Sackville Street (existing left); proposed (cumulative) (right)

Tower 3 would be visible to the centre left with the ground level colonnade visible on Sackville Street and Charles Street. The proposal would provide natural surveillance and activation to the street and improve the quality of architecture in the area. In the cumulative scenario, the development of the Weston and Pendulum site would help balance the scale proposed. Both proposals would provide a cohesive form of development with the improved public realm. The overall effect on the townscape would be positive.

View 6 is along Charles Street, flanked by the Ibis Hotel and Factory Manchester. The street passes over the River Medlock. The western end of the site is to the distance and heavily screened by mature trees. The view is experienced by those using the A6. The Lass O' Gowrie pub is Grade II is evident but is detached from the site.





View 6 Charles Street at Lass O' Gowrie pub (existing left); proposed (cumulative) (right)

The proposal would be highly visible and create a gateway feature to SISTER. The changes to the Tower façades would make the change in scale distinguishable and help provide an appropriate transition in scale. The proposal would contrast with the older red brick buildings. Retained trees would provide a mature, landscaped setting and would be enhanced by trees planted along Charles Street.

There would be a high magnitude of change which would continue in the cumulative scenario with Sister Plot C partially visible in the far distance along with Weston and Pendulum which increases the magnitude of change further as tall buildings come into the middle distance.

View 7 is from St Peter's Square along Princess Street. The foreground includes the Grade I listed Manchester Art Gallery and Grade II listed 77 & 77A Mosley Street. The presence of listed buildings continues into the mid distance on both sides of Princess Street. The tram tracks and associated infrastructure are in the foreground.

This is a busy part of Manchester including a major public square and a key transport link. It is the junction of three conservation areas and a high number of listed buildings which increases the sensitivity to change.



View 7 Princess Street (existing left); proposed (cumulative) (right)

Tower 3 will be visible in the distance beyond the slate rooftops of buildings on Princess Street. The roofscapes of established buildings are not exceed by the proposal which

which minimises its impact. However, the proposal would terminate the view.

A new cluster would form in the cumulative scenario with the Weston and Pendulum which would rise above the established rooflines albeit at some distance. The overall magnitude of change would be moderate.

View 8 is from Sackville Gardens in the Whitworth Street Conservation Area. The foreground comprises lawn and mature trees. To the far left is the red brick Grade II Shena Simon College and to the right, 46 Sackville Street and Regency House. A distant and partial, glimpsed view down Sackville Street is possible to the centre right This is a sensitive view due to its position in the conservation area and the presence of listed buildings.



View 8 Sackville Gardens (SRF view 5) (existing left); proposed (cumulative) (right)

Tower 3 is partially visible through the tree canopy and would be more visible during winter. The change would be moderate. Vegetation filters distance view and provides a sense of enclosure. The light-coloured facade proposed ensures that the red masonry heritage buildings remain prominent.

In the cumulative scenario, the Weston Pendulum proposal would further increase the sense of scale in the view and form a cluster of taller buildings. The magnitude of change would remain moderate.

View 9 is at the junction of Chorlton Street and Canal Street with an oblique view of the Grade II Shena Simon College. It contains listed buildings including The Institute of Science & Technology at the end of Chorlton Street and Minshull House and Mintierna House. To the far right, Canal Street and its trees are visible. This view is sensitive due to its position in the conservation area and the number of listed buildings.



View 9 Chorlton Street (SRF view 2) (existing left); proposed (right)

The proposal would not be visible.

View 10 is from London Road towards the Grade II* London Road Police & Fire Station. Tram and road infrastructure dominate the view to the left, London Road continues south and to the right is the three-storey Piccadilly Central pub and the higher rise Motel One.



View 10 London Road (SRF view 3) (existing left); proposed (cumulative) (right)

The small element of Tower 3 would be visible between parapet roof detailing. During construction, cranes may be visible above the Fire Station. The overall impact of the proposal is low.

View 11 is close to Grade II Piccadilly Station and centred on Fairfield Street and Sheena Simon College Grade II. The station building is on the right 13/14 is located at elevated level on a railway viaduct on the left. iQ PBSA is the most prominent feature.
This is a sensitive view due to the presence of listed buildings. The Whitworth Street conservation area is in the mid distance.



View 11Fairfield Street (SRF view 4) (existing left); proposed (cumulative) (right)

Tower 3 would be visible to the left, aligned with the railway viaduct and lower than IQ PBSA. The overall impact is minor to moderate which remains the case in the cumulative scenario.

View 12 is alongside the Grade II railway viaduct and looking over the A6. The Hollaway Wall, a Grade II concrete wall is in the mid distance. Planning and listed building consent has been granted to modify the wall.

Behind the wall are buildings of the former university campus including the low-rise Moffat and taller Barnes Wallis. To the far left the Maths & Social Sciences building is the tallest with Morton Labs fronting the A6, partially visible through vegetation. Altrincham Street, a pedestrian route that connects with Sackville Street is on the right. Taller buildings are visible at the end of Altrincham Street. This is a highly sensitive view due to the presence of listed buildings.



View 12 Altrincham Street (existing left); proposed (cumulative) (right)

Tower 3 would be a new, central feature which would become a focal point at the end of Altrincham Street. The light colour of the façade would complement the buildings at SISTER and ensure that the proposal does not over dominate.

Tower 3 would appear at a similar height to the Grade II Renold building and iQ Echo Street. This would result in a minor magnitude of change.

In the cumulative scenario, Sister Plot C would become a prominent foreground building which, when combined with public realm enhancements, will funnel the view along Altrincham Street. The magnitude of change would increase to moderate when combined with the proposal.

View 13 is from the end of Thirsk Street and is experienced by those using the Mancunian May. The Mancunian Way crosses the view in front of a cluster of buildings to the south of Piccadilly Station including Marriott hotel, Mill Point and Piccadilly Point.
The upper stories and cranes of the iQ PBSA at Echo Street break the roofline. To the right is Freight Island (formerly Mayfield depot) and to the far left is the former Maths & Social Sciences building. This is a low-quality view given the dominance of the road network and associated infrastructure.



View 13 Mancunian Way (existing left); proposed (cumulative) (right)

Tower 3 would be visible above the Maths and Social Sciences Building, would barely be perceptible, given users of the view are largely transient and at speed along the Mancunian Way. The impact on the view would be low.

The view would be significantly altered in the cumulative scenario. The most prominent committed buildings are the Baring Street MSCP and The Republic at Mayfield. Others include the Energy Centre and the Weston and Pendulum proposal which would be visible to the left of the Maths and Social Sciences Building. This would increase the magnitude of change to moderate.

View 14 is in a residential area, flanked by three or four storey properties with small front gardens. An apartment block at Silkin Close dominates the centre of the view. This is not a sensitive view from a townscape perspective given the distance from the site and absence of heritage assets.



View 14 Skerry Close (existing left); proposed (cumulative) (right)

Tower 3 is partially visible above the roofline and around the right-hand side of the Silkin Close apartments. The proposal would be marginally taller than houses and the impact would be low. In the cumulative scenario, the Weston and Pendulum development would be taller. Notwithstanding this, and combined with the low sensitively of the view, the magnitude of the impact remains low due to the perceived distances of the developments.

View 15 is from residential properties of Brunswick on Mancroft Walk. In the foreground is a line of parked cars and grass verge ahead of Mancunian Way which crosses the view, establishing a distinct horizontal element. Most prominent among the buildings beyond is the university's Faraday Tower followed by the iQ student building.

This is not a sensitive view from a townscape perspective particularly given the distance from the site and absence of heritage assets, but it is a view from inner city communities.



View 15 Mancroft Walk (existing left); proposed (cumulative) (right)

Tower 3 would be visible to the right of the Faraday Tower, with both appearing at a similar height and of a similar colour. This would result in a minor degree of change.

The cumulative scenario would replace the proposal, with the Weston and Pendulum development becoming the most prominent feature being taller than existing buildings and Tower 3. The magnitude of change would increase to moderate.

View 16 is on Oxford Road between buildings on Charles Street. On the left is Oxford Place and on the right is Circle Square. The site's existing multi storey car park is partially visible central to the distance. This is not considered to be a sensitive view due to the lack of heritage assets and not forming a key townscape view.



View 16 Oxford Road (existing left); proposed (cumulative) (right)

The proposal would clearly be visible, appearing at a similar height to existing buildings. The proposal would provide a focal point without distracting from features in the foreground. The impact on the view would be beneficial.

View 17 considers the outlook for from Upper Brook Street. The left-hand side of the view focuses on the highway and looks towards the Mancunian Way flyover. On the right, the view is dominated by informal amenity greenspace including mature trees which, during the summer, provide effective screening to the city centre beyond.

This is not considered to be a sensitive view due to the lack of heritage assets and not forming a key townscape view.



View 17 Upper Brook Street (existing left); proposed (cumulative) (right)

The proposal would be partially visible through foreground vegetation resulting in a negligible impact. The impact increases to moderate in the cumulative scenario due to the Weston and Pendulum development due to its increase in scale.

View 18 considers the outlook as passengers leave Oxford Road Station. The foreground is dominated by Station Approach, drop off and short-term parking. As levels fall away into the mid distance, the rear of buildings to Oxford Street fill the view. This built form is then backdropped by the listed Kimpton Clock Tower Hotel.

This is a medium sensitive view due to the presence of heritage assets.



View 18 Oxford Road Station (existing left); proposed (cumulative) (right)

Tower 3 would come into view above the Kimpton Clock Tower Hotel roofline resulting in a negligible impact. This impact increases to moderate in the cumulative scenario due to the Weston and Pendulum development being seen above the roofline of Kimpton Clock Tower, higher than Tower 3.

This large and significant proposal would be visible in many views but would result in beneficial townscape change where the current view is low quality. The MSCP has little architectural merit and has a poor relationship with the street. The proposal would activate the street and create a more cohesive neighbourhood as part of the SRF.

A townscape assessment concludes that there are instances of moderate impacts. This includes views 1 and 3, 5, 7 and 8. From more distant locations (viewpoints 10 - 18) significance is lower because of intervening buildings restricting the amount of development visible and therefore limiting the magnitude of change. The conclusions alter slightly for the cumulative scenario.

Its height would impact on these views and the local context. This can be seen in views 2, 4 and 6. The proposal would be seen in the same context as designated heritage assets and would alter the outlook and sense of space from homes.

The proposal would not impact on the significance of the listed buildings or the conservation area as a whole, which would remain legible and understood. The impact on outlook is considered elsewhere in this report.

Any harm that does occur to the heritage assets would be low level and outweighed by the significant regeneration benefits that would be delivered. As directed by the NPPF this should be given substantial weight. This is considered in detail elsewhere in the report.

Impact of the historic environment and cultural heritage

The site does not contain any heritage assets. There are listed buildings, non-designated heritage assets (NDHAs), and the Whitworth Street Conservation Area within its setting.

The following listed buildings are in its setting: Lass O Gowrie (Garde II), Manchester House (Grade II), Former Refuge Assurance Company (Grade II*), Orient House (Grade II), Granby House (Grade II), Renold Building (Grade II), Sculptural ‘Hollaway’ Wall (Grade II), Train Shed and undercroft at Manchester Piccadilly Station (Garde II), Former Goods Offices to Piccadilly Station (Garde II), Police and Fire Station (Grade II*), Institute of Science and Technology (University of Manchester) (Garde II), Regency House with Barclays Bank (Garde II), 46 Sackville Street (Grade II), 42 and 44 Sackville Street (Grade II), The Shena Simon Sixth-Form College (Garde II), Minshull House (Garde II), Mintierna House (Grade II) and Manchester South Junction and Altrincham Railway Viaduct (Grade II).

The setting of the Whitworth Street Conservation Area would be impacted.

The setting of the following NDHAs would be impacted: Barnes Wallis and Wright Robinson Building (including certificate of immunity), Moffat Building (including certificate of immunity), Butterfly Stairs and Walkway Bridge (formerly known as The Sir Hubert Worthington Stair) (including certificate of immunity), Staff House (Manchester Meeting Place) (including certificate of immunity), Morton Laboratory (Chemical Engineering Pilot Plant) (including certificate of immunity), The Mill, Pariser Building and MSS Tower.

Certificates of Immunity (COI) were granted to these buildings in October 2024 as they do not retain sufficient architectural and historic interest to warrant listing.

Planning and listed building consents 143024/FO/2025 143060/LO/2025 143025/LO/2025 granted consent for the demolition of the Barnes Wallis and Wright Robinson Building, MMP, Morton laboratory and the Butterfly Stairs. The Moffat Building would also be demolished. The Grade II Hollaway Wall would be altered and become partially encapsulated in Building 2. The listed Viaduct Arches would be activated forming flexible commercial and retail spaces.

Legislation and planning policy seek to preserve and enhance the character, appearance, and historic interest which heritage assets possess. Sections 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 ("P(LBCA)A 1990") require that 'special regard' be paid in taking decisions affecting listed buildings and their settings and conservation areas.

A heritage assessment has considered the impact of the proposal on the historic environment as required by the NPPF.

Demolition of the Charles Street MSCP

The MSCP dates to the early 1970s. It is to the west of Sackville Street, outside of the enclosed campus, which was designed to be 'car free.' The car park was designed for visitors and residents of the former UMIST campus has no group value with any of the other buildings on the campus.

The car park appears largely as built, however, the frontage building to Sackville Street has been altered, with the original windows and elevational treatment to the ground floor units replaced, and all original signage lost.

The building has no heritage value. The wider townscape contains of a number of historically and architecturally important designated and non-designated heritage assets, the settings of which contribute to their significance.



Existing multi storey car park at the application site

The MSCP makes a negligible adverse contribution to the setting of these heritage assets, including the setting of the Whitworth Street Conservation Area.

The demolition of the car park, and associated retail units, was the subject of a separate planning application under reference 143741/FO/2025, which was approved in December 2025.

Impact on the setting of the designated and non-designated assets

A heritage assessment has reviewed the townscape and visual impact assessment to consider the impacts on the NDHAs. In order to fully understand the impact on the assets, the views have been categorised as follows:

Short Range Views: View 2(Granby Row at Granby House), View 4 (Altrincham Street), View 5 (Sackville Street) and View 6 (Charles Street at Lass O'Gowrie Pub)

Mid-Range Views: View 3 (Vimto Park SRF view B), View 8 (Sackville Gardens SRF view 5) and View (Altrincham Street)

Long Range Views: View 7 (Princess Street), View 9 (Chorlton Street SRF view 2), View 10 (London Road SRF view 3), View 11 (Fairfield Street SRF view 4) and View 18 (Oxford Street Station)

Impact of the development on short range views

Views 2, 4, 5, and 6 focus on immediate views of the site allowing for an appreciation of it and its environs.

View 2 is on the eastern elevation of Granby House, with the viaduct in the mid-distance, and the MSCP obscuring the viaduct arches. The view offers a glimpse of the site whilst moving along Granby Row from within the conservation area. This is not a view to fully appreciate the significance of the conservation area.

View 4 looks west along Altrincham Street, with the external staircase of the Grade II listed Renold Building to the left.

View 5 is from the south along Sackville Street which frames the viaduct in the mid-distance, and the Paper Science building to the right foreground, and demonstrates the low-quality pedestrian environment around the site.

View 6 is taken from the southern elevation of the Grade II listed Lass O'Gowrie looking east across the Charles Street Bridge towards the site in the mid distance.

The site is most prominent from Views 5 and 6 where the low architectural quality of the MSCP detracts from views toward the listed viaduct. View 5 looks towards the southern boundary of the Conservation Area, with the railway viaduct providing a border. From this view, the character of the Conservation Area is not readily appreciable, as the viaduct itself obscures long-range views along Sackville Street. All the short-range views exemplify the poor-quality contribution the MSCP makes to the setting of the area and its heritage assets.

The views demonstrate that the proposal would be a building of scale.

In the glimpsed view 2, the void and structure of the viaduct arches remain legible. The vertical emphasis of the proposal would contrast with the horizontal form of the viaduct and would have a minor impact on the appreciation of the structure.

The impact on the conservation area from this view is limited and this is not a key vantage point from which to fully appreciate the significance and character of the conservation area. There are other locations in the conservation area where the special significance can be more readily understood. There would be harm to this view, but it would not be to such an extent that it would harm the conservation areas legibility as a whole.

The view is along the eastern edge of Granby House, and the proposal would not impact on the appreciation on the principal façade.

View 4 again highlights the scale of the proposal and, along with the Plot C development, contributes positively to the reactivation of the SRF. The materials would complement the listed Renold building. The distances between the listed buildings, including the viaduct, allow them to remain appreciated. The horizontal nature of the viaduct from this view is evident and readily understood.

The linear and uninterrupted views towards the conservation area in view 5 would be retained even in the cumulative scenario.

View 6 is towards the former UMIST campus and the Renold Building. The light tone of the materials provide a contrast to the historic red brick buildings allowing buildings such as the Lass O'Gowrie to remain legible and understood. The listed building is best appreciated from Charles Street in any event which would not be impacted.

The scale of the proposal is large in this view in this view and contrasts to the more modest scale of buildings in the area. On balance, it would create a positive termination to the view over the current condition of the site. When combined with the cumulative scenario, there is an overall enhancement to the environment.

Impact of the development on mid range views

Views 3, 8, and 12 are mid-range views from the east and north.

View 3 is from along Granby Row looking to Vimto Park and is largely characterised by mature trees which screen long-range views to Circle Square. The Grade II listed Manchester House terminates the end of Granby Row, and the clock tower of the Grade II* listed Former Refuge Assurances building is above the roofline. The right of the view is framed by the Grade II Institute of Science and Technology, where the substantial scale of the building is readily apparent.

