Application	Date of application	Committee Date	Ward
144791/FO/2025	16 Dec 2025	22 Oct 2026	Piccadilly

Proposal	Phased development comprising: (a) Partial removal of existing structures and erection of two buildings comprising purpose-built student accommodation (sui generis), one of 50 storeys and one of 17 storeys with an 8-storey link, together with associated amenity space, external landscaping, highways works, and change of use of the Pendulum Hotel to purpose-built student accommodation; and (b) Removal of remaining existing structures and erection of two buildings comprising purpose-built student accommodation (sui generis), one of 33 storeys and one of part-24 and part-8 storeys with a 1-storey link, together with associated amenity space, external landscaping, and highways works.
Location	Weston Student Halls And Pendulum Hotel 78 Sackville Street Manchester M1 3BB
Applicant	iQ Student Accommodation
Agent	Olivia Carr Turley

Executive summary

Key Issues

This phased proposal comprises: 2 PBSA buildings, of 50 and 17 storeys with an 8 storey link; and; 2 PBSA buildings of 33 and part 24 part 8 storeys with a 1-storey link.

69 objections have been received including objections from Friends of Sackville Gardens. Councillor Ross Steven also objects. Historic England do not object.

Principle of the proposal and the schemes contribution to regeneration

The proposal is wholly 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 accommodation within 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 deliver significant economic benefits including the creation around 220 FTE jobs over 7 years. This would result in a total net additional contribution of £242.2 million GVA to the Greater Manchester economy, including £224.0 million in Manchester. 20 jobs would be created when the proposal is operational. A Local Labour Strategy would promote employment and skills enhancement opportunities for local people relating training, and work experience programmes.

Social

2511 bedspaces (a net increase of 1,983) would contribute positively to PBSA provision within a highly sustainable location where there is access to public transport and amenities including the University Campuses. Whilst no weight can be given to this, in the planning balance, 100 beds would be affordable.

Environmental

The proposal would develop a highly sustainable brownfield site, close to public transport, close to the Universities. The buildings are expected to achieve a BREEAM 'Excellent' rating and include renewable technology.

4,115sqm of high-quality external space, including over 1,000% biodiversity net gain, would deliver a substantial uplift in ecological value and improve its overall setting. Parts of the site could be made available to the public as place making at SISTER progresses. The architecture and materials would meet the required standard for a building of this scale.

Impact on the historic environment

The proposal would impact on the setting of designated assets including the conservation area and listed buildings. There would be harm which should be given substantial weight in the planning balance, which would be outweighed by the public benefits which are significant 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 although it is acknowledged that there would be some impact on local residents and local businesses, particularly with other development activity taking place locally. 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.