The proposal would be prominent and significant in this view, largely due to the lack of built form around the Gardens particularly beyond the viaduct. The proposal would be understood in the context of the conservation area whose significance and character would remain legible and understood. The southern elevation of the Grade II listed Institute of Science and Technology would remain dominant.

The proposal would read as a high quality, modern addition to the area. It would be prominent against the boundary of the conservation area, but the significance of the conservation area would, on balance, remain understood in this view. The overall impact on the conservation area would be minor from this view.

The channelled views along Granby Row towards the Grade II Manchester House remain uninterrupted, and the separating distance between the proposal and the clock tower of the Former Refuge Assurances building will not introduce any direct competition between the two.

View 8 is from Sackville Gardens along the western elevation of the Grade II Shena Simon Campus. It includes the Grade II Regency House, and the Grade II 46 Sackville Street on the right, with the western corner of the Grade II Institute of Science and Technology terminating the view. This is a prominent location from which to experience the character of the Whitworth Street Conservation Area.

The scale of the proposal would be significant above the established roofline and would impact on the setting of the buildings. This would result in minor to moderate impacts on the setting of these individual buildings. The same impact would occur to the conservation area as the proposal would infill open views along Sackville Street.

The Grade II Holloway Wall is understood in view 12. The Wall forms a definitive barrier to the cohesive group of modernist buildings behind, including the Moffatt Building, Barnes Wallis / Wright Robinson tower, Morton Laboratory, Jackson Street Mill, and MSS Tower. The weathering of the wall is evident amongst the trees and vegetation. The strong horizontal form of the listed viaduct is also evident.

The scale of the proposal sits comfortably with the other tall buildings in the view. It would not significantly impact on the ability to appreciate the settings of the NDHAs in the UMIST Campus, and both the setting and significance of the Grade II listed Holloway Wall, and the Grade II listed Renold building, would legible and understood particularly within their own setting.

The horizontal emphasis of the viaduct would remain evident with the proposal creating a contrasting vertical emphasis. In the cumulative view, the proposal is semi-obscured by Plot C Sister, which would serve to further integrate the development within the emerging SRF.

Impact of the development on long range views

Views 7, 9, 10, 11, and 18 are long-range contextual views.

View 7 is from Princess Street and is framed by Grade II and II* listed buildings along Princess Street, alongside the Grade I listed Manchester Art Gallery. St Peter's Square and the Town Hall are to the right. This is a prominent location from which to view the transition between the George Street Conservation Area and the Whitworth Street Conservation Area.

The proposal rises above the roofline of buildings on the eastern side of Princess Street. It would form a new terminating point and impact on the open skyline. This would result in a low level of harm to the setting of the conservation area which would also occur in the cumulative scenario.

View 9 is from Chorlton Street in front of the Grade II Mintierna House, and the Grade II Minshull House, with the north-eastern elevation of the Grade II former Shena Simon building dominating the view. The Grade II Shena Simon campus is a key landmark building within the Conservation Area. View 10 is taken from London Road looking south and is principally composed of the north and eastern elevation of the Grade II* listed Police and Fire Station building.

The development would not be visible in View 9 and 10.

Looking west, view 11 includes the southern elevation of Piccadilly Station. The south-east tower of the Police and Fire Station is to the right in the mid-distance, and it remains the tallest feature along the north side of Fairfield Street. These views illustrate the immediate setting of Piccadilly Station and its goods offices (Grade II). This view looks into the eastern boundary of the Whitworth Street Conservation Area.

The proposal is to the left and sits within a changing skyline of other taller buildings and integrates successfully

View 18 is elevated to the front of the Grade II Oxford Road station. It is level with the first floor of the Grade II* listed Former Refuge Assurances building and is a prominent position from which to view its principal frontage, and iconic clock tower.

The proposal would rise slightly above the roofline of the listed building adding a new element between the existing chimneys of the southern wing. Its height would not compete with the clock tower, and any shared visibility would be minor in scale, reducing the impact on the ability to appreciate the significance of the listed building.

The height, however, would result in a minor degree of harm to the setting of the listed building due to it being seen above the established roofline thereby being visible in conjunction with the principal elevation of the building. This would be worse in the cumulative scenario as a result of the Weston and Pendulum development.

The heritage assessment concludes that the impacts are as follows:

- Lass O Gowrie - Negligible Beneficial and Adverse
- Manchester House - Neutral beneficial
- Former Refuge Assurance Company Offices - Negligible Adverse
- Orient House – Neutral
- Granby House - Negligible Adverse
- Renold Building, UMIST Campus - Minor Adverse
- Sculptural Wall - Negligible Adverse
- Train Shed and under croft at Manchester Piccadilly Station – Neutral
- Former Goods Offices to Piccadilly Station – Neutral
- Police and Fire Station – Neutral
- Institute of Science and Technology (University of Manchester) – Minor Adverse
- Regency House with Barclays Bank - Minor Adverse
- 46 Sackville Street - Minor Adverse
- 42 and 44 Sackville Street - Minor Adverse
- The Shena Simon Sixth-Form College - Minor Adverse
- Minshull House – Neutral
- Mintierna House – Neutral
- Manchester South Junction and Altrincham Railway Viaduct - Negligible-to-Minor Adverse
- Barnes Wallis and Wright Robinson building - Minor Adverse
- Moffat Building - Negligible Adverse
- Butterfly Stairs and Walkway Bridge (formerly known as The Sir Hubert Worthington Stair), UMIST – Neutral
- Staff House (Manchester Meeting Place), UMIST – Neutral
- Morton Laboratory (Chemical Engineering Pilot Plant) – Neutral
- The Mill – Neutral
- Pariser Building - Negligible Adverse and Beneficial
- MSS Tower – Neutral
- Whitworth Street Conservation Area – Minor Adverse

Officers concur with these conclusions.

The existing building is of no heritage value. There are a number of buildings and non-designated heritage assets (NDHAs), and the Whitworth Street Conservation Area whose setting is affected by the development to varying degrees.

There would be 8 instances of minor adverse impact; 1 instance of negligible-to-minor adverse impact; 6 instances of negligible adverse impact; and 12 instances of neutral impact upon the settings of identified designated and non-designated heritage assets.

As harm has been identified to both designated and non designated assets, consideration should now be given to polices HE6 and HE7 of the NPPF including the relevant statutory test.

Assessment of Heritage Impact

National decision-making policy HE6 (1) of the NPPF directs that 'when considering the impact of a proposal on the significance of a designated heritage asset, substantial weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to a positive effect, harm, substantial harm, or total loss of its significance.

There would be a low level of harm to the setting of a number of designated heritage assets including the Whitworth Street conservation area. The proposal would alter the site and create a prominent building. This is clearly evident in views 2, 3, 4, 6, 7, 8, 12 and 18.

National decision making policy HE6 (4) of the NPPF requires it is necessary to ensure that the harm caused to designated assets is outweighed by the public benefits that a proposal would deliver. Public benefits should be considered in light of para 17 of the NPPF which outlines the three dimensions to achieve sustainable development: economic, social and environmental. Guidance is also provided in the PPG.

With regards to the impact on non designated assets, policy HE7 (2) states that where development proposals would harm the significance of a non designated heritage asset, this should be weighed against the benefits of the proposal and a balanced judgement made, having regard to the scale of any harm or less and the significance of the non designated heritage asset.

This proposal would deliver the strategic objectives of the SRF, including the redevelopment of a brownfield site in a highly sustainable location.

1041 student bedrooms would be delivered. The proposal would contribute positively to PBSA provision within a highly sustainable location where there is access to public transport and amenities including the University Campuses.

The proposal would generate up to 99 FTE jobs during construction and 19 – 78 FTE jobs during operation. It would also contribute c. £9.4million GVA per annum during construction of which £5.9m is expected to impact the local Manchester economy.

A Local Labour Strategy would promote employment and skills enhancement opportunities for local people relating training, and work experience programmes.

There would be active ground floor uses which would help support this emerging innovation district.

This proposal would be highly sustainable with sustainable technologies incorporating to reduce its environmental impact. The landscaping would improve biodiversity (including exceeding the 10% net gain requirement) including measures to manage water. The proposal would be accessible to all users, including those with mobility impairments.

20 trees would be planted, and public realm improvements include creation of new pedestrian footway to Charles Street. A new public square would be created in the centre of the development.

The architecture and use of materials would meet the required standard for design for a building of this scale. The proposal would create public realm and connect into a broader network of spaces in this part of SISTER which is a key component of the SRF.

The proposal would deliver significant economic, social and environmental benefits in a key regeneration area and it is therefore necessary to consider whether these public benefits outweigh the harm to the designated heritage assets. This is a careful judgement as there are impacts to the designated asset and there are public benefits.

Having considered all of these matters carefully, officers believe that these public benefits would outweigh the low level of harm that would occur to the designated asset.

In the case of the impact on the non designated assets, there is sufficient benefit comparable to the harm.

On balance, therefore, it is considered, that, notwithstanding the very considerable weight that must be given to preserving the setting of the listed buildings as required by virtue of S16 and S66 of the Listed Buildings Act, the harm caused would be would be outweighed by the public benefits of the scheme and meet the requirements set out in national decision making policies HE6 and HE7 of the NPPF.

Impact on Archaeology

GMAAS have advised that there are no archaeological requirements.

Tall Buildings Statement

The proposal would be tall in its context and should be assessed against policies and guidance specifically aimed at tall buildings including the most recent Historic England Advice Note ‘Tall buildings’ (March 2022) and Core Strategy Policy EN2.

The Note recognises the contribution that tall buildings can make to the skylines, image, character and identity of places and Core Strategy Policy EN2 recognises the contribution that tall buildings can make to sustainability and regeneration objectives.

However, tall buildings that are in the wrong place or poorly designed can seriously harm the qualities that people value about a place. A key objective has been to minimise the negative impacts of development, and to maximise its benefits in order to deliver upon the objectives of the ID Manchester SRF (2023).

Proposals for tall buildings are supported where it can be demonstrated that they are: of excellent design quality; are appropriately located; contribute positively to sustainability; contribute positively to place making, for example as a landmark, by terminating a view, or by signposting a facility of significance, and bring significant regeneration benefits.

The proposal complies with this policy.

It would meet the required standard of design. The activation of the ground floor and place making all make this an acceptable proposal in part of the city centre where developments of scale are envisaged.

The SRF envisaged a building of scale at the site and whilst the SRF is not specific about what this scale would be, the proposal has been tested against EN2, and other policies in the development plan, and it would meet the tests of this policy and the development plan as a whole.

The proposal exceeds current environmental standards and would seek to uplift biodiversity through place making and landscaping. Ground floor uses and tree planting would activate streets.

The regeneration benefits would be significant and are documented in detail in this report.

Building Design Quality

National decision-making policy DP3 states that proposals should create well designed places. DP3 (5) states that substantial weight should be given to outstanding or innovative design which promote high levels of sustainability or which help to raise the standard of design more generally in an area so long as they are consistent with the overall form and layout of their surroundings. Policies EN1, EN2 and DM1 of the Core Strategy are also relevant considerations.

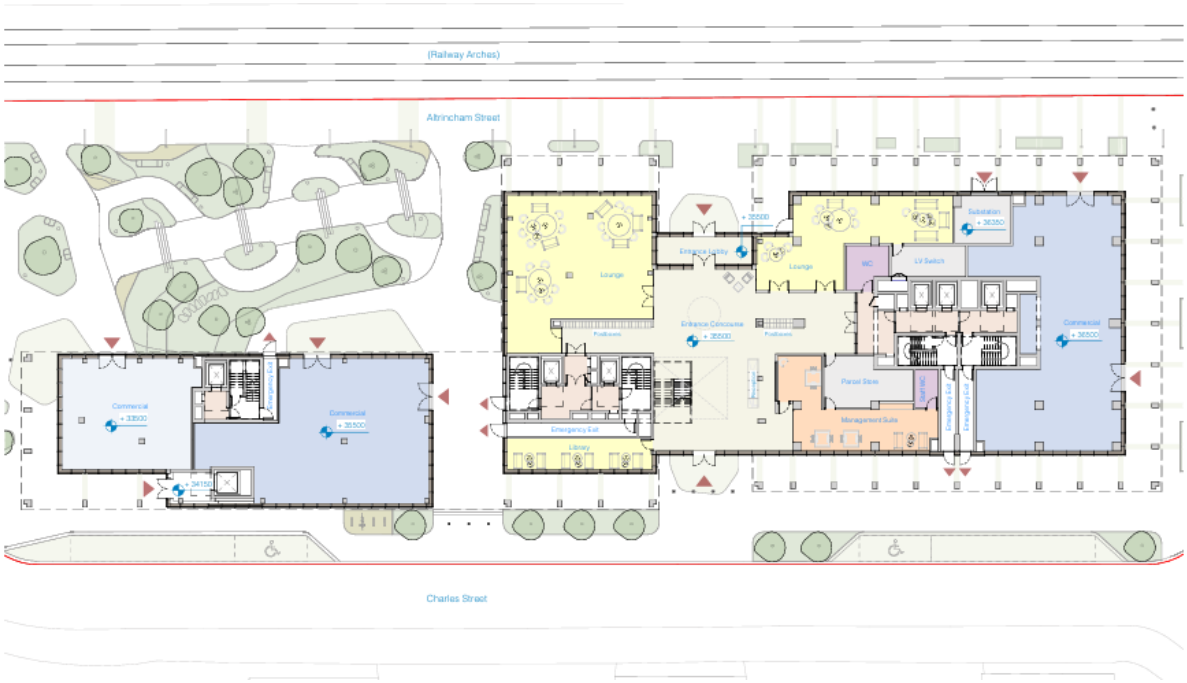
A key objective of this part of the SISTER masterplan is to widen Altrincham Street and re-active the railway arches. A new space is identified around the mature maple trees that could lead through a walkway below new residential or PBSA creating a route that is not currently accessible.

The SRF notes that “landmark buildings, potentially comprising residential accommodation or PBSA, could mark this entry-point at Princess Street. Indicative images show three towers of consistent height.

The SRF is clear that development proposals should be considered against the policies in the development plan including policy EN2 ‘Tall Buildings’ with the framework designed to be flexible to respond to specific occupiers and market demands.

The building layout provides a linear block which sits in parallel to the railway viaduct and the siting responds positively to the aspirations of the SRF. The green infrastructure and place making would enhance this gateway site. A public, square and improvements to Altrincham Street, would provide enhanced connectivity. A colonnade would be created, providing a covered external space around the building.

All plant, refuse, cycle, and general stores would be in the basement which has allowed activity to be created on the ground floor. The main entrance to the student accommodation would be from Altrincham Street with resident amenity areas on the ground and first floor. Three commercial units would activate the street scene and external spaces.



Ground floor layout

There would be a mixture of cluster bedrooms, studio bedrooms, premium studio and accessible studies and living room kitchen/dinning rooms. 69% of the accommodation would be single occupancy bedrooms in 6 bed clusters, 26% would be studios, 3% premium studios and 2% would be accessible.

1509 sqm of amenity space on the ground and first floors would allow students to socialise, study, exercise, and relax, creating a community promotes engagement and well-being.

The SRF envisages a building of scale, and landmark status at the site to provide a gateway into SISTER from Princess Street. The three uniform towers, indicated in the SRF, would create a solid mass of development along the viaduct and impact on the outlook for residents along Granby Row. This proposal seeks to redistribute that height and create gaps through the three towers.

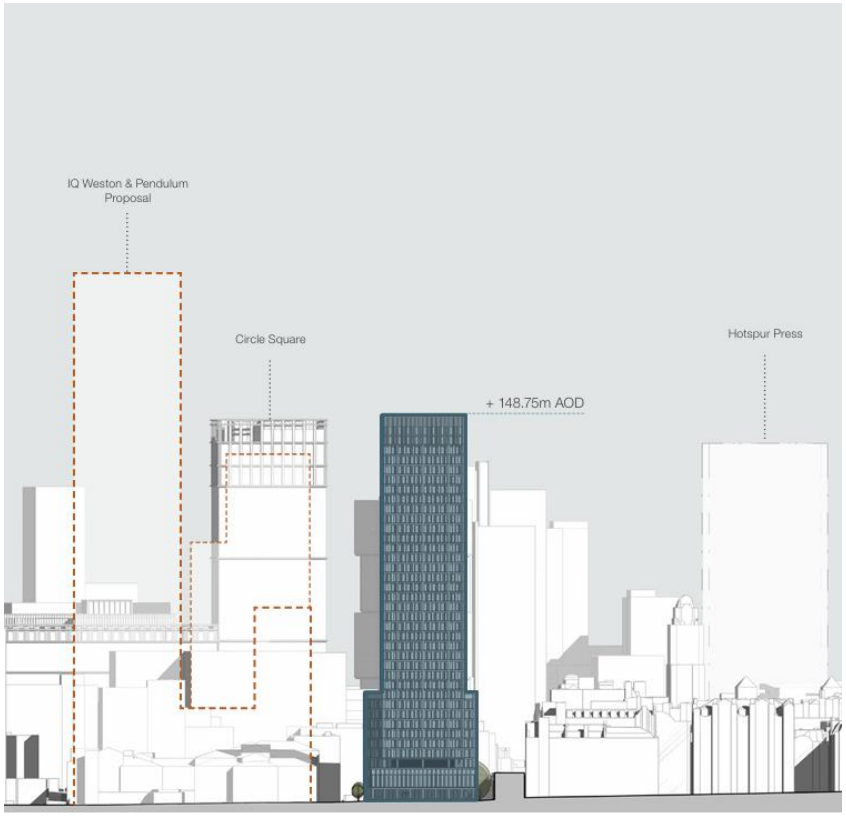
Tower 3 would be the tallest element at 38 storeys and would create a landmark feature from Princess Street. Buildings 1 and 2, at 8 and 10 storeys would complement the scale of other buildings in the area.