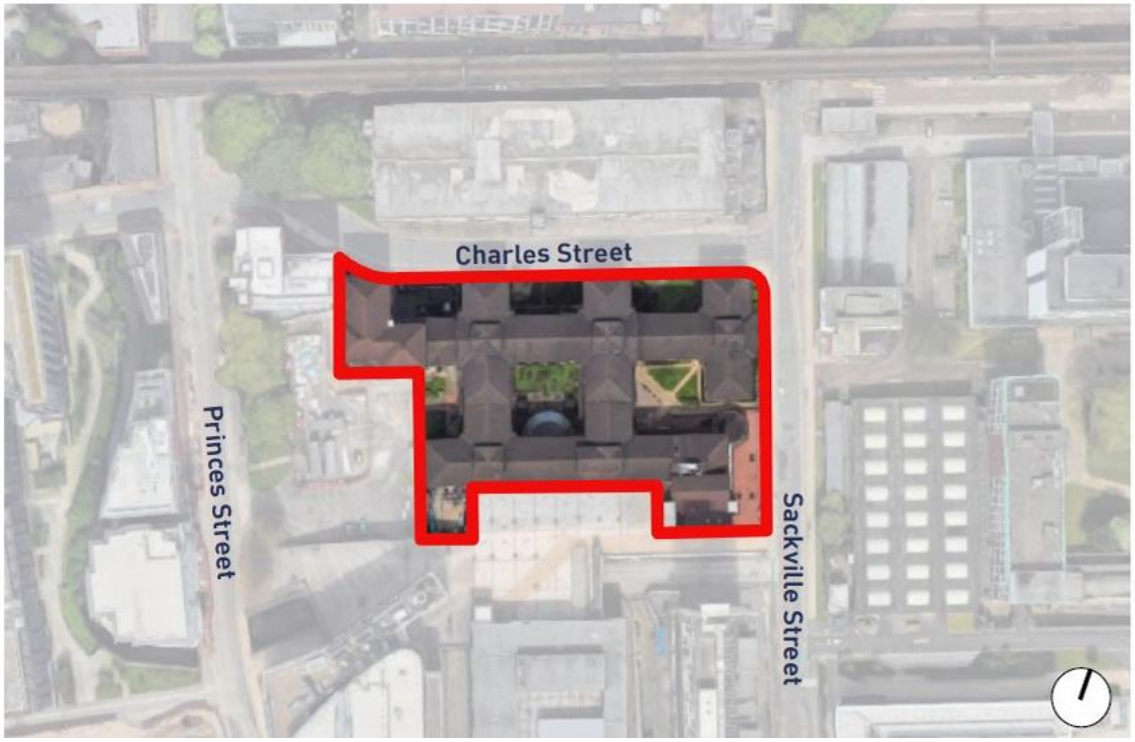
Additional Background documents

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 0.73 ha site is bounded by Charles Street, Sackville Street, a raised platform which connects to the University of Manchester buildings (George Begg Building, John Garside Building and Faraday Tower) and a surface car park and hotel on Princess St.



Application site

The site is adjacent to ID Manchester (SISTER). The aims of the SRF are to comprehensively redevelop the former UMIST Campus, bounded by Aytoun Street, Princess Street, the Mancunian Way and London Road. The campus is characterised by modernist buildings which have largely been vacant since 2022.

The site is within the wider Oxford Road Corridor area which is of strategic importance due to city's educational institutions. They are key economic contributor in the city and place Manchester at the heart of educational excellence.

Two interconnected buildings, with a shared main entrance, courtyard design and landscaping dominate the site. Weston Hall is a part 5, part 6 storey comprising 528 PBSA 28 bed spaces. The Echoes Day Nursey is on part of the ground floor under an occupational lease and is accessed from Charles Street. The Pendulum Hotel is a part 5, part 6 storey hotel with 117 rooms and a conference centre and is part of the University of Manchester (UoM) campus buildings.

The main entrance to the buildings is on Sackville Street. Weston Halls has two pedestrian gates on Charles Street. There is also a ramped and staired access adjacent to Drover Lane that provides pedestrian access to Pendulum Hall. This is not included as part of this application.

There is a circa 3 metre level change across the site from Sackville Street to Princess Street. A culverted section of the River Medlock runs beneath the southern area.

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.

There is PBSA, commercial uses and homes 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 Charles Street car park opposite the site is subject to a planning application to develop PBSA (PLA-2026-000312).

Planning permission has been granted to demolish The Faraday Tower.

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 not in a conservation area, but The Whitworth Street conservation area is 60 metres to the north. The site is close to a number of listed buildings including Grade II ‘Renold Building, Grade II ‘Lass O Gowrie Public House’, Grade II Altrincham Railway Viaduct and beyond that are listed buildings contained within the Whitworth Street Conservation Area including Granby House, Orient House and the Sackville Building.

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 site is close to a number of other regeneration areas including ID Manchester (SISTER), Corridor Manchester, Mayfield and Circle Square. The Charles Street & Granby Row Development Framework was approved for public consultation by the City Council in September 2020; however, never formally endorsed.

The document recognised the strategic opportunity of this site in the Corridor and its wider regeneration context. It also highlighted the potential for tall, high-density developments to the southern edge to the city centre and acknowledged that PBSA was an appropriate land use where it complied with planning policy, due to the proximity of the Universities and wider knowledge economy. The need for good design and sustainable developments was also highlighted.

The Proposal

Four PBSA buildings are proposed following the demolition of the Weston Halls and Pendulum Hotel. The buildings are intended to be delivered on a phased basis (Phases A and B).



Layout of the four buildings and demarcation of Phase A and B

Phase A: This phase would involve the partial demolition of the Weston Hall and the Pendulum hotel which would result in the loss of 160 PBSA bed spaces and 60 hotel rooms. 516 PBSA bed spaces would remain operational throughout Phase A.

The retained elements of Weston Hall would provide 368 PBSA bed spaces would continue in use. A further 93 PBSA bed spaces would be created within Weston Hall through the internal reconfiguration of existing space within the lower ground and ground floor. The retained element of the Pendulum Hotel would be converted to form 55 PBSA bed spaces. The hotel use would then cease at the site.

The retained facades would be made good to match the existing façade with new brick walls to match adjacent existing walls; new windows and doors to match the upper window appearance; and the provision of a new main entrance and landscape ramp to provide level access to the existing finished floor level.

Following demolition, buildings 1 and 2 would be constructed. Building 1 would be a 50 storey tower to the south east corner of the site. Building 2 would be a 17 storeys to the north-east corner of the site. These building would be physically connected by an 8 storey link that creates a visual separation between them. 1,296 bed spaces would be provided with 342 studios, 672 clusters and 54 accessible studios in building 1 and 57 studios, 11 accessible studios and 160 Twodios in building 2.

52% of the accommodation would be cluster accommodation with 5.1% being accessible. Amenity areas would be created within the buildings for social interaction and study. Study spaces and coloration areas and private dining rooms for shared meal and gatherings would be created. These would be found throughout the building.

Phase B: The remaining elements of Weston Hall and Pendulum hotel would be demolished and two further buildings erected. Building 1 would be a 32 storey tower to north-west corner of the site. Building 2 would be a part 23 and part 8 storey building together with a single storey link connecting them. Phase B comprises 1,215 bed spaces with 159 studios, 631 clusters and 31 accessible studios in Building 1; and 260 studios, 22 accessible studios and 112 Twodios in Building 2. 52% of the accommodation would be cluster accommodation with 4.4% being accessible.

The mass and materials of each block would be different with more reflective taller towers coupled with more contextual and textured lower buildings. Each phase would be connected by glazed elements, providing a visual separation between the buildings.



Image of the complete development

The tower elements have an expressed, scalloped grid in a bronze anodised aluminium and glazing. The lower elements have a scalloped form precast concrete.

More than half of the site area would consist of dense landscaping including planting, 95 trees and seating. The majority of the landscaping / external amenity space will be for student use only. The woodland edge could connect to SISTER once the raised

podium is demolished, which would then become publicly accessible. The landscaping would be delivered in phases.

The waste storage arrangements would be acceptable involving the use of an existing loading bay along Charles Street and the creation of bays on Charles Street and Sackville Street.

No on-site car parking is proposed. 144 cycle spaces would be created.



View of the development along Charles Street

The Planning Submission

This application is supported by the following information:

- Planning and Tall Building Statement;
- Design And Access Statement;
- Green and Blue Infrastructure Response;
- Waste & Servicing Strategy;
- Transport Statement;
- Framework Travel Plan;
- Energy and Carbon Statement (including Energy and Carbon proforma);
- Ventilation Statement;
- Socio-economic Regeneration Impact Statement;
- Health Impact Assessment;
- Noise Impact Assessment;
- Air Quality Assessment;
- Fire Statement;
- Ground Investigation -Phase 1 Site Investigation;

- Preliminary Ecological Appraisal;
- Bat Survey Report;
- Biodiversity Net Gain Report;
- Biodiversity Net Gain Statutory Metric;
- Broadband Connectivity Assessment;
- Satellite Television Interference Assessment;
- Terrestrial Television Baseline Survey;
- Aerodrome Safeguarding Assessment;
- Archaeological Desk-Based Assessment and Written Scheme of Investigation;
- Flood Risk Assessment and Drainage Strategy;
- Crime Impact Statement;
- Student Operation and Management Plan;
- Statement of Community Engagement;
- Outline Environmental Management Plan;
- Interim / Outline Local Labour Agreement.