The height of buildings 1 and 2 and the separation provided by the viaduct to Granby and Orient House would not result in unduly harmful impacts. The scale of tower 3 is significant in its current context but would not be unusual or out of keeping with the City Centre and would deliver the landmark feature promoted in the SRF. The tallest element would on a narrow footprint which would create a more slender form. The tower would step back from the plinth to further minimise the impact of its mass.

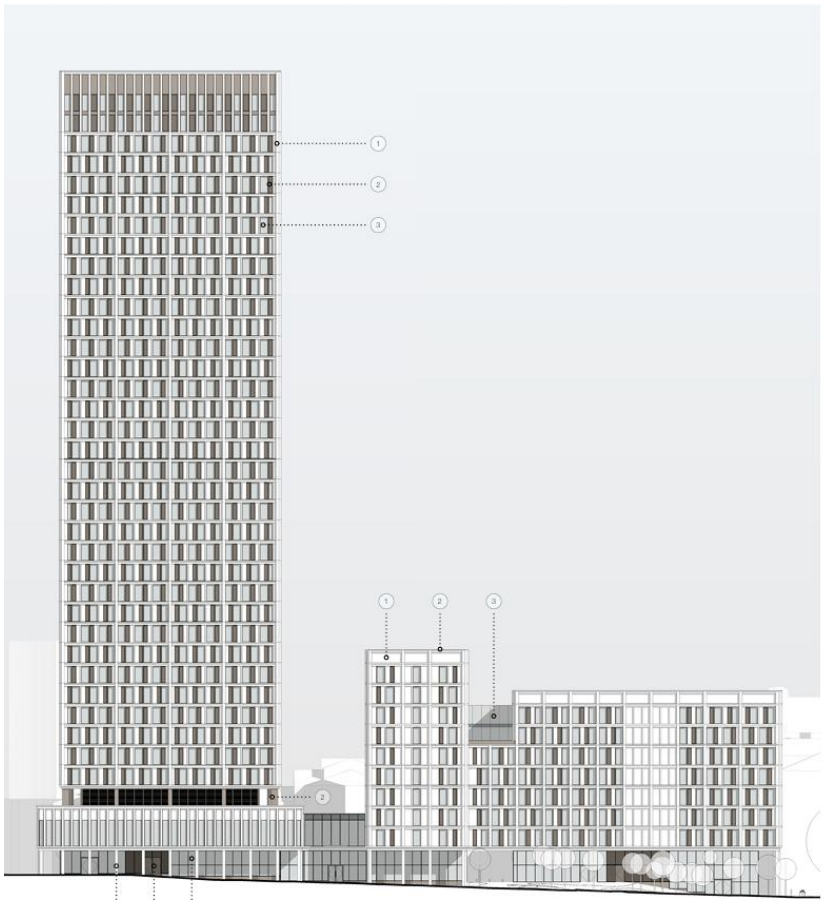
There would be 39 metres between building 1 and Orient House. This reduces to 21 metres with building 2. Granby House is positioned slightly forward of Orient House resulting in a 19 metre gap between building 2 and Granby House. The scale of the buildings is commensurate with the height of Granby and Orient House and whilst there would be a change in outlook above the viaduct, the separation distances would minimise any overall impacts.

There would be 19 metres (podium) between tower 3 and Granby House. As the main part of the tower steps in from the podium, this gap increases to 22 metres. The scale of tower 3 would be large against these lower existing buildings. However, the separation distance would minimise the overall impact.

The tower would impact on nearby homes, and this is considered elsewhere in this report. The design has sought to minimise these impacts whilst delivering the aspirations of the SRF. The indicative form in the SRF could lead to worse outcomes for affected residents.



Height of tower 3 in relation to the Weston and Pendulum development (under consideration), the viaduct and properties along Granby Row



North elevation (facing the viaduct) showing the base, middle and crown of tower 3 and lower scale and regular grid of buildings 1 and 2

The design would create a cohesive form across the three towers. There is a clear hierarchy to the elevations which expresses the verticality of tower 3. The plinth and crown of tower 3 balance the portions of the base, middle, and top of the tower.

An alternating window panel arrangement would help to break its massing down. A regular grid is adopted for buildings 1 and 2. The materials would be consistent across all three buildings. The façade composition has a regular grid of clear and obscured glazing, with the solid concrete panels and bespoke perforated anodised panels.



Window arrangement including perforated panels

The primary material is acid-etched concrete and bronze-anodised aluminium. Decorative perforated panels and projecting fins would add articulation, texture and visual interest.

The two-storey podium includes extensive glazing, particularly for commercial units. Pre-cast concrete colonnades would integrate the podium with the buildings above creating a strong base to the building.

The siting, scale and appearance would provide a distinctive form that would be a key component of SISTER and responds positively to the new place. The glazed active frontages and spill out spaces would encourage people to move through the spaces.

In line with national decision-making policy DP3, substantial weight should be given to the architecture, design and composition of this development in the planning

balance. The proposal also accords with the objectives of policies EN1, EN2 and DM1 of the Core Strategy are also relevant considerations.

Final materials should be agreed by planning condition.

Impact on Trees

4 self-seeded Category C trees (Low Quality). Elder trees would be removed. These are of limited arboricultural amenity value due to their poor setting and low prominence given the larger mature trees which dominate the site. The highest value trees would be retained subject to appropriate pruning works and protection during construction.

The landscape involves tree and shrub planting including 27 trees with a mix of clear-stem extra heavy standard trees and multi stem specimens, scattered across the development in landscaped areas. This would mitigate against those lost and add to the green infrastructure in line with Policy EN9 of the Core Strategy and policies JP-G6 and JP-G7 of PfE.

Impact on Ecology

An ecological appraisal concludes that the proposal would not cause significant or unduly harmful impacts to ecology. No vegetation should be removed during bird nesting season. The MSCP and trees have negligible bat roosting potential.

Biodiversity net gains would be secured by the National planning condition. The proposal complies with policy EN9 of the Core Strategy and would provide a biodiversity net gain at the site in line with the Environment Act 2021.

Contribution to Improving Permeability, Public Spaces and Facilities and Provision of a Well Designed Environment

The SRF identified some key principles with regards to the built environment and to address some of the issues with accessibility and connectivity.

These design principles are:

- Improve Charles Street - By creating space for pedestrians, rationalising vehicle movements and introducing greening.
- Activate Altrincham Street - Re-establish the route that’s currently fenced off and make a strategic link across Sackville Street and beyond
- Promote Active Travel - Improve the environment and facilities for pedestrians and cyclists.
- Build High Quality Public Realm - For longevity and aesthetics.
- Activate Street & Frontages - To make a welcoming place that’s safe and easy to navigate.
- Improve biodiversity - Encourage a connection with nature through greening and creation of new habitats.

- Add Community Value - By giving people places to spend time and pass through.
- Establish a Green Gateway - Use existing mature trees as part of a welcoming landmark into Sister from the north west.
- Support Inclusive Access - By designing level and easily navigable routes



Landscaping works

A direct connection would be made on Altrincham Street across Sackville Street linking the proposal to the SISTER masterplan area. New planting would complement the existing mature trees.

A new public space would be created at the heart of the proposal including seating and soft landscaping. The commercial uses to spill out on to it and level access would be provided throughout.





Image of Princess Square

The landscaped area on the corner of Princess Street would be enhanced. Seating and informal paths would be created providing opportunities to dwell.

This proposal would support wider efforts to open up Altrincham Street to create a strategic connection from Princess Street and London Road. A 3.7m path would be created which would allow people to pass and provide breathing space for business units if railway arches are developed in the future. The route would be well lit and include low level greening.

Charles Street would be realigned to create a well defined pedestrian environment. Loading and accessible parking would also be included. There is currently no pavement on the northern side of the street. This would also complement wider improvements on Charles Street in the event that the Weston and Pendulum planning application is approved and implemented.

Sustainable drainage would allow water management. Lighting would ensure the spaces feel safe to be used at all times. The landscaping would meet the objectives of the SRF, and final details should be agreed by planning condition.

Impact on Biodiversity

The Environment Act 2021 requires all planning permissions to include a condition that requires a biodiversity net gain plan, to ensure the delivery of a minimum of 10% measurable biodiversity net gain. This net gain can be carried out either onsite, offsite or through the purchase of 'biodiversity credits'. Both onsite and offsite mitigation must be maintained for at least 30 years.

Policy EN15 of the Core Strategy requires enhancement, restoration or creation of new biodiversity, either on or adjacent to the site. Policy JP-G7 and JP-G8 of PfE requires two trees to be planted for every tree lost together plus biodiversity enhancements.

The biodiversity assessment has quantified that there is 1.10 habitat units at the site. The proposal would deliver 1.56 area-based biodiversity units resulting in a 41.96% net gain. This complies with the national legislation and local policy requirements.

A Biodiversity Gain Plan for the onsite BNG should be submitted in line with the National Planning condition. The management and monitoring of the onsite BNG created should be subject to a 30-year management plan and secured by planning condition. A monitoring fee to monitor the onsite BNG is therefore required to be secured through a legal agreement.

Effects on the Local Environment/ Amenity

(a) Sunlight, daylight, overshadowing, glare and overlooking

Daylight and Sunlight

An assessment has been undertaken to establish the likely effects on daylight and sun light received by properties around the site. The BRE guidelines have been used to provide a method for assessing daylight – Vertical Sky Component (VSC) and No Sky Line (NSL).

Baseline daylight levels were assessed to all habitable rooms and school classrooms by calculating: Vertical sky component (VSC) at the centre of each main window in the external plane of the window wall, which measures the total amount of skylight available; and No-sky line (NSL) on the working plane inside the room, where its layout is known, which measures the area that can receive direct skylight and assesses the distribution of daylight around the room.

If a window receives at least 27% VSC it should be enough to provide good daylight inside the room with conventional window design. For good distribution of daylight around the room, at least 80% of the area of the working plane should lie in front of the NSL.

For a bay window, the centre window facing directly outwards can be taken as the main window for the VSC calculation. If a room has two or more windows of equal size, the mean of their VSCs may be taken. If a room has two or more windows of unequal size, the area-weighted mean of their VSCs may be taken.

Paragraph 2.2.23 of the BRE Guidelines states that "…the diffuse daylighting of the existing building may be adversely affected…if either:

- the VSC measured at the centre of an existing main window is less than 27%, and less than 0.80 times its former value
- the area of the working plane in a room which can receive direct skylight is reduced to less than 0.80 times its former value."

For sunlight, the approach considers the Annual Probable Sunlight Hours (APSH). The BRE numerical guidelines on sunlight apply to main living rooms and conservatories in dwellings. Kitchens and bedrooms are less important. Bedrooms

are not normally assessed on the basis they are not a material issue, except when combined with a living space, such as in a bed-sitting room.

Kitchens and bedrooms have been included. Only windows facing within 90˚of due south have been assessed, in accordance with the guidelines.

In each case the level of sunlight has been measured by calculating the percentage of annual probable sunlight hours (APSH) at the centre the window in the external plane of the window wall. If a room has two or more windows, the total APSH has been calculated, avoiding any double counting of probable sunlight hours.

In general, a dwelling will appear reasonably sunlit if at least one main window wall faces within 90˚ of due south and a habitable room, preferably a main living room, can receive 25% APSH, including at least 5% of APSH in the winter months between 21st September and 21st March.

The following properties were assessed:

- Salisbury House;
- Orient House;
- Granby House;
- Stanlo House;
- Weston Hall;
- 121 Princess Street;
- Victoria House;
- Granby Village;
- 4-6 Nobel Way;
- 36 Charles Street;
- Sackville Place;
- Whitworth House;
- Montana House;
- 88-92 Princess Street; and
- Asia House

Overshadowing has also been considered on Vimto Park.

Construction

During construction, daylight and sunlight effects are unlikely to exceed those of when the development is completed. Any effects during the construction phase would be temporary and would fluctuate as the proposal is implemented. Any impacts due to on-site machinery such as cranes would be short to medium term and changeable during operational hours.

Operational

The assessment has demonstrated that the proposal would have a negligible effect on 121 Princess Street, Victoria House, 4-6 Nobel Way, 36 Charles Street, Sackville Place, Whitworth House, Montana House, 88-92 Princess Street and Asia House i.e.

the windows and rooms would continue to meet the BRE guidelines with the proposal in place.

Further consideration is required to be given to Salisbury House, Orient House, Granby House, Stanlo House, Weston Hall and Granby Village.

Salisbury House

72 windows serving 48 rooms were assessed for daylight. 58 windows were assessed for sunlight.

67 (93%) of the 72 windows assessed would continue to meet the BRE's criteria and experience a negligible magnitude of VSC change. The impact on the remaining 5 windows (7%) would be minor.

43 (90%) of the 48 rooms assessed would meet the BRE's criteria and experience a negligible magnitude of NSL change. Three (6%) of the five affected rooms would experience a minor impact, one room would experience a moderate impact with the remaining room window experiencing a major impact.

39 (81%) of the 48 rooms assessed would meet the BRE's criteria of daylight change. Seven (15%) of the remaining nine rooms would experience changes in VSC and/or NSL which amount to a minor magnitude On Altrincham Street of daylight change. The windows serving the remaining two (4%) rooms will experience BRE compliant levels of VSC change and, due to their current low levels, disproportionate moderate and major magnitudes of NSL change occurs.

With the development in place, the 3 windows would have a retained VSC of between 0-15% and 2 would have a retained VSC of 25-20%.

Consideration has also been given to the cumulative impacts with the proposal at Weston and Pendulum. 11 2 (15%) windows would continue to meet the BRE’s criteria with a negligible magnitude of VSC change. 18 windows would experience a minor impact, 37 would experience a medium impact and 6 would experience a major impact.

With both developments in place, 15 windows would have a retained VSC of between 0-15% and 5 would have a retained VSC of 15-20% and 41 would have a retained VSC of 20-27%.

58 rooms were considered for impact on APSH. The proposal has a negligible impact and the rooms would continue to meet the BRE guidelines.

With both developments in place, 6 rooms would experience a minor impact, 2 medium and 2 major (annual APSH). In the winter APSH, 1 room would experience a major impact.

It is acknowledged that there would be a degree of harm to the daylight of the properties in Salisbury House. This would worsen in the cumulative scenario. However, the impacts are not considered to be of a magnitude which would warrant

refusal of this application particularly given the retained levels of VSC and APSH to the properties and when considered against the benefits of the scheme as a whole.

Orient House

150 windows were assessed for daylight. There were no publicly available floorplans for this building. As such, NSL within the rooms served by these windows has not been assessed. The 150 windows were assessed for sunlight.

104 (69%) of the 150 windows assessed would meet the BRE's criteria and so experience a negligible magnitude of VSC change. 19 (13%) would experience a minor degree of change.

The magnitude of VSC change to the remaining 27 (18%) windows is moderate to major. However, the windows currently experience uncharacteristically high levels of daylight for a city centre location (ranging between 21.7% and 37% with an average of 32.8%). This is due to the current low rise building on site.

With the development in place, the 3 window would have a retained VSC of between 0-15%, 14 would have a retained VSC of 25-20% and 29 would have a retained VSC of 20-27%.

This would not lead to an unacceptable impact on amenity and living standards within these homes which would remain reasonable daylight commensurate with other similar city centre residential buildings.

Consideration has also been given to the cumulative impacts with the proposal at Weston and Pendulum. 19 of the 150 windows would continue to meet the BRE's criteria and experience a negligible magnitude of VSC change. 5 windows would experience a minor impact, 29 would experience a medium impact and 97 would experience a major impact.

With both developments in place, 25 windows would have a retained VSC of between 0-15% and 51 would have a retained VSC of 25-20% and 55 would have a retained VSC of 20-27%.

149 rooms were considered for impact on APSH. The proposal has a negligible impact and the rooms would continue to meet the BRE guidelines with the exception of one room which would experience a minor impact.

With both developments in place, 2 room would experience a medium impact and 5 major (annual APSH). In the winter APSH, 1 room would experience a major impact.

It is acknowledged that there would be a degree of harm to the daylight of the properties in Orient House. This would worsen in the cumulative scenario. However, the impacts are not considered to be of a magnitude which would warrant refusal of this application particularly given the retained levels of VSC and APSH to the properties and when considered against the benefits of the scheme as a whole.

Granby House

103 windows were assessed for daylight. There were no publicly available floorplans for this building. As such, NSL in the affected rooms has not been assessed. 58 windows were assessed for sunlight.

40 (39%) of the 103 windows would meet the BRE's criteria and experience a negligible magnitude of VSC change. Six (6%) of the 63 affected windows affected would experience a minor impact.

The magnitude of VSC change to 51 (49%) of the remaining 57 windows is moderate to major. However, the windows currently experience uncharacteristically high levels of daylight for a city centre location (ranging between 31.3% and 38.5% with an average of 36.7%).

The magnitude of VSC change to the remaining six (6%) is also moderate to major. It should be noted that these are low level windows on the building.

With the proposal in place, the 20 windows would have a retained VSC of between 0-15%, 20 would have a retained VSC of 15-20% and 23 would have a retained VSC of 20-27%.

Consideration has also been given to the cumulative impacts with the development at Weston and Pendulum. 40 of the 103 windows would continue to meet the BRE's criteria and experience a negligible magnitude of VSC change. 6 windows would experience a minor impact, 3 would experience a medium impact and 54 would experience a major impact.

With both developments in place, 42 windows would have a retained VSC of between 0-15% and 20 would have a retained VSC of 25-20% and 1 would have a retained VSC of 20-27%.