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

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

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.

The application has also been the subject of two Regulation 25 consultations under the EIA Regulations on the basis of further additional information received with regards Daylight and Sunlight and Townscape Chapters of the Environmental Statement regarding.

The comments received following the consultation and notification of the application are summarised below.

Local residents/public opinion/local businesses

A letter of support has been received states that the more housing we can build the better. PBSA would free up other properties for permanent housing of local people.

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

- The proposed tower would cause substantial harm to both the heritage significance of the building and surroundings and the amenity enjoyed by its residents;
- A development of this scale and height would inevitably result in a significant loss of natural daylight and sunlight. The proposed tower would cast extensive shadows over neighbouring properties, reducing the amount of direct sunlight received by residents and adversely affecting living conditions throughout the year;
- Aa 38-storey tower immediately behind the building would fundamentally alter its setting and visual context of nearby listed buildings.
  The overwhelming scale and mass of the proposed tower would dominate views of the listed building, diminishing its prominence and undermining appreciation of its historic character;
- The proposed tower appears wholly out of scale with the surrounding built environment, which is within a conservation area. 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.
- The development represents an over-intensification of the site and would have a detrimental effect on the character and appearance of the area.
- There would be a significant loss of outlook due to the proximity and height of the proposed tower.
- There would be cumulative impacts with the development at Plot H. The combined scale of both high-rise proposals creates an overbearing visual impact and microclimate issues, including severe wind conditions and loss of open sky space;
- The site locations will result in years of continuous noise, dust, elevated traffic congestion, and loss of tranquillity right next to existing homes.
- There are too many student housing units planned for this area, which will harm the local area and community.
- The height and massing proposed would materially increase overshadowing, enclosure and loss of natural light to homes and external amenity spaces that have existed for many years.
- The 4 Towers are all vast, tall and chunky in form and create a cluster of sheer mass that causes maximum harm in their orientation on the North and East of the site.
- Long shadows and considerable loss of light will be suffered by many hundreds of homes and in the communal gardens and squares, the narrow Victorian street pattern and two very important public parks; Vimto Gardens and Sackville Gardens will be subjected to much shadowing and loss of light from these towers as they are so tall and in the key direction due South.
- The unacceptable design of the proposed development is being driven by a desire to achieve this 2,500 bedroom quantum of development rather than achieving an appropriate development including a design that responds appropriately, for example, to the existing townscape.

- 2500 PBSA rooms combined with other 1200 at IQ Echo Street and a further 1000+ being considered at the Charles Street Car Park site by Sister means a small town of nearly 5000 new student bedrooms creating a ‘Ghetto’ of such a large number of students a minute walk from our homes.
- The garden area should be smaller to accommodate a better form of building at the site;
- The developer fails to provide any analysis of an alternative refurbishment option that would be perfectly possible, nor do they provide the pros and cons and costs of demolition versus refurbishment. Thereby ignoring the carbon cost of demolition.
- The development would generate large numbers of deliveries, taxis and vehicle movements, especially during student move-in and move-out periods. This is likely to cause congestion, noise and safety issues on streets that are already very busy;
- At ground level, much of the development would consist of servicing areas and inactive frontages, with little that contributes positively to the street. This would make the surrounding streets feel less welcoming, less safe and less pleasant to walk through.
- An independent assessment commissioned by the residents gives us further reason to question whether the application has properly understood or presented the effects of the proposed tower. There is concern that a development of this scale is being proposed despite the evidence that significant harm to existing homes and important communal and public spaces could be avoided through a substantial reduction in height and massing.
- This could result in people being able to look directly into homes, particularly from higher floors, causing a material reduction in privacy;
- The pre-application process was flawed leaving many residents unaware of the proposal or with minimal time to engage or respond. The submitted application suggests a high level of consultation and engagement but this did not include the local residents as those people who would be most affected by the proposal.
- The application gives no meaningful regard to the retention of the existing building which could possibly be adapted and extended to deliver an increased density of development to a contemporary design and with due regard to environmental sustainability. The proposal, therefore, fails to have appropriate regard to the detail and spirit of relevant national and local policy and guidance.
- The application fails to appropriately respond to the heritage significance of the Whitworth Street Conservation Area and its setting or the settings of nearby listed buildings and non-designated heritage assets so as to avoid harm or keep such harm to the minimum that could be considered appropriate in heritage terms.
- The application has had no particular regard to the impact of the proposal on the area north of the buildings on the south side of Granby Row. The submitted non-technical information is insufficient to allow the impact to be readily and fully understood including on the important existing public/ publicly accessible open spaces of Sackville Gardens and Vimto Park.
- The application does not make provision for works within the immediate local area to address the disbenefits of a large scale PBSA development on this site.

Objections have also been received from Granby Village by The Granby Village (Manchester) Management Company Limited (who represent 236 leasehold owners that make up Granby Village in 5 separate blocks known as Velvet House, Velvet Court, Venice Court, Bombay House and 55-57 Whitworth Street). The comments can be summarised as follows:

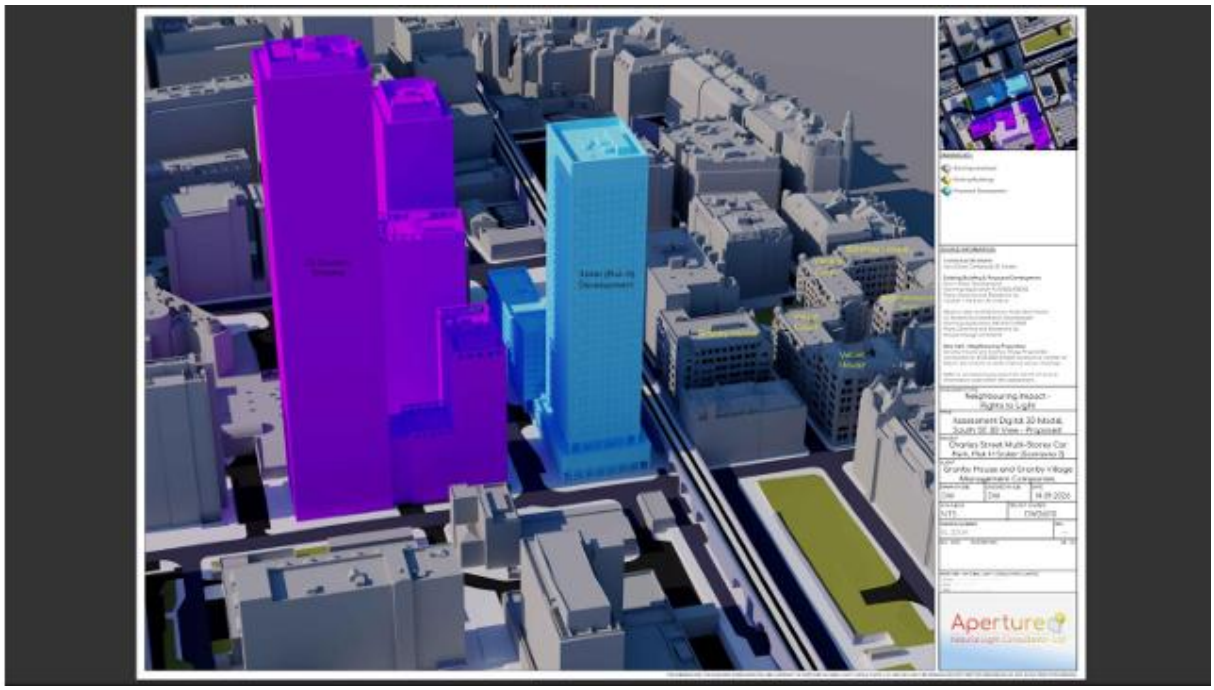
- The application lacks any alternative proposals or options for the retention of the existing building which could be adapted and extended to deliver an increased density of PBSA development with better environmental sustainability credentials than demolition and several high rise new builds. The existing buildings are far from old.
- The proposal fails to appropriately and meaningfully respond to the existing urban townscape context.
- The applicants have ignored the character of the actual, existing immediately surrounding area and have proposed a design that responds to an aspirational tall building/high density townscape that reflects the character of recent development within more distant parts of the expansive Southern Arc area;
- The proposal fails to appropriately respond to the heritage significance of the Whitworth Street Conservation Area and its setting or the settings of nearby listed buildings and non designated heritage assets so as to avoid harm or keep such harm to the minimum that could be considered appropriate in heritage terms.
- The proposal does not represent exceptional design;
- The scale, massing, siting and orientation including impact on sunlight, daylight, overshadowing and wind patterns is overwhelmingly bad and offensive to us as neighbours and to the City in general.
- Four towers of 50, 33, 24 and 17 storeys, is not just uncharacteristic of the surrounding landscape context but would be overwhelming within this context and give rise to significant “disamenity” to residents and other users of the surrounding area.
- This adverse effect on amenity - notably regarding sunlight, daylight and overshadowing - would be experienced most acutely by the local residents in the area on the north side of the proposal site including Granby;
- The two street frontages include considerable blank areas relating to internal service areas located against these elevations. This fails to create elevations and on-street environment of an appropriately high quality.
- The proposed on-street servicing would cause inconvenience and safety issues for those using the highway including pedestrians and cyclists. Both the site and amount of development is large enough to warrant the provision of dedicated on-site vehicle area for deliveries/loading/unloading.
- The proposed elevation design should be revisited to achieve a deeper reveal of appropriate proportions as achieved at New Manchester Square.
- The proposed private external on-site open space occupies a relatively large proportion of the site but is in reality a small area for its intended purpose of serving the 2,500 student bedrooms plus staff and visitors. This area should instead be used to better accommodate the built form in order to begin to address the identified adverse impacts of the currently proposed design.
- The use of the proposed external open space for events if these would cause disamenity outside the application site.