58 windows were assessed for sunlight. 29 (50%) of the 58 windows assessed would meet the BRE's criteria and so experience a negligible magnitude of APSH change.

The magnitude of APSH change to the remaining 29 (50%) windows is moderate to major. As above, this building currently receives uncharacteristically high levels of sun light for a city centre location, ranging between 17% and 62% (with an average of 46%) and winter APSH baseline values of between 3% and 26% (with an average of 17%).

As a result of the development, the levels remain reasonable and would not generate impacts which would be unduly harmful to amenity and living standards. The APSH levels would range between 10% to 24% (with an average of 19%) and winter APSH levels of between 1% and 11% (with an average of 6%).

With both developments in place, 2 rooms would experience a medium impact and 45 major (annual APSH). In the winter APSH, 2 rooms would experience a medium impact and 35 would experience a major impact.

It is acknowledged that there would be a degree of harm to the daylight of the properties in Granby House. This would worsen in the cumulative scenario. However, the impacts are not considered to be of a magnitude which would warrant refusal of this application particularly given the retained levels of VSC and APSH to the properties and when considered against the benefits of the scheme as a whole.

Stanlo House

60 windows were assessed for daylight. There were no publicly available floorplans for this building. As such, NSL within the rooms served by these windows has not been assessed. The 34 windows were assessed for sunlight.

59 (98%) of the 60 windows assessed would meet the BRE's criteria and so experience a negligible magnitude of VSC change. The impact on the remaining window would be minor and would have a retained VSC of between 0-15%.

Consideration has also been given to the cumulative impacts with the development at Weston and Pendulum. 57 of the 60 windows would continue to meet the BRE's criteria and experience a negligible magnitude of VSC change. 3 windows would experience a major impact.

With both developments in place, the 3 windows would have a retained VSC of between 0-15%.

34 rooms were considered for impact on APSH. The proposal has a negligible impact and the rooms would continue to meet the BRE guidelines.

It is acknowledged that there would be a low degree of harm to the daylight of the properties in Stanlo House. This would slightly worsen in the cumulative scenario. However, the impacts are not considered to be of a magnitude which would warrant refusal of this application particularly given the retained levels of VSC and APSH to the properties and when considered against the benefits of the scheme as a whole.

Weston Hall

358 windows serving the 302 student bedrooms were assessed for daylight. Four windows were assessed for sunlight.

112 (32%) of the 358 windows assessed would meet the BRE's criteria and so experience a negligible magnitude of VSC change. 87 (24%) of the 246 affected windows would experience a minor magnitude of change. 44 (12%) of the 159 remaining affected windows would experience a moderate magnitude of change and the remaining 115 (32%) windows would experience a major magnitude of change.

In terms of NSL, 182 (60%) of the 302 student bedrooms assessed would meet the BRE's criteria and experience a negligible magnitude of NSL change. 21 (7%) of the 120 affected student bedrooms would experience a minor magnitude of change. The 26 (9%) of the 99 affected student bedrooms would experience a moderate magnitude of change with the remaining 73 (24%) student bedrooms experience a major change.

Diffuse daylight impacts have also been considered. 85 (28%) of the 302 student bedrooms assessed would meet the BRE's criteria and would experience a negligible magnitude of diffuse daylight change.

71 (24%) of the remaining 220 rooms would experience changes in VSC and/or NSL which amount to a minor magnitude of diffuse daylight change. 18 (6%) of the remaining 146 student bedrooms are served by 2 windows of which 1 would experience either a BRE compliant or minor magnitude of VSC change. The magnitude of VSC change to the other windows will be moderate to major.

All 18 rooms will be BRE compliant retaining NSL values of between 61.6% and 93.8% (with an average of 81.2%). The overall magnitude of diffuse daylight change to these rooms is considered to be minor.

The remaining 128 (42%) rooms would experience negligible to major magnitudes of VSC and or NSL change. The overall magnitude of diffuse daylight change to these rooms is considered to be moderate.

With the development in place, the 138 windows would have a retained VSC of between 0-15%, 62 would have a retained VSC of 25-20% and 46 would have a retained VSC of 20-27%.

4 rooms were considered for impact on APSH. The proposal has a negligible impact and the rooms would continue to meet the BRE guidelines.

Given this is student accommodation, with a transient population, it is it is considered that the level of harm is low and would not warrant a refusal of the application. It should also be noted that this site is the subject of its own planning application for demolition and redevelopment of the site. This application is currently under consideration.

Granby Village

282 windows were assessed for daylight. There were no publicly available floorplans for this building. As such, NSL within the rooms served by these windows has not been assessed. The 267 windows were assessed for sunlight.

254 (90%) of the 282 windows assessed would meet the BRE's criteria and so experience a negligible magnitude of VSC change.

The magnitude of VSC change to 18 (6%) of the 28 affected windows is minor. The magnitude of VSC change to the remaining ten (4%) windows is moderate to major. It should be noted that these windows currently experience a low level of daylight (ranging from 0.3 % to 6.3% with the average being 4.8%). As such, the small absolute VSC changes disproportionately affects the resulting impact on VSC. The overall impacts are therefore considered to be minor in nature and would not result in any unduly harmful impacts on amenity that would warrant refusal of this application.

With the development in place, the 14 windows would have a retained VSC of between 0-15%, 9 would have a retained VSC of 25-20% and 5 would have a retained VSC of 20-27%.

Consideration has also been given to the cumulative impacts with the development at Weston and Pendulum. 248 of the 282 windows would continue to meet the BRE's criteria and experience a negligible magnitude of VSC change. 23 windows would experience a minor impact, 7 would experience a medium impact and 4 would experience a major impact.

With both developments in place, 15 windows would have a retained VSC of between 0-15% and 9 would have a retained VSC of 25-20% and 10 would have a retained VSC of 20-27%.

In terms of sunlight, 236 (88%) of the 267 windows assessed would meet the BRE's criteria and so experience a negligible magnitude of APSH change. The magnitude of total and/or winter APSH change to the remaining 31 (12%) windows is negligible to major.

There are a few low level windows which are recessed into the façade or face the viaduct. This impacts on their existing sunlight levels. However, the rest of the windows currently have uncharacteristically high APSH for a city centre location. This ranges from 21% and 54% (with an average of 37%).

These levels reduce to 11% to 39% (with 27%). Winter APSH levels are low currently so the small absolute changes disproportionately present themselves when expressed in percentage of current conditions. The overall magnitude of sunlight change to these windows is considered to be minor to moderate.

It is acknowledged that there would be a low degree of harm to the daylight of the properties in Granby Village. This would slightly worsen in the cumulative scenario. However, the impacts are not considered to be of a magnitude which would warrant refusal of this application particularly given the retained levels of VSC and APSH to the properties and when considered against the benefits of the scheme as a whole.

Vimto Park

Vimto Park will continue to exceed the BRE target of 50%. 97% of its area would continue to receive two or more hours of direct sunlight on 21 March.

Cumulative impacts with Weston and Pendulum

The effects of the proposal have been combined with those at Weston and Pendulum site on Montana Hose, 88-92 Princess Street and Asia House. The daylight assessment with the development on its own does not materially impact on these properties but combined there are impacts which are summarised below:

Montana House

3 of the 31 windows would continue to meet the BRE's criteria and experience a negligible magnitude of VSC change. 7 windows would experience a minor impact, 19 would experience a medium impact and 2 would experience a major impact.

With both developments in place, 2 windows would have a retained VSC of between 0-15% and 3 would have a retained VSC of 25-20% and 23 would have a retained VSC of 20-27%.

88-92 Princess Street

44 of the 46 windows would continue to meet the BRE's criteria and experience a negligible magnitude of VSC change. 2 windows would experience a minor impact.

With both developments in place, the 2 widows would have a retained VSC of 20-27%.

Asia House

106 of the 112 windows would continue to meet the BRE's criteria and experience a negligible magnitude of VSC change. 6 windows would experience a minor impact

With both developments in place, the 6 widows would have a retained VSC of 0-15%.

Response to objections

The objections from the Granby House and Granby Village residents state that the ID masterplan should be included in the cumulative assessment, the assessment is incomplete as the floorplans of the buildings have not been reviewed. The Granby Village results should be split between Bombay House, Sackville Place, Velvet Court, Velvet House and Venice Court and the VSC impacts have been downgraded.

They consider that none of the future development site within the ID SRF are sufficiently close to Plot H to potentially have combination effects with this proposal and there are no planning permissions in place. The additional effect upon the properties surrounding the site from any emerging context will be considered as part of any future planning applications.

Plot C of the Masterplan is identified as a cumulative development and is considered in the cumulative assessment(s)/scenario(s).

It has not been possible to assess NSL to some properties. The BRE guidelines are clear that such a calculation can only be carried out where room layout is known. Estimating the rooms is likely to give rise to inaccurate results and is therefore not recommended.

The instances of large magnitudes of charge are set out in the submission. Retained levels of VSC have also been included to set our clearly what levels of daylight would be retained once the development is complete against the BRE target.

There is acknowledged harm which is set out in the submission and in this report. The level of harm would not be such that would warrant refusal.

The Granby Village (Manchester) Management Company Limited (GVMMCL), who represent 55, 57 and 59 Whitworth Street, 34, 36, 48 and 50 Granby Row, 60 Sackville Street and 4 and 10 Bombay Street, have also commissioned their own independent daylight and sunlight assessment this includes the cumulative impact with the Weston and Pendulum development.

They believe that there are a number of occupants within Granby House, Velvet House, Velvet Court and Venice Court that would experience catastrophic light losses to the point that artificial lighting may be required on a permanent basis to function within their property.

They consider this independent review, and technical analysis has revealed the need to seriously consider the validity of the application in terms of light loss and amenity. They consider that the scheme cannot be allowed to generate this level of light loss and a major redesign is required to ensure that it is more sympathetic to those affected neighbouring properties referenced in this report.

They acknowledge that Rights of Light is a separate issue to planning, they see no merit in granting this application when the issues of Rights to Light will be far more onerous than the results published by the applicant and verified by this independent assessment. They consider that the applicant should address and deal with all natural light loss issues at the outset to ensure our clients' light levels are rightfully respected and maintained to industry standard levels.

The BRE guidelines do not use the term 'catastrophic light losses'. The BRE guidelines categorises harm as minor, medium or major.

The applicant did not have access to any floorplans; they assessed all windows facing the proposal on the basis they could be habitable.

The floorplans provided in the objector's report indicate that a number of windows serve stairwell and landings.

For Granby House, this means 22 windows do not serve habitable spaces and can therefore be omitted,

The revised results for Granby House are:

40 of the 81 windows would meet the BRE's criteria and experience a negligible magnitude of VSC change. Six of the 41 affected windows affected would experience a minor impact 3 would experience a moderate impact and 32 a major.

Using actual layouts therefore results in a reduction of 20 windows experiencing a major magnitude of change and two experiencing moderate magnitudes of change.

Despite knowing the room layouts, the objectors report appears to include circulation spaces/common areas to Granby House, Velvet House, Velvet Court and Bombay

House. The BRE guidance is clear that these areas should be omitted from a daylight and sunlight assessment.

The objectors report assesses all the windows and rooms in Granby House, including those which face away from the proposal. This artificially inflates the overall compliance figures.

The figures based on floor layouts are a truer and more accurate reflection of daylight and sunlight effects to the surrounding properties.

It should also be noted that the objectors report incorrectly conflates daylight and sunlight and rights of light. Rights of light is a private matter that is entirely separate to the planning process.

The objectors report states that the cutback assessment shows how much of the development needs to be removed to leave “adequate” or “sufficient” daylight and sunlight. These are subjective, and there is no further explanation in the report which quantifies adequate or sufficient light, but the report then states that the cutback has largely been driven by rights of light.

A right of light cutback in no way informs how much daylight will remain to the surrounding properties, and it does not enable the decision maker to conclude whether retained daylight would be adequate or sufficient.

There would be harm to the properties identified within this report. The extent of harm includes the cumulative impact with the adjacent proposal at Weston and Pendulum. The impacts identified are not considered to be unduly harmful to warrant refusal with the standard of living accommodation remaining suitable in its context. The harm must also be put in the planning balance. This proposal would deliver significant regeneration benefits to the city as a whole and this should be given substantial weight in the planning balance.

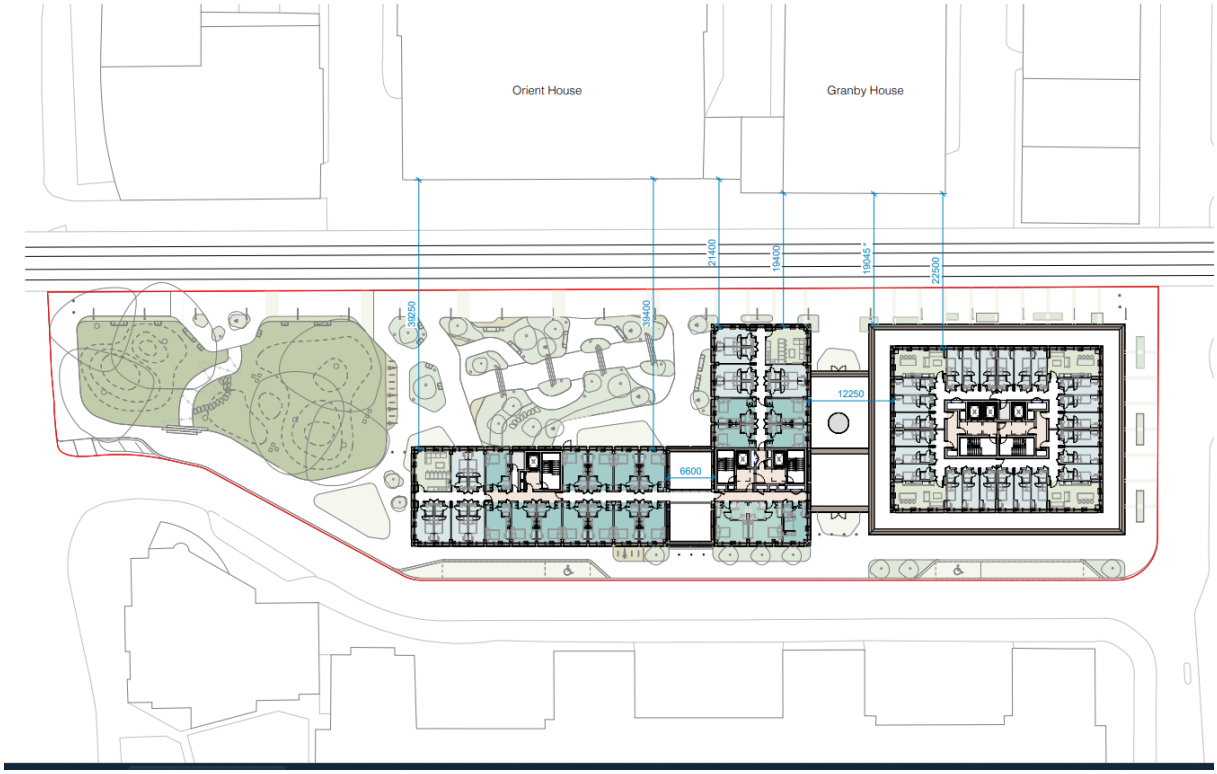
Overlooking

The site is separated from homes at Granby and Orient House by the railway viaduct.

The design has sought to minimise overlooking in the context of the density expected at a large city centre site and the regeneration context. There are windows on the north elevation of the proposal which would look towards the homes above the viaduct.

There would be 39 metres between building 1 and Orient House which reduces to 21 metres with building 2. Granby House is positioned slightly forward of Orient House and the distance to building 2 would be 19m. There would be 19 metres between the tower podium and Granby House which increases to 22 m as the tower steps in from the podium.

These distances would not be unusual in a City Centre context.



Overlooking distances

Glare

A solar glare assessment examines impacts on adjacent road and rail routes. 19 locations and 3 train lines were assessed. 5 locations and 2 train lines were considered in detail with the proposal having a negligible effect on the other 4 locations.

The locations and rail were as follows:

- Charles St (Eastbound) junction with Princess St;
- Hulme St (Eastbound) junction with Oxford Rd;
- Railway line from Oxford Rd station to Piccadilly station (Eastbound);
- Railway line from Piccadilly station to Oxford Rd station (Westbound).

The impacts are considered below:

The impacts for *Charles St (Eastbound) junction with Princess Street* and *Hulme St (Eastbound) junction with Oxford Road* are similar. The overall effect on drivers at these junctions would be permanent with a minor to moderate adverse impact.

The traffic light in these locations is on the left-hand side, away from the reflective elements of the façade so it would remain visible. There is also a low probability that the sun shines at the time of day/year when reflections occur. The solid elements of the façade would break up the reflections. The reflections occur in the late-afternoon

during the mid-seasons when the solar intensity is low, therefore any reflections generated would be low intensity. The reflections could be minimised using a visor. There are trees which provide screening.

The location of this view, the relatively minor occurrence of the glare and the mitigation that can be employed, mean that there should not be unduly harmful impact or safety concerns that would warrant refusal.

The impacts for *Railway line from Piccadilly station to Oxford Rd station* and *Railway line from Oxford Rd station to Piccadilly station* are similar. The refection's would predominately occur above the drivers' visor line which would mitigate the majority of the effects. The reflections are broken up by solid façade elements and solar disc would not be reflected in full, resulting in lower intensity. Given that a train would be in motion along the track, the potential effects would only occur momentarily resulting in no long term adverse effect.

Highway Services and Network Rail have raised no concerns in respect of the solar glare assessment. The road and rail network would remain safe for use with the development in place.

(b) TV reception

A TV reception survey has concluded that there is likely to be minimal impact on digital television services or digital satellite television, but should any arise, it could be mitigated through antenna upgrade or realignment of the transmitter. The effects are unlikely to be noticeable given their current variability of the existing service in this urban environment. A condition would require of a post completion survey to be undertaken to verify that any impacts from the development and put in place mitigation should this be necessary.

(c) Air Quality

The site is in the Greater Manchester Air Quality Management Area (AQMA) where air quality conditions are poor. Roads which may be used for construction traffic and post development are in the AQMA.

The site is currently occupied but the scale of development, combined with the length of construction would make changes noticeable to any sensitive user groups in the area and mitigation may be required.

The site is directly opposite a nursery and close to homes, educational uses, offices, hotel and other commercial uses. Sensitive user groups include residents, parents, children, business owners and visitors who could be affected by construction traffic, development activities and any effects associated with the completed scheme.

During construction, there is a risk of increased dust and vehicle emissions from site activities and materials movement, which could affect local air quality. There would be demolition, extensive earthworks and crushing of the concrete hardstanding before development commences.

All deliveries and collections would be managed with allocated times slots, distributed across the day to avoid build ups on the local highway network. The system would monitor the impact of the LDV movements to reduce vehicles coming to the site and other efficiencies as necessary.

The construction effects have been assessed based on a qualitative risk assessment method based on the Institute of Air Quality Management's (IAQM) 'Guidance on the Assessment of Dust from Demolition and Construction' document, published in 2014.

Elevated dust, particulate matter and pollution concentrations could be generated on site, particularly from exhaust emissions from traffic, plant and earthworks, which, if not carefully controlled could give rise to unacceptable impacts on the sensitive groups such as residents. There could be cumulative impacts from other nearby developments which would be under construction at the same time.

The impacts on local air quality would not be of a magnitude to warrant refusal as construction effects can be minimised through the adoption of measures in a construction management plan which would be secured by planning condition.

This would outline and agree industry best practice and establish community liaison and system for recording and responding to complaints. Air quality monitoring devises would also be installed at the site with dust suppression measures, including screens and sheeting and wheel washing, no idling of vehicles, avoidance of diesel or petrol-powered plant, speed restrictions on unpaved roads, and the implementation of a Construction Logistics Plan and Travel Plan. These measures would be secured through the construction management plan condition. The surface of surrounding roads, which are in a well maintained and good condition, would help to minimise dust.

The assessment of air quality impacts when complete has focused on the predicted impact of changes in ambient nitrogen dioxide (NO_2) and particulate matter with an aerodynamic diameter of less than 10 μm (PM_{10}) and less than 2.5 μm ($PM_{2.5}$) at key locations. The magnitude and significance of the changes have referenced nonstatutory guidance issued by the IAQM and Environmental Protection UK (EPUK).

The completed scheme would generate traffic, but this would not create significant impacts on air quality conditions (NO_2, PM_{10} and $PM_{2.5}$). Whilst this would be a largely car free development, there would be emissions from traffic and servicing. A travel plan and these other measures would incentivise active travel and minimise emissions.

Cycle spaces would be provided, and a travel plan would encourage public transport use and reduce vehicle trips. The proximity of rail, bus, tram and cycle facilities and the city centre means the site is ideally located for walking and cycling.

There would be no gas fired boilers or generators which would contribute to air quality conditions. No mitigation is required to minimise the impact when the PBSA is occupied. A mechanical ventilation system would ensure that air intake would be fresh and free from pollutants.

Deliveries would be monitored to manage and respond to the impacts of the servicing arrangements and introduce reduce and rationalise where necessary.

The Air Quality Assessment also concludes that the windows to the railway façade cannot be opened for ventilation due exposure to poor air quality. Details of the filters in the ventilation system should be agreed including maintenance.

Local air quality conditions are poor but, there would not be a material impact on current air quality conditions from this proposal and the accommodation can be suitably mitigated against current conditions.

Environmental Health concur with the conclusions and recommendations within the air quality report including further air quality monitoring before commencement of the development. The mitigation measures would be secured by planning condition, and the proposal would comply with policy EN16 of the Core Strategy, paragraph 8 of the PPG and the NPPF in that there would be no detrimental impact on existing air quality conditions as a result of the development.

(d) Wind Environment

A wind assessment has examined potential effects and in particular, wind flows that would be experienced by pedestrians and how this could influence activities. The assessment identified mitigation measures to minimise these impacts.

A Computational Fluid Dynamics (CFD) analysis assessed the effects of the proposal on existing wind conditions, the conditions with the proposal in place and the cumulative scenario with other committed developments. Scenarios, including existing conditions, have been modelled to determine the wind speeds at the site and the impact on pedestrian comfort and safety.

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

When the proposal becomes operational, all locations within the site, and immediate surroundings, meet the safety criteria, with no wind safety risks identified.

Pedestrian comfort conditions are predicted to be suitable for existing and intended pedestrian uses, including thoroughfares, roadways, building entrances (existing and proposed), bus stops, amenity spaces, and spill-out seating areas, thereby contributing to an attractive, pedestrian friendly local environment.

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

Noise and vibration

A noise assessment has considered the insulation requirements for the accommodation. The main sources of noise from the development are from construction activities and plant. The impact of external noise sources on the PBSA has also been considered.

Noise levels from construction would not be unduly harmful provided the operating and delivery hours are adhered to along with the erection of a hoarding with acoustic properties, silencers on equipment and regular communication with nearby residents. These details should be secured by a condition. The proposal would require plant details prior to first occupation, and it is recommended that this is a condition.

The report assesses external noise sources on the proposed accommodation. The main sources of noise would be from the traffic, and other noise, on nearby roads and the railway line. The accommodation would have to be acoustically insulated to mitigate against noise sources and to prevent overheating.

It is anticipated that mechanical ventilation and appropriate glazing would achieve the necessary noise criteria. Further information is required about measures together with a verification/post completion report prior to the first occupation of the studios and
commercial accommodation.

FAC251 (‘Factory), is a nightclub and live music venue, and a sensitive adjacent use. They have raised concerns about the impact of PBSA on their business and the lack of assessment of this in the submission. There are other late night venues in the area.

The ‘agent of change’ principle, requires the LPA to consider whether the operations of an existing business could have a significant adverse effect on new development in and suitable mitigation should be put in place before the development has been completed (as required by policy P4 of the NPPF).

An acoustic report has identified and considered the proximity of FAC251 and the nature of its operations along with the other late night uses. Measures can be put in place during the construction process to ensure that the impact on its operations is minimised. This would require close dialogue with FAC251.

The PBSA can be acoustically insulated to prevent any noise impacts on residents. Further noise testing of events does need to take place at FAC251, but Environmental Health are satisfied that an appropriate acoustic mitigation scheme can be put in place at the development.

The proposal would include appropriate glazing and mechanical ventilation systems. Further testing, and the final details of the acoustic scheme, would need to be submitted before any of the PBSA is occupied including post completion testing. This would be secured through conditions.

Conditions would ensure that the construction process is carefully managed to prevent any unduly harmful impacts, with engagement with local businesses, and residents, being strongly encouraged to inform them of noisy work etc.

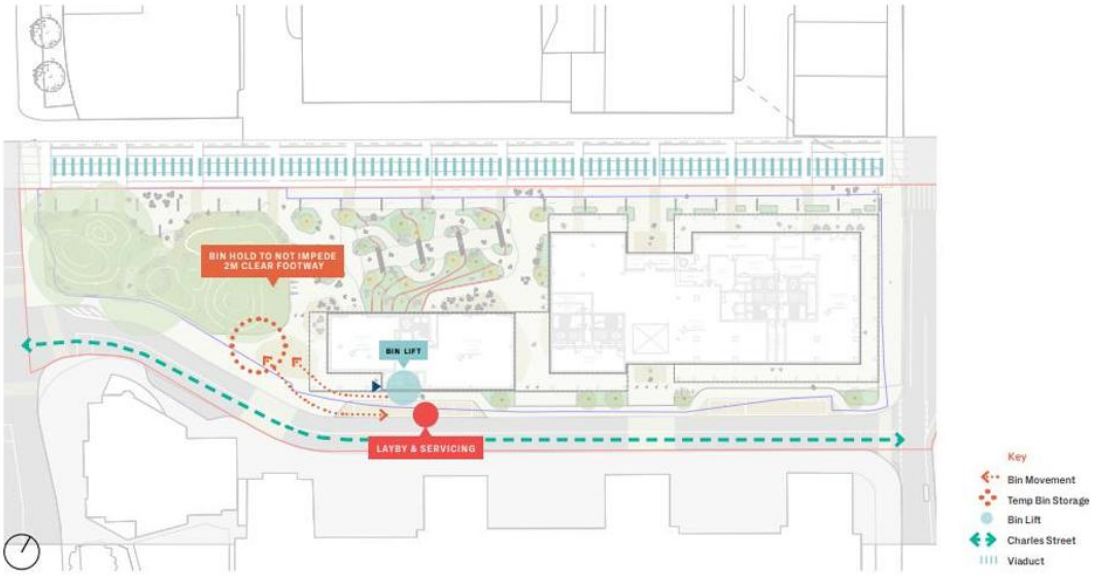
The construction process could cause some short term, temporary impacts but these can be managed and mitigated. The applicant has also been strongly advised to obtain membership of the Considerate Constructors Scheme. There would be no unduly harmful impacts on future residential amenity provided appropriate acoustic measures are implemented.

Provided that construction activities are controlled and the plant equipment and student accommodation is appropriately insulated the proposal is considered to be in accordance with policy DM1 of the Core Strategy, extant policy DC26 of the UDP and the NPPF.

Waste management

The waste storage for the PBSA would be in the basement. The strategy includes recycling and all bin types would encourage this.

On collection day, bins would be moved in the bin lift to ground floor by building management. They would then be held in a collection area, until the refuse vehicle arrives, when bins will be moved to the proposed loading bay on Charles Street where the refuse vehicle will park. Bins would not block the footway on collection day.



Waste collection arrangements

For the student accommodation element, the weekly waste generation per room is 55l general waste, 22l pulpable recycling, 22l dry recycling and 5l food waste.

The total waste requirements for the PBSA is as follows:

- General waste - 53 eurobins;
- Pulpable recycling – 21 eurobins;

- Dry recycling – 21 eurobins
- Food – 22 Wheelie bins

95 eurobins in total are required plus 22 wheelie bins. The waste management principles for the PBSA are acceptable to Environmental Health.

There will be circa 600 sqm of flexible commercial/retail space on the ground floor. Future commercial waste stores would be contained in the unit demise. Commercial waste collection would be arranged by the tenant.

Final details would need to be agreed for the commercial tenants, once the end users are known, by planning condition. The principles of the waste management arrangements are acceptable and would comply with policies EN19 and DM1 of the Core Strategy and saved policy DC10 of the UDP.

Accessibility

The development has been designed to create an inclusive environment. Level access would be provided to all external and internal doors with communal corridor width at 1350 to allow for passing.

All levels of the building would be served by fully accessible lifts meaning apartments and amenity areas will be accessible. All lifts have a minimum of 1500mm in-front for wheelchair turning.

All the bedrooms have been designed to meet Approved Document M (Vol 2). 18 studios are designed to 'wheelchair accessible bedrooms' requirements.

6 accessible cycle storage spaces will be provided as part of a total of 64 secure spaces, a provision of 9%.

Flood Risk/surface drainage

Core Strategy policy EN14 requires the impact on surface water run off in critical drainage areas to be minimised. JP-S4 of PfE similarly requires surface water run off management through sustainable drainage systems.

The site is in flood zone 2 which means there is a medium probability of flooding. This is due to the proximity of the River Medlock which is immediately to the southwest.

The site does benefit from formal flood defences. The flood map indicates that it is at low risk of fluvial flooding, and much of the eastern portion is in an area of very low flood risk. Most of the site is outside the defined fluvial flood extents of the Medlock.

As there is a risk of flooding at the site and as this would be PBSA, the proposal should be subject of a sequential test in accordance with Policy F5 in the NPPF.

The Flood Risk Assessment demonstrates that the layout, design, and mitigation measures would ensure that occupiers and users remain safe from all sources of

flooding, including current and future surface water flood risk, for the lifetime of the development. The main building is positioned in an area which is at lowest risk from flooding. The proposal would not increase flood risk elsewhere.

The Sequential Test has been met as the proposal is appropriately located and all identified flood risks have been addressed through the design and mitigation strategy. An exception test, as required under Policy F6 of the NPPF, is not required for 'More Vulnerable' developments in Flood Zone 2.

The site is in a critical drainage area where there are complex surface water flooding problems from ordinary watercourses, culverts and flooding from the sewer network. These areas are particularly sensitive to an increase in surface water run off and/or volume from new developments which may exasperate local flooding problems.

The site is in an area classified as very low risk of surface water flooding. There are no mapped overland flow routes crossing the site, and adjacent roads are shown to be at low risk, meaning the potential for off-site flows entering the site is minimal.

Surface water runoff generated within the site would be directed and managed in accordance with a detailed drainage strategy developed for the proposed development. This incorporates Sustainable Drainage Systems (SuDS), ensuring that runoff is attenuated, treated, and discharged to prevent flood risk downstream.

There is a 900mm surface water culvert entering the site in the north-east corner on Sackville Street, travelling diagonally through the site and exiting in the south-west of the site in Charles Street. This is as a culverted section of Shooters Brook, which ultimately discharges into the River Medlock. Initial surveys indicate that construction works can take place without impacting the culvert but the on site construction team should remain vigilant at all times.

A draft drainage strategy has been considered by the City Council's flood risk management team and United Utilities. A condition is recommended to capture this alongside verification and maintenance of the agreed drainage strategy. These conditions are necessary to comply with policy EN14 of the Core Strategy and JP-S4 of PfE.

Impact on the highway network/car/cycle parking and servicing

A transport statement notes that all sustainable transport modes are nearby. The site is close to all forms of public transport which would limit the need to travel by private car and offer travel choices, in line with national decision-making policy TR3.

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

Core Strategy policies T2, CC5 and saved policy DC10 are also relevant.

The transport assessment indicates that the proposal would have a minimal impact on the surrounding highway network. There would be limited onsite parking with the development supported by a travel planning Move-In/Move-Out Strategy, appropriate levels of cycle parking and student management.

If occupants and their visitors require car parking, there is available pay and display provision nearby together with a multi storey car at Circle Square which has 1018 spaces, including 28 accessible bays. The public realm includes two accessible bays on Charles Street in a new layby.

The impact of the proposal on Holcroft Moss has been assessed and it would not be necessary for the proposal to contribute to the mitigation plan.

There would be 64 cycle spaces in dedicated secure cycle stores, with more available in the phase one building and in the public realm. 14 Sheffield Stands in the public realm would provide space for up to 28 cycles.

Highway improvement works around the site would improve the pedestrian and cycling environment. A footway would be provided on Charles Street. This would include the two new accessible bays and loading bay with associated TROs.

A pedestrian route would be created along Altrincham Street, and a new crossing, as part of wider improvements and connections with the SISTER SRF place making opportunities. There should also be wider footway improvements, including tactile paving, landscaping and safe cross over points.

A travel plan would support travel needs. There would be a bespoke move in and move out strategy and operational management strategy which would include how food and parcel deliveries would be managed. A condition should ensure that the travel plan and other strategies are agreed and monitored.

The main servicing route would from Charles Street with a new loading bay on Clive Street. The servicing arrangements are satisfactory.

A construction management plan would have to be agreed. The proposal therefore accords with policy JP-C8 of PfE and policies SP1, T1, T2 and DM1 of the Core Strategy**.**

Designing out crime

A Crime Impact Statement (CIS), prepared by Design for Security at Greater Manchester Police, recognises that the proposal would bring vitality to the area and more active frontage. A condition is recommended requiring the CIS to be implemented in full to achieve Secured by Design Accreditation.

Ground conditions

There is evidence of historical contamination at the site from previous uses. This is not unusual or complex. However, the EA and Environmental Health have requested further information to ensure the ground is appropriately remediated and to reduce the risk to ground water.

The implementation should be confirmed through a verification report to confirm that it has been carried out in full

Construction management

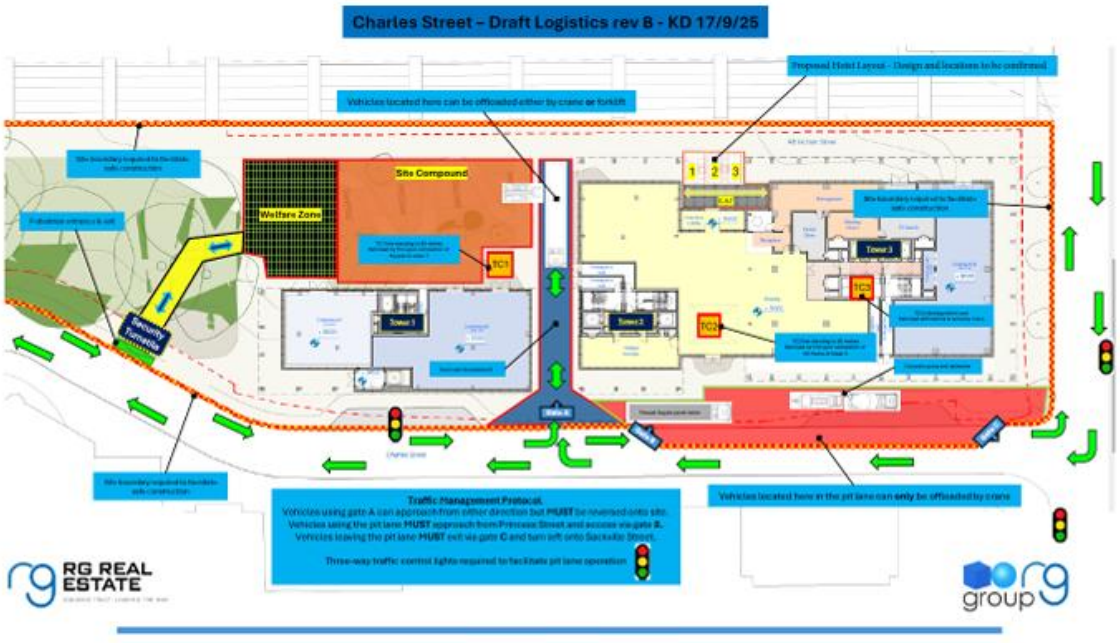
A draft construction management plan has been submitted. Construction is expected to commence in July 2027 until May 2030.

Permission has already been granted for the demolition of the existing car park which is the subject of its own construction management plan.

The works would relate to earthworks and erection of the main structure.

Construction hours would be Monday to Friday 07:30-18:00 hours and Saturday 08:30-14:00 hours.

The main site access will be off Charles Street where construction which will accommodate construction vehicles.



Logistics plan

The proposal would take place close to homes and critical road and rail infrastructure. There is also a day nursery opposite the site. Dust mitigation measures would be used, and plant and equipment would be fitted with silencers and

would be used during working hours only. Construction waste management would always be in place.

The contractor would regularly engage with residents and community groups. This is especially important for major work elements such as piling and tower crane erection due to the proximity to homes. The Contractor would display a contact number on hoardings which will be operational 24/7.

Site personnel would be encouraged to utilise the extensive public transport options.

All supply chain members would co-ordinate their respective needs with the site gateway and deliveries team. All deliveries would be booked in online. Materials will be offloaded from the vehicle directly to the point of use wherever possible.

Provided these measures are adhered to, the construction activities are in accordance with policies SP1 and DM1 of the Core Strategy and extant policy DC26 of the Unitary Development Plan. However, a condition is recommended that requires the final construction management plan to be agreed to ensuring the process has the minimal impact on surrounding residents, the nursery and local businesses and the highway network.

Aerodrome Safeguarding

The Aerodrome Safeguarding Officer has requested that prior to any above ground works; confirmation is sought that there would be no impact upon the Instrument Flight Procedure surfaces (IFPs) at Manchester Airport. This should form part of the conditions of the planning approval.

An informative about the use of cranes should be imposed on the planning permission.

Other Matters

Comments have been received from the NHS who object to the proposal on the basis that there is not sufficient existing primary healthcare capacity locally to address demand generated by the development.

They have requested mitigation in the form of a financial contribution to deliver additional primary care floorspace to serve residents of the new development. They consider, that without this mitigation, the proposal would not comply with development plan and NPPF.

It is acknowledged that the proposal would increase the number of student beds at the site. The site has been identified specifically to meet need that has been identified by the Council as part of its review into PBSA in the city. There is no policy basis within the development plan to request a financial payment to support primary healthcare locally. There is no conflict with the development plan and this would not warrant refusal of this application.

Legal Agreement

This application will be subject to a legal agreement which would secure a management fee to monitor the on site biodiversity net gain as set out under the heading ‘Impact on Biodiversity’ within this report.

This application should also secure affordable discounted accommodation at the site as set out under the heading ‘Affordable Housing’ within this report.

The applicant has offered the affordable housing voluntarily. Members are advised that affordable housing is not required to make this development acceptable and is being offered on a wholly voluntary basis by the applicant, this should not be given any weight in the planning balance. Members should therefore not take this into account in the determination of this planning application.

In addition, there is also a requirement to ensure that private waste collections are maintained throughout the lifetime of the development as set out under the heading ‘waste strategy and servicing management’.

The project architect should also be retained to deliver the scheme in the interest of ensuring the architectural integrity of the scheme as detailed within the heading ‘Visual Amenity’ of this report.

Conclusion

The proposal conforms to the development plan taken as a whole as directed by section 38 (6) of the Planning and Compulsory Purchase Act 2004 and there are no material considerations which would indicate otherwise.

The site is in the Oxford Corridor where change is expected to take place to support the educational and economic outputs in the area. The site is also identified in the ID Manchester SRF which states the site is suitable for PBSA and can accommodate a landmark building

The proposal would deliver upon the aspirations of the SRF. A landmark building would be created on this gateway site and complies with the relevant policies in the development plan. The place making would repair the poor condition of Charles Street and created an enhanced pedestrian environment. Improvements would also be made to Altrincham Street and provide a new square.

National decision-making policy HO7 states that substantial weight should be given to the benefits of providing homes which contribute towards meeting the evidenced accommodation needs as identified through needs assessment.

National decision-making policy HO9 states that development should address specialist housing needs and provide living conditions and access to services which are appropriate to the needs of their residents and users. PBSA is identified by this policy and includes the locational requirements of such accommodation, the nature of the living conditions and the provision of management plans.

1041 would be created of which 10% would be available at discounted rent.

Policy JP-Strat2: City Centre and Policy JP-H1within Places for Everyone supports the role of the city centre in terms of new growth.

The proposal would generate up to 99 FTE jobs during construction and 19 – 78 FTE jobs during operation. It would also contribute c. £9.4million GVA per annum during construction of which £5.9m is expected to impact the local Manchester economy.

Trees and planting would be created in a landscaped area which would have a positive impact of biodiversity and the ecology.

The risk from flooding has been minimised in line with national planning policy and surface water can be managed in line with sustainable principles.

There would be some localised impact on surrounding listed buildings and the Whitworth Street conservation area. National decision making policy HE6 (1) directs that when considering the potential effect of a proposal on the significance of a designated heritage asset, substantial weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be).

The level of harm would be low and as directed by national decision making policy HE6 (4), the harm would be outweighed by the public benefits of the scheme which are significant (S66 and S72 of the Listed Buildings Act).

Careful consideration has been given to the impact of the proposal on the area. There is a long-standing residential community immediately adjacent to the site which would be affected alongside local businesses. This would be a significant development and would be noticeable during construction and when the site becomes operational.

The buildings and its facilities would be fully accessible. The waste can be managed and recycled in line with the waste hierarchy.

Construction impacts to the surrounding homes would be minimised through a construction management plan which would control how dust and noise is e managed. There would be no unduly harmful impacts from noise, traffic generation, air quality, water management, contamination or loss of daylight, sunlight and privacy. Where harm does arise, it can be mitigated and would not amount to a reason to refuse this planning application

The national decision-making policies S3 and S4 states that there is a presumption in favour of sustainable development within settlements and such developments should be approved unless the benefits of doing so would be substantially outweighed by an adverse effect when assessed against other national decision making policies.

There are no policy reasons to refuse this application and whilst there is harm as a result of the scheme, particularly heritage harm, when considered as a whole, and on balance, the development is acceptable subject to the mitigation outlined and secured by relevant planning conditions.

Other Legislative Requirements
Equality Act 2010
Section 149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

Human Rights Act 1998 considerations – This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have made representations) have the right to a fair hearing and to this end the Committee must give full consideration to their comments.

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved polices of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. They believe that any restriction on these rights posed by the recommendation given is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation: **Resolve to grant planning permission subject to:**

- the signing of a section 106 agreement to secure:
    - private waste collections would take place for the perpetuity of the development,
    - BNG monitoring fee; and
    - secure the project architect.

Article 35

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to matters arising in relation to dealing with the planning application. Pre application advice has been sought in respect of this matter where early discussions took place regarding the siting/layout, scale, design and appearance of the development along with other matters. Further discussions have taken place during the course of the application. The proposal is considered to be acceptable and therefore determined within a timely manner.

Conditions attached to this decision

1) The development must be begun not later than the expiration of three years beginning with the date of this permission. Reason - Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

2) The development hereby approved shall be carried out in accordance with the following drawings and documents:

Drawings:

0667-HOD-XX-ZZ-DR-A-(--)601 P2, 0667-HOD-XX-ZZ-DR-A-(--)300 P2, 0667-HOD-XX-ZZ-DR-A-(--)605 P2, 0667-HOD-XX-ZZ-DR-A-(--)607 P2, 0667-HOD-XX-ZZ-DR-A-(--)610 P2, 0667-HOD-XX-ZZ-DR-A-(--)302 P2, 0667-HOD-XX-ZZ-DR-A-(--)608 P2, 0667-HOD-XX-ZZ-DR-A-(--)609 P2, 0667-HOD-XX-ZZ-DR-A-(--)604 P2, 0667-HOD-XX-ZZ-DR-A-(--)606 P2, 0667-HOD-XX-ZZ-DR-A-(--)600 P2, 0667-HOD-XX-ZZ-DR-A-(--)611 P2, 0667-HOD-XX-ZZ-DR-A-(--)602 P2, 0667-HOD-XX-ZZ-DR-A-(--)303 P2, 0667-HOD-XX-ZZ-DR-A-(--)603 P2 and 667-HOD-XX-ZZ-DR-A-(--)301 P2 received by the City Council, as Local Planning Authority, on the 24 August 2026

0667-HOD-XX-ZZ-DR-A-(--)208 P1, 0667-HOD-XX-01-DR-A-(--)201 P1, 0667-HOD-XX-ZZ-DR-A-(--)403 P1, 0667-HOD-XX-ZZ-DR-A-(--)401 P1, 0667-HOD-XX-R1-DR-A-(--)238 P1, 0667-HOD-XX-ZZ-DR-A-(--)402 P1, 0667-HOD-XX-ZZ-DR-A-(--)404 P1, 451-LYR-XX-ZZ-DWG-L-1001 Rev 6, 0667-HOD-XX-ZZ-DR-A-(--)400 P1, 451-LYR-XX-ZZ-DWG-L-3001 Rev 1, 0667-HOD-XX-00-DR-A-(--)200 P1 , 0667-HOD-XX-ZZ-DR-A-(--)239 P1, 0667-HOD-XX-ZZ-DR-A-(--)406 P1, 0667-HOD-XX-ZZ-DR-A-(--)204 P1, 0667-HOD-XX-ZZ-DR-A-(--)236 P1, 0667-HOD-XX-ZZ-DR-A-(--)230 P1, 0667-HOD-XX-02-DR-A-(--)202 P1, 0667-HOD-XX-03-DR-A-(--)203 P1, 0667-HOD-XX-ZZ-DR-A-(--)210 P1, 0667-HOD-XX-B1-DR-A-(--)199 P1, 451-LYR-XX-ZZ-DWG-L-1002 Rev 6, 0667-HOD-XX-ZZ-DR-A-(--)405 P1, 0667-HOD-XX-ZZ-DR-A-(--)206 P1 received by the City Council, as Local Planning Authority, on the 15 May 2026

Supporting information

Environmental Standards Statement, Piling Methodology Statement, Planning Statement, UXO Risk Assessment, Arboricultural Impact Assessment, Fire Statement, Shooters Brook Diversion Review, Supplementary Drainage Information, tree protection plan (14667_P19), preliminary ground investigation report and final factual report, BREEAM Commercial pre assessment, Statement of Consultation, Local Labour Statement, FRA and Drainage Strategy, Ecology Impact Assessment, TV baseline Assessment, Archaeological Assessment, BNG Metric, Operational Waste Strategy, Outline Operational Management Strategy, Desk-Based Satellite Television Interference Assessment, Crime Impact Statement, Preliminary Geoenvironmental Appraisal, Travel Plan, Thermal Comfort Report, Energy and Carbon Statement, BREEAM (PBSA - Pre-Assessment Report), Tree Retention and Removal Plan (14667_P18), Broadband Connectivity Assessment, Circular Economy Statement and Operational Energy Report received by the City Council, as Local Planning Authority, on the 15 May 2026

Ventilation and extraction statement, acoustic assessment report (Rev 1) and Thermal Comfort Report received by the City Council, as Local Planning Authority, on the 14 August 2026

Plot H Design and Access Statement V2 received by the City Council, as Local Planning Authority, on the 24 August 2026

Volume 1 Environmental Statement including:

Chapter 1 – Introduction
Chapter 2 – Methodology
Chapter 3 – Alternatives and Design Evolution
Chapter 4 – Site Context and Description of Development
Chapter 6 – Built Heritage
Chapter 7 – Townscape and Visual Impact
Chapter 8 – Noise and Vibration
Chapter 9 – Air Quality
Chapter 10 – Transport
Chapter 11 – Daylight, Sunlight and Overshadowing
Chapter 12 – Solar Glare
Chapter 13 – Wind
Chapter 14 – Climate Change
Chapter 15 – Socio-Economic
Chapter 16 – Human Health
Chapter 17 – Summary of Residual Effects
Chapter 18 – Type 1 Cumulative Effects

Volume 2: Technical Appendices
Volume 3: Non-Technical Summary

received by the City Council, as Local Planning Authority, on the 15 May 2026

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to policies SP1 and DM1 of the Core Strategy.

3) No vegetation clearance shall take place during the optimum period for bird nesting (March - September inclusive) unless nesting birds have been shown to be absent, or, a method statement for the vegetation clearance including for the protection of any nesting birds is agreed in writing by the City Council, Local Planning Authority. Any method statement shall then be implemented for the duration of the demolition works.

Reason - In order to protect wildlife from works that may impact on their habitats pursuant to policy EN15 of the Manchester Core Strategy (2012).

4) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained on drawing 14667_P18 received by the City Council, as Local Planning Authority, on the 15 May 2026; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the occupation of the building for its permitted use. (a) No retained tree shall be cut down, uprooted or

destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the local planning authority. Any topping or lopping approved shall be carried out in accordance with British Standard 5387 (Trees in relation to construction) (b) If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority. (c) The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority.

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with policies EN9 and EN15 of the Core Strategy.

5) All tree work should be carried out by a competent contractor in accordance with British Standard BS 3998 "Recommendations for Tree Work".

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with policies EN9 and EN15 of the Core Strategy.

6) Prior to the commencement of a plot of development, a detailed construction management plan outlining working practices for that plot of development shall be submitted to and approved in writing by the Local Planning Authority.

This shall include:

- The duration/phasing of construction works and associated vehicle trips;
- Confirmation of display of an emergency contact number;
- Contact details of the site manager/responsible person to discuss issues/amendments that arise;
- Wheel Washing, dust suppression measures and schedule for maintenance of drains and gulleys;
- Requirements for any tower crane, including arrangements for delivery, assembly and removal
- Routing of construction traffic and associated swept-path assessment;
- Details of the location and arrangements for contractor parking;
- The identification of the vehicular access points into the site;
- Site set up plan highlighting location of welfare facilities, material and plant storage, waste storage and loading/unloading areas;
- Impact on adjacent TROs including loading bays, bus stops/shelters (to be agreed with TfGM), taxi bays etc.
- Traffic Management measures for vehicles, pedestrians and cyclists;

- Details/mitigation of any impacts on street furniture, crossing points, highway layout, lines etc.
- Details/mitigation of any proposed utility connections and how these will be coordinated and managed to reduce impacts on the highway.
- The management and coordination of construction activities with reference to ongoing/imminent construction works in the locality; and
- Highway dilapidation survey including photographs and commentary on the condition of carriageway/footways on construction vehicle routes surrounding the site.

Manchester City Council encourages all contractors to be 'considerate contractors' when working in the city by being aware of the needs of neighbours and the environment. Membership of the Considerate Constructors Scheme is highly recommended.

The development shall be carried out in accordance with the approved construction management plans for the duration of the demolition and construction parts of the development.

Reason - To safeguard the amenities of nearby residents and highway safety, pursuant to policies SP1, EN9, EN19 and DM1 of the Manchester Core Strategy (July 2012).

7) a) Prior to the commencement of the development, details of a Local Labour Proposal, in order to demonstrate commitment to recruit local labour for the duration of the construction of that plot of the development, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved document shall be implemented as part of the construction of the relevant plot of the development. In this condition a Local Labour Proposal means a document which includes:

i) the measures proposed to recruit local people including apprenticeships
ii) mechanisms for the implementation and delivery of the Local Labour Proposal
iii) measures to monitor and review the effectiveness of the Local labour Proposal in achieving the objective of recruiting and supporting local labour objectives

(b) Within one month prior to construction work for the relevant plot being completed, a detailed report which takes into account the information and outcomes about local labour recruitment pursuant to items (i) and (ii) above shall be submitted for approval in writing by the City Council as Local Planning Authority.

Reason - The applicant has demonstrated a commitment to recruiting local labour pursuant to policies SP1, EC1 and DM1 of the Manchester Core Strategy (2012).

8) Prior to the commencement of a plot of the development, all material to be used on all external elevations of the relevant plot of development shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include the submission of samples (including a panel) and specifications of all materials to be used on all external elevations of the development along with jointing and fixing details, window reveals and soffits, details of the drips to be used to prevent staining

in, ventilation/air brick and a strategy for quality control management. The approved materials shall then be implemented as part of the relevant plot of the development.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, as specified in policies SP1 and DM1 of the Core Strategy.

9) (a) The development shall not commence until a scheme for the drainage of surface water from that entire development shall be submitted for approval in writing by the City Council as the Local Planning Authority. This shall include:

- Progression through the drainage hierarchy must be evidence based and supported by site investigation including assessments of ground conditions and infiltration testing in accordance with BRE365. Proposals of attenuation should achieve half drain time within 24 hours.
- Maximised integration of green SuDS components (utilising infiltration or attenuation) if practicable.
- Where surface water is connected to the ordinary watercourse, agreement in principle from Manchester City Council as Lead Local Flood Authority is required. Please note that all new connections to the watercourses shall comply with reduction of flows to Greenfield runoff rates. An email of acceptance of proposed flows and/or new connection will suffice
- A finalised drainage layout showing all components, outfalls, levels and connectivity.
- An existing and proposed impermeable areas drawing to accompany all discharge rate calculations.
- Hydraulic calculations of the proposed drainage system, including all design parameters. Calculations must Include Critical Storm Events for the 1 in 2, 1 in 30 and 1 in 100 + 45% Climate Change. Results must demonstrate no surcharge for the 1 in 2, no flooding in the 1 in 30 and no flooding of buildings for the 1 in 100 + 45% Climate Change.
- A blockage risk assessment must be undertaken as part of the drainage strategy to support proposed flows less than 5 l/s.
- A plan indicating surface water overland flow routes for extreme events to ensure flows are diverted away from existing and proposed buildings (including basements). • Construction details of flow control and SuDS elements.
- A plan indicating easements. SuDS features (including attenuation tanks) should be appropriately positioned, including a 2.5m easement from the existing highway and a 5m easement from any dwellings, guaranteeing accessibility for future maintenance and contingency for asset failure. This practice is in accordance with SuDS Manual (C753).

(b) The development shall then be constructed in accordance with the approved details, within an agreed timescale.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution pursuant to policies SP1, EN14 and DM1 of the Manchester Core Strategy (2012).

10 a) Notwithstanding the Preliminary Ground Investigation Interpretative Report, ID Manchester, ARUP, Reference: UNMC-ARUP-ZZ-XX-RP-CG-0004, Issue 2, Dated: 16 April 2020 – this report covers the site and the wider development area and is over five years old. • Preliminary Geoenvironmental Appraisal of Land at Plot H, Sister, Calabrian, Reference: 7356/1D, Dated: November 2025., on the 15 May 2026, prior to the commencement of a plot of the development, the following information shall be submitted for approval in writing by the City Council, as Local Planning Authority, to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site:

- Submission of a Site Investigation and Risk Assessment Report; and
- Submission of Remediation Strategy.

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies DM1 and EN18 of the Core Strategy.

11) If, during the development, contamination or conditions not previously identified as part of the agreed documents within condition 10 are found to be present at the site (or in the monitored vicinity) then no further operations in that part of the site shall be carried out until a strategy which details how this unsuspected circumstance shall be dealt with has been submitted for approval in writing by the City Council, as Local Planning Authority. The approved strategy shall then be implemented and then verified as required by condition 12.

Reason - To ensure that the works to be undertaken do not contribute to, or adversely affect, unacceptable levels of water pollution from previously unidentified contamination sources pursuant to policies EN17 and EN18 of the Manchester Core Strategy (2012).

12) Prior to a plot of development hereby approved being brought into first use, and following completion of the remediation strategy approved as part of condition (11), a Completion/Verification Report shall be submitted for approval in writing by the City Council as Local Planning Authority. This shall demonstrate that the completion of works has been carried out in accordance with the approved remediation strategy and has been effective. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.

Reason - To ensure that the site has been appropriately remediated prior to the commencement of works associated with the redevelopment of the site, pursuant to policies EN17, EN18 and DM1 of the Manchester Core Strategy (2012).

13) Prior to the first use of the development, details of the implementation, maintenance and management of the sustainable drainage scheme shall be submitted for approval in writing by the City Council, as Local Planning Authority. The scheme shall include the following:

- Verification report providing photographic evidence of construction; and

- Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime. The approved scheme shall then be implemented in accordance with the details and thereafter managed and maintained for as long as the development remains in use. Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution pursuant to policies SP1, EN14 and DM1 of the Manchester Core Strategy (2012).

14) The development shall be carried out in accordance with the Environmental Standards received by the City Council, as Local Planning Authority, on the 15 May 2026. A post construction review certificate/statement for the development shall be submitted for approval in writing, within a timescale that has been previously agreed in writing, to the City Council as Local Planning Authority for that plot.

Reason - In order to minimise the environmental impact of the development pursuant to policies SP1, T1-T3, EN4-EN7 and DM1 of the Core Strategy and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

15) The development hereby approved shall achieve a post-construction Building Research Establishment Environmental Assessment Method (BREEAM) rating of at least an 'Excellent' rating. Post construction review certificate(s) shall be submitted to, and approved in writing by the City Council as local planning authority, within six months of the buildings hereby approved being first occupied.

Reason - In order to minimise the environmental impact of the development, pursuant to policies SP1, T1-T3, EN4-EN7 and DM1 of the Core Strategy, and the principles contained within The Guide to Development in Manchester SPD (2007), and the National Planning Policy Framework.

16) (a) Notwithstanding drawings 451-LYR-XX-ZZ-DWG-L-1001 Rev 6, 451-LYR-XX-ZZ-DWG-L-3001 Rev 1 and 451-LYR-XX-ZZ-DWG-L-1002 Rev 6 received by the City Council, as Local Planning Authority, on the 15 May 2026, prior to the commencement of landscaping works associated with a plot of the development hereby approved, details of a hard and soft landscaping scheme (including appropriate materials specifications and street trees) shall be submitted for approval in writing by the City Council as Local Planning Authority.

(b) The approved scheme shall be implemented prior to the first use of a relevant plot of the development.

If within a period of 10 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies SP1, EN9 and DM1 of the Core Strategy.

17) Prior to the first use of the development hereby approved, full details of the specification and locations of bat and bird boxes, shall be submitted to and approved in writing by the City Council as Local Planning Authority. The bat and bird boxes shall be installed prior to the completion of a plot of the development and therefore be retained and remain in situ.

Reason - To ensure the creation of new habitats in order to comply with policy EN15 of the Manchester Core Strategy (2012).

18) (a) Prior to any above ground works, either a scheme that demonstrates that any plant equipment will achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location, or a scheme showing a method to acoustically treat/insulate any plant equipment so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location, shall be submitted to and approved in writing by the Local Planning Authority. The development shall then be carried out in accordance with the approved details.

b) Prior to the first occupation of the PBSA accommodation, a verification report, which will include post-completion testing, shall be submitted to and approved in writing by the Local Planning Authority to validate that the plant equipment achieves a rating level of 5dB (LAeq) below the typical background (LA90) at the nearest noise sensitive location.

c) In the event of non-conformity with a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location, then any measures/changes required to achieve conformity shall be carried out. Any required measures/changes and verification shall continue until conformity has been achieved and agreed in writing by the Local Planning Authority, before the use can commence.

Reason - To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site. Pursuant to policies SP1 and DM1 of the Core Strategy and saved policy DC26 of the UDP.

19) (a)Prior to any above ground works, a scheme of acoustic insulation for the non residential areas (gym, commercial uses), within the development containing, shall be submitted for approval in writing by the City Council, as Local Planning Authority.

Where entertainment noise is proposed the LAeq (entertainment noise) shall be controlled to 5dB below the LA90 (without entertainment noise) in each octave band at the facade of the nearest noise sensitive location, and internal noise levels at structurally adjoined residential properties in the 63HZ and 125Hz octave frequency bands shall be controlled so as not to exceed (in habitable rooms) 47dB and 41dB (Leq,5min), respectively

(b) Prior to the first use of those spaces within a relevant plot of the development, a verification report will be required to validate that the work undertaken conforms to the recommendations and requirements approved as part of part (a) of this planning condition. The verification report shall include post completion testing to confirm the noise criteria has been met.

(c) In the event of any non-conformity with the approved noise insulation and ventilation scheme, then any further measures that are required to achieve the required noise criteria shall be carried out. Any required measures and validation shall continue until conformity has been achieved and agreed in writing by the Local Planning Authority, prior to first use/occupation of the development.

Reason - In order to limit the outbreak of noise from the commercial premises pursuant to policies SP1 and DM1 of the Core Strategy (2007) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

20) (a) Prior to any above ground works, a scheme for acoustically insulating the proposed student accommodation against noise shall be submitted for approval in writing by the City Council as Local Planning Authority. There may be other actual or potential sources of noise which require consideration on or near the site, including any local commercial/industrial premises. The potential for overheating shall also be assessed and the noise insulation scheme shall take this into account. Noise survey data shall include measurements taken during a rush-hour period and night time to determine the appropriate sound insulation measures necessary.

The following noise criteria shall be required to be achieved when providing adequate ventilation as defined by Approved Document F of the Building Regulations (whole dwelling ventilation): Bedrooms (night time - 23.00 - 07.00) 30 dB LAeq (individual noise events shall not exceed 45 dB LAmax,F by more than 15 times) Living Rooms (daytime - 07.00 - 23.00) 35 dB LAeq Gardens and terraces (daytime) 55 dB LAeq Higher internal noise levels than those specified above may be allowed when higher rates of ventilation are required in relation to the overheating condition. Additionally, where entertainment noise is a factor in the noise climate the sound insulation scheme shall be designed to achieve internal noise levels in the 63Hz and 125Hz octave centre frequency bands so as not to exceed (in habitable rooms) 47dB and 41dB (Leq,5min), respectively. The approved noise insulation and ventilation scheme shall be completed before the first occupation of the student accommodation.

(b)Prior to the first occupation of the student accommodation, a verification report will be required to validate that the work undertaken conforms to the recommendations and requirements approved as part of part (a) of this planning condition. The verification report shall include post completion testing to confirm the noise criteria has been met with windows and purge vent doors closed.

(c) In the event of any non-conformity with the approved noise insulation and ventilation scheme, then any further measures that are required to achieve the required noise criteria shall be carried out. Any required measures and validation shall continue until conformity has been achieved and agreed in writing by the Local Planning Authority, prior to first use/occupation of the development

Reason: To secure a reduction in noise from traffic or other sources in order to protect future residents from noise disturbance pursuant to policies SP1, H1 and DM1 of the Core Strategy (2007) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

21) Prior to first use of each commercial unit of the development hereby approved, details of the location of the waste storage and an accompanying waste management strategy for the relevant unit shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall be implemented as part of the first use of the relevant plot and shall remain in situ whilst the use or development is in operation

Reason - To ensure adequate refuse arrangement are put in place for the commercial element of the scheme pursuant to policies EN19 and DM1 of the Manchester Core Strategy.

22) The PBSA element hereby approved shall be carried out in accordance with the Plot H Waste Strategy received by the City Council, as Local Planning Authority, on the 15 May 2026.

The approved scheme shall be implemented as part of the first occupation of the development and shall remain in situ whilst the use or development is in operation.

Reason - To ensure adequate refuse arrangement are put in place for the PBSA element of the scheme pursuant to policies EN19 and DM1 of the Manchester Core Strategy.

23) The development hereby approved shall include a building and site lighting scheme including details of illumination of external areas during the period between dusk and dawn and details of lighting being turned off when not in use. Full details of such a scheme for the development shall be submitted for approval in writing by the City Council, as Local Planning Authority before the first use of the development hereby approved. The approved scheme shall be implemented in full upon first occupation of the development and shall remain in operation for so long as the development is occupied.

Reason - In the interests of amenity, crime reduction, personal safety, the safety of the tram lines and impact on the canal corridor in order to comply with the requirements of policies SP1 and DM1 of the Manchester Core Strategy (2012).

24) If any lighting at the development hereby approved, when illuminated, causes glare or light spillage which in the opinion of the Council as local planning authority acting reasonably causes detriment to adjoining and nearby residential properties, within 14 days of a written request, a scheme for the elimination of such glare or light spillage shall be submitted to the Council as local planning authority and once approved shall thereafter be retained in accordance with details which have received prior written approval of the City Council as Local Planning Authority.

Reason - In order to minimise the impact of the illumination of the lights on the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

25) The development hereby approved shall be carried out in accordance with the Crime Impact Assessment Greater Manchester Police received by the City Council, as Local Planning Authority, on the 15 May 2026. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a Secured by Design accreditation.

Reason - To reduce the risk of crime pursuant to policies SP1 and DM1 of the Core Manchester Strategy (2012) and to reflect the guidance contained in the National Planning Policy Framework.

26) (a) Vehicular deliveries, servicing and collections including waste collections for the development shall not take place outside the following hours: Monday to Saturday 07:30 to 20:00 Sundays (and Bank Holidays): 10:00 to 18:00

Reason - In the interest of residential amenity pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

27) The student accommodation element of the development hereby approved shall be used as purpose built student accommodation (PBSA) (Sui Generis) and for no other purpose of The Town and Country Planning (Use Classes) Order 1987 (or any order revoking and re-enacting that Order with or without modification) (including serviced apartments/apart hotels, or similar uses (other than the PBSA use specifically permitted by this condition) where sleeping accommodation (with or without other services) is provided by way of trade for money or money's worth and occupied by the same person for less than ninety consecutive nights).

Reason - To ensure that the accommodation is used solely for the intended purpose - student accommodation and to safeguard the amenities of the neighbourhood by ensuring that other uses which could cause a loss of amenity such as serviced apartments/apart hotels do not commence without prior approval pursuant to policies DM1 and H11 of the Core Strategy for Manchester and the guidance contained within the National Planning Policy Framework.

28) The development hereby approved shall be carried out in accordance with the Plot H travel plan received by the City Council, as Local Planning Authority, on the 15 May 2026 In this condition a Travel Plan means a document which includes:

i) the measures proposed to be taken to reduce dependency on the private car by those living and working at the development;

ii) a commitment to surveying the travel patterns of residents/staff during the first three months of the first use of the building and thereafter from time to time

iii) mechanisms for the implementation of the measures to reduce dependency on the private car

iv) measures for the delivery of specified Travel Plan services
v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car

Within six months of the first use of the development, a Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted for approval in writing by the City Council as Local Planning Authority. Any Travel Plan which has been approved by the City Council as Local Planning Authority shall be implemented in full at all times when the development hereby approved is in use.

Reason - To assist promoting the use of sustainable forms of travel at the development, pursuant to policies T1, T2 and DM1 of the Manchester Core Strategy (2012).

29) (a) Prior to the first occupation of the student accommodation hereby approved, the cycle store as indicated on drawings 0667-HOD-XX-B1-DR-A-(--)199 P1 (with provision for 64 cycle spaces) together with 14 Stands in the public realm received by the City Council, as Local Planning Authority, on the 15 May 2026 shall be implemented and made available for the occupants of the relevant Plot of the development. The cycle store shall remain available and in use for as long as the development is occupied.

(b) The number of cycle spaces shall be reviewed annually as part of the travel plan requirements of condition 28 of this planning permission (commencing from the date of this permission). The survey shall be completed within 7 days of each annual review date and the results of the survey provided to the City Council within 7 days thereafter. Any additional cycle spaces identified as part of this review shall be implemented within two months of approval of the annual agreement.

Reason - To ensure there is sufficient cycles stand provision at the in order to support modal shift measures pursuant to policies SP1,T1, T2 and DM1 of the Manchester Core Strategy (2012).

30) a) Prior to any above ground works, hereby approved, a scheme of highway works and details of footpaths reinstatement/public realm shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include the following:

Charles Street:

- Narrowing of the carriageway to a minimum of 6.0m.
- Retention of two-way traffic operation.
- Provision of a new footway on the northern side of Charles Street.
  - minimum 2m wide behind loading bays and wider elsewhere.
  - Adoption of the new footway by Manchester City Council.
- Provision of two loading bays on Charles Street.
- Provision of two disabled parking bays in a lay-by arrangement.
- Resurfacing of footways.
- New dropped kerbs and tactile paving at crossing points.
- TROs to control loading and prevent inappropriate parking.

Altrincham Street:

- Creation of a new 4m wide pedestrianised route along Altrincham Street.
- Public realm improvements connecting into the wider Sister masterplan.
- Installation of retractable bollards for emergency/maintenance access.

Princess Street / Charles Street Junction:

- Public realm improvements adjacent to the junction.
- Footway resurfacing and pedestrian environment enhancements around the site frontage.

General Highway/Public Realm Works:

- Resurfacing of all footways surrounding the site.
- Reinstatement of redundant vehicle crossovers/access points.
- Installation of new tactile paving and dropped kerbs.
- Provision of visitor cycle parking within the public realm.
- Landscaping, tree planting and associated public realm enhancements.

S278 highway agreement a Stage 1 Road Safety Audit

(b) Prior to the first occupation of the development hereby approved, a verification report, which will include photographic evidence and highway approval/completion notices (where relevant) shall be implemented as part of the development and be in place prior to the first occupation of the development and thereafter retained and maintained.

(c) In the event of non-conformity, where the highway works have not been carried out and/or to relevant standards, then any measures/changes required to achieve conformity shall be carried out. Any required measures/changes and verification shall continue until conformity has been achieved and agreed in writing by the Local Planning Authority, before first occupation of the development.

Reason - To ensure safe access to the development site in the interest of pedestrian and highway safety pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012).

31) Within one month of the practical completion of the development, and at any other time during the construction of the development if requested in writing by the City Council as Local Planning Authority, in response to identified television signal reception problems within the potential impact area a study to identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out above shall be submitted for approval in writing by the City Council, as Local Planning Authority. The measures identified must be carried out either before each phase is first occupied or within one month of the study being submitted for approval in writing to the City Council as Local Planning Authority, whichever is the earlier.

Reason - To provide an indication of the area of television signal reception likely to be affected by the development to provide a basis on which to assess the extent to which the development during construction and once built, will affect television reception and to ensure that the development at least maintains the existing level and quality of television signal reception - In the interest of residential amenity, as specified in policy DM1 of Manchester Core Strategy (2012).

32) All windows at ground level, unless shown otherwise on the approved drawings detailed in condition 2 shall be retained as a clear glazed window opening at all time and views into the premises shall not be screened or obscured in anyway.

Reason - The clear glazed window(s) is an integral and important element in design of the ground level elevations and are important in maintaining a visually interesting street-scene consistent with the use of such areas by members of the public, and so as to be consistent with saved policy DC14 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Manchester Core Strategy (2012).

33) The development hereby approved shall include for full disabled access to be provided to all areas of public realm and via the main entrances and to the floors above.

Reason - To ensure that satisfactory disabled access is provided by reference to the provisions Manchester Core Strategy (2012) policy DM1.

34) Prior to any above ground works relating to the PBSA Buildings, details of the location, size and specification of the accessible bedrooms for the PBSA (minimum of 18 studios) shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented as part of the development and thereafter retained and maintained in situ.

Reason - In the interest of ensuring the accommodation is accessible to all pursuant to policy DM1 of the Manchester Core Strategy (2012).

35) Prior to the first use of the development hereby approved a signage strategy for the each building shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved strategy shall then be implemented and used to inform any future advertisement applications for the building. A minimum of one projecting box sign would be acceptable for each commercial use (30mm thickness) and ground floor sign to commercial and community spaces should be situated behind the glass).

Reason - In the interest of visual amenity pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

36) Prior to the first use of the development hereby approved, details of the specification, siting, scale and appearance of the solar panels to the roof (including cross sections) shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented prior to the first use of the relevant Building and thereafter retained and maintained in situ.

Reason - In the interest of ensuring the solar panels are of the appropriate specification and appearance in the interest of the overall sustainability of the building and visual amenity pursuant to polices SP1, EN1, EN6 and DM1 of the Manchester Core Strategy (2012).

37) Prior to the first use of the external areas within the development, details of any external areas associated (including an Operating Schedule) shall be submitted for approval in writing by the City Council, as Local Planning Authority. The Operating Schedule shall contain the following details:

a. A scaled layout plan showing the proposed seating area, including layout of furniture and demarcation of the area;

b. Full details of the measures proposed to ensure that the proposed seating area is fully accessible by disabled people;

c. Details of the proposed furniture, including any barriers;

d. A detailed management strategy that includes information on how the proposed external seating area would be managed in terms of potential noise disturbance, additional movement and activity, litter and storage of furniture at night;

e. days and hours of operation. The approved plan shall be implemented upon first use of the development and thereafter retained. No amplified sound or any music shall be produced or played in any part of the site outside the building.

Reason - To safeguard the amenities of the occupiers of nearby properties, pursuant to policies SP1 and DM1 of the Core Strategy.

38) Prior to the first use of the commercial units, details of a scheme to extract fumes, vapours and odours from the relevant unit shall be submitted for approval in writing by the City Council, as Local Planning Authority (unless no kitchen extraction or cooking facilities are required). The approved scheme shall then be implemented prior to the first use of each of the relevant unit and thereafter retained and maintained in situ.

Reason - To ensure appropriate fume extraction is provided for the non residential spaces pursuant to policies SP1 and DM1 of the Manchester Core Strategy and saved policy DC10 of the Unitary Development Plan for the City of Manchester (1995).

39) Prior to the first use of the commercial units, a schedule of opening hours shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved hours shall then be implemented and thereafter the uses shall operate in accordance with them. There shall be no amplified sound or any amplified music at any time within these spaces unless it can be shown as part of condition 25 that there would be no unacceptable impact on residential amenity.

Reason - In interests of residential amenity in order to reduce noise and general disturbance in accordance with saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

40) Each commercial unit shall remain as one unit and shall not be sub divided or amalgamated without the benefit of planning permission being secured.

Reason- In the interests of residential amenity and to ensure the future viability and vitality of the commercial units pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies DM1, C5 and SP1 of the Manchester Core Strategy.

41) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order with or without modification), the ground floor commercial unis shall be used for Use Class E (excluding convenience retail and gym).

Reason - In the interest of ensuring an appropriate mix of ground floor uses ad uses which would be noisy to the upper floor residential accommodation within the development pursuant to policies EC1, EC4 of the Manchester Core Strategy (2012).

42) Prior to the first use of each of the commercial units within the development, details of any roller shutters to the ground floor of the premises shall be submitted for approval in writing by the City Council, as Local Planning Authority. The shutters shall be fitted internally to the premises. The approved details shall be implemented prior to the first use of each of the commercial units within the development and thereafter retained and maintained in situ.

Reason - To ensure that the roller shutters are appropriate in visual amenity terms pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012).

43) No doors to commercial units (other than those designated as fire exits) shall open outwards onto adjacent pedestrian routes.

Reason - In the interest of pedestrian safety pursuant to policy DM1 of the Manchester Core Strategy (2012).

44) Prior to the first use of the PBSA within the development, the two disabled car parking spaces as shown on drawing 451-LYR-XX-ZZ-DWG-L-1001 Rev 6 received by the City Council, as Local Planning Authority, on the 15 May 2026 shall then be implemented, made available and remain in situ for as long as the development remains in use.

Reason - To ensure sufficient disabled car parking is available for disabled occupants of the development pursuant to policies SP1, T1, and DM1 of the Manchester Core Strategy (2012).

45) Prior to the first occupation of the development, a detailed 30 year landscape environmental management plan (LEMP) for the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include

details of how the public realm and hard and soft landscaping areas for the relevant development will be maintained including maintenance schedules and repairs. The LEMP shall then be implemented as part of the relevant phase of development and remain in for the duration of the plan. Reason - To ensure that the satisfactory landscaping scheme for the development is maintained in the interest of the character and visual amenities of the area, in accordance with policies SP1, EN9 and DM1 of the Core Strategy.

46) Prior to the first use of the development a Delivery and Servicing Management Strategy for the PBSA shall be submitted for approval in writing by the City Council, as Local Planning Authority. The strategy should work to ensure that servicing/delivery activities across all the buildings are co-ordinated to ensure efficient use of the proposed loading bays and service yard. The strategy shall include the following:

- Details regarding management arrangements for the PBSA loading bay including infrequent plant maintenance movements. Such movements would also require banksman support as access will be required by reversing into the site from Kincardine Road.
- Food/parcel deliveries including:
-Designated delivery drop-off points: This could be a specific lobby area or a central location easily accessible to delivery drivers.
-Provision of clear signage in common areas to guide delivery drivers to the drop-off point.
-Inform all new residents on the designated drop-off point and any specific rules or guidelines they need to follow when receiving deliveries.
-Establish specific delivery hours for residents of the development where possible.
-Annual review how the drop-off process is working and encourage resident feedback. -Set up a secure delivery holding area within the development.
-Signage to direct operatives to relevant areas;
-Monitor Security Concerns.

The approved strategy, including any associated mitigation works, shall be implemented and be in place prior to the first occupation of the development and thereafter retained and maintained in operation.

Reason - To ensure appropriate servicing management arrangements, are put in place for the development in the interest of highway and pedestrian safety pursuant to policy SP1 and DM1 of the Manchester Core Strategy (2012).

47) Prior to the first occupation of PBSA building a Student move in/move out Operation Management Strategy shall be submitted for approval in writing by the City Council, as Local Planning Authority. The strategy should include provision of time slots and management arrangements. The approved strategy, including any associated mitigation works, shall be implemented and be in place prior to the first occupation of PBSA building of the development and thereafter retained and maintained in operation.

Reason - To ensure appropriate servicing management arrangements for moving in and out of the development are put in place for the development in the interest of

highway and pedestrian safety pursuant to policy SP1 and DM1 of the Manchester Core Strategy (2012).

48) Prior to the first occupation of the PBSA building, a student wellbeing strategy shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved strategy shall be implemented as part of the first occupation of the development and thereafter retained.

Reason - In the interest of ensure student welfare pursuant to policy DM1 of the Manchester Core Strategy (2012).

Informatives

1)Under the Habitat Regulation it is an offence to disturb, harm or kill bats. If a bat is found during demolition all work should cease immediately and a suitably licensed bat worker employed to assess how best to safeguard the bat(s). Natural England should also be informed.

2) The applicant is reminded that, under the Wildlife and Countryside Act 1981 as amended it is an offence to remove, damage, or destroy the nest of a wild bird, while the nest is in use or being built. Planning consent does not provide a defence against prosecution under this act. If a birds nest is suspected work should cease immediately and a suitably experienced ecologist employed to assess how best to safeguard the nest(s).

3) The developer or crane operator must contact Manchester Airports Control of Works Office at least 21 days in advent of intending to erect a crane or other tall construction equipment on the site. This is to obtain a tall equipment permit and to ascertain if any operating restrictions would be required. Any operating restriction that are subsequently imposed by Manchester Airport must be fully complied with.

4) You should ensure that any external wall treatments approved for planning purposes are discussed in full with Building Control to ensure they meet with the guidance contained in the Building Regulations for fire safety. Should it be necessary to change the external facade treatment due to conflicts with Building Regulations, you should also discuss the changes with the Planning team to ensure they do not materially affect your permission.

5) Application for off-site highways works condition discharge may only be submitted following securement of cash bond or surety provision of the total costs of the associated highways works as provided by the statutory approvals team. Evidence of this should be provided with the condition discharge documents. The process for permission to work on the highway can be found using the following link: Licensing - Permission to work on the highways - Section 278 agreements | Manchester City Council

6) Any signage, wayfinding, banners or any other advertisements to be installed in and around the application site for the purpose of the promotion of the developments

and routes to it may require consent under the Town and Country Planning (Control of Advertisements) (England) Regulations 2007.

7) It is expected that all modifications / improvements to the public highway are achieved with a maximum carbon footprint of 40%. Materials used during this process must also be a minimum of 40% recycled and fully recyclable. Developers will be expected to demonstrate that these standards can be met prior to planning conditions being discharged. The developer is to agree the above with MCC's Statutory Approvals and Network Resilience Teams post planning approval and prior to construction taking place.

8) Regarding S278 agreements a deposit is required to begin an application, additional costs will be payable and are to be agreed with S278 team. A S278 is required for works to the adopted highway, minimum standard S278 technical approval timescale is between 4-6 months, TRO's can take 10-12 months. An independent 'Stage 2' Road Safety Audit will be required and the design may require changes if any issues are raised with all costs attributable to the Developer. A 'Stage 1' Road Safety Audit should be completed during the planning stage and a copy of the report (with Designer's Response) is to be made available to the Statutory Approvals Team upon request.

9) The statutory framework for biodiversity net gain requires a Biodiversity Gain Plan to be submitted and approved to discharge the biodiversity gain condition prior to the commencement of development.

A developer must submit the Biodiversity Gain Plan to the planning authority in writing, no earlier than the day after planning permission has been granted. The use of the Biodiversity Gain Plan template is strongly encouraged to bring together the required information into one document for approval.
The following content of a Biodiversity Gain Plan is required for development:

- information about the steps taken or to be taken to minimise the adverse effect of the development on the biodiversity of the onsite habitat and any other habitat;
- the pre-development biodiversity value of the onsite habitat;
- the post-development biodiversity value of the onsite habitat;
- any registered off-site biodiversity gain allocated to the development and the biodiversity; and
- any biodiversity credits purchased for the development.

In addition, the following is required:

- name and address of the person completing the Plan, and (if different) the person submitting the Plan;
- a description of the development and planning permission reference number (to which the plan relates);
- the relevant date, for the purposes of calculating the pre-development biodiversity value of onsite habitats and if proposing an earlier date, the reasons for using this earlier date;

- the completed biodiversity metric calculation tool(s), stating the publication date of the tool(s), and showing the calculation of the pre-development onsite value on the relevant date, and post-development biodiversity value;
- a description of arrangements for maintenance and monitoring of habitat enhancement to which paragraph 9(3) of Schedule 7A to the 1990 Act applies (habitat enhancement which must be maintained for at least 30 years after the development is completed);
- (except for onsite irreplaceable habitats) a description of how the biodiversity gain hierarchy will be followed and where to the extent any actions (in order of priority) in that hierarchy are not followed and the reason for that;
- pre-development and post-development plans showing the location of onsite habitat (including any irreplaceable habitat) on the relevant date, and drawn to an identified scale and showing the direction of North;
- a description of any irreplaceable habitat on the land to which the plan relates which exist on the relevant date, and any part of the development for which planning permission is granted where the onsite habitat of that part is irreplaceable habitat arrangements for compensation for any impact the development has on the biodiversity of the irreplaceable habitat; and
- if habitat degradation has taken place: a statement to this effect, the date immediately before the degradation activity, the completed biodiversity tool showing the calculation of the biodiversity value of the onsite habitat on that date, and any available supporting evidence for the value.

There is a standard Biodiversity Gain Plan template available to complete which brings together many of these matters into one document.

The submission of a Biodiversity Gain Plan to a local planning authority falls under Regulation 16 of the Town and Country Planning (Fee for Applications, Deemed Applications, Requests and Site Visit) (England) Regulations 2012 which covers fees for the written confirmation of compliance with a condition or conditions attached to a grant of planning permission.

10) Consultation should take place with Network Rail with regards to working in close proximity to the rail network including agreement of a relevant Asset Protection Agreement.

Local Government (Access to Information) Act 1985
The documents referred to in the course of this report are either contained in the file(s) relating to application ref: PLA-2026-000312 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

The following residents, businesses and other third parties were consulted / notified on the application:

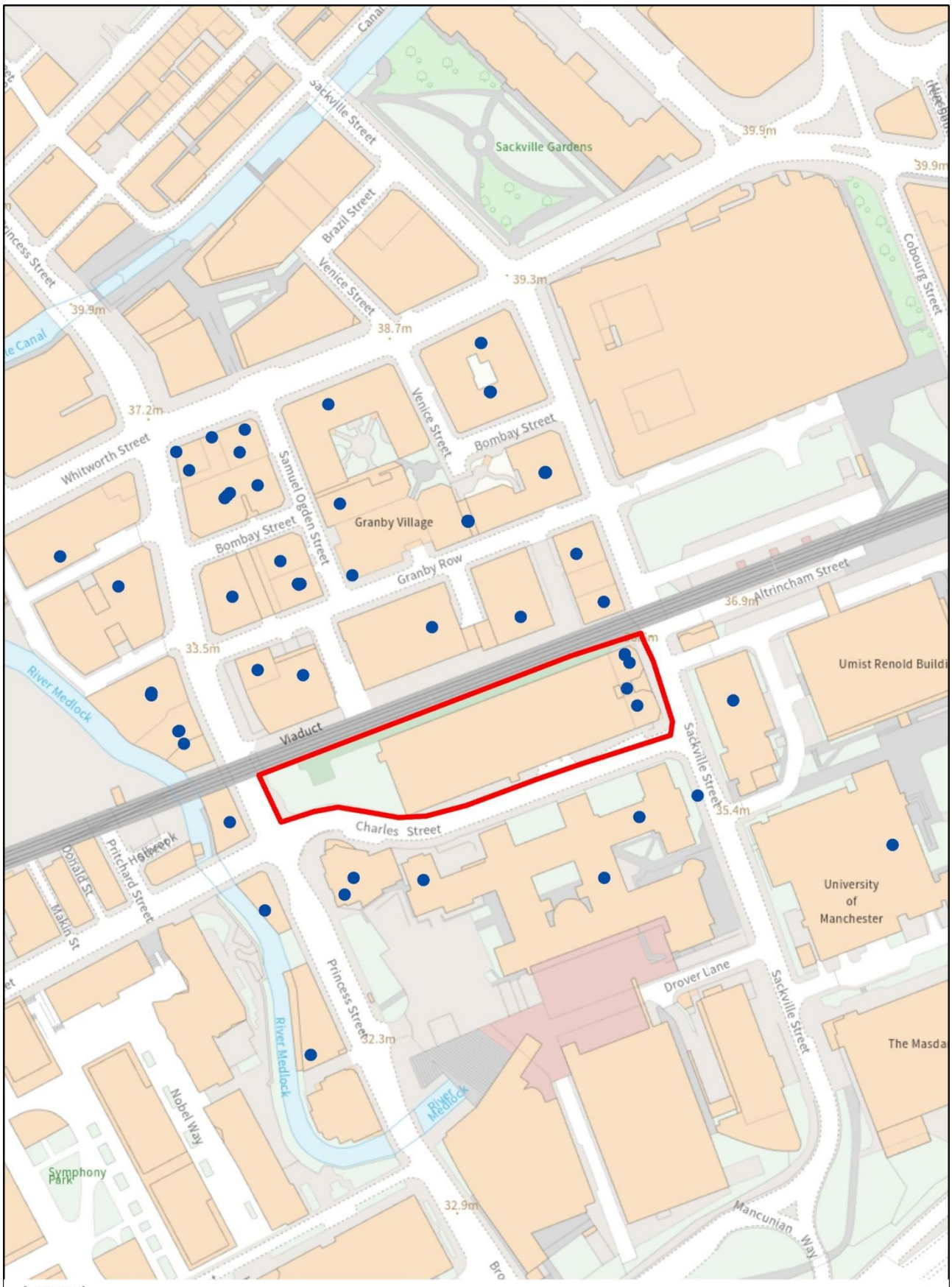
Flood Risk Management
Highway Services
University of Manchester
Environmental Health

Work & Skills Team
Greater Manchester Police
Historic England
Environment Agency
Transport for Greater Manchester
Greater Manchester Archaeological Advisory Service
Active Travel England
United Utilities (Planning)
Health & Safety Executive
Manchester Airport Safeguarding Officer
Greater Manchester Ecology Unit
Network Rail
Planning Casework Unit
Sport England
Manchester Metropolitan University
University of Manchester
Arboricultural Team

A map showing the neighbours notified of the application is attached at the end of the report.

Representations were received from the following third parties:

Relevant Contact Officer: Jennifer Atkinson
Telephone number:
Email: jennifer.atkinson@manchester.gov.uk



Legend

Site Location ● Neighbours notified

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