- The proposed development can only accommodate 2,500 bedrooms of PBSA by failing to comply with relevant policy or to respond appropriately to relevant guidance. The proposed design demonstrates that it is unlikely any appropriate design would achieve both this compliance and quantum of accommodation
- The inappropriate design of the development is expected to have a harmful impact on the health and well-being of those adversely affected.
- The proposed PBSA represents an unacceptably large addition to the numbers of PBSA bedrooms in existing developments and those currently being built within a short distance of the application site.
- The proposed PBSA will significantly and unacceptably alter further the demography of the local area and provide a concentration of PBSA that far outweighs the number of other types of residential accommodation;
- The applicants appear to downplay the implications for traffic movements within the area and common sense would suggest that some of the forecast figures and expectations around being able to control student move-in and move-out are optimistic. The proposal includes insufficient provision for secure on-site cycle provision.
- Lack of pre consultation with residents.
- The application do not make any provision for works within the immediate local area to address the disbenefits of a large scale PBSA development on this site.
- The many years of construction being proposed is considered excessive and unacceptable.

A further representation has been received from Granby Village by The Granby Village (Manchester) Management Company Limited. The comments can be summarised as follows:

- A light consultant has been appointed by the management company given the highly limited and misleading analysis by both developers from a light and overshadowing perspective.
- 26 homes are so severely impacted by loss of light for this to be considered Unacceptable according to BRE guidelines.
- It is wholly unacceptable that any resident should experience such an extensive and excessive loss of light for any proposed development.
- While not all flats will experience this extreme level of light loss, many more within the area will nevertheless suffer light loss as indicated by the information now submitted by the application. The Planning Service should identify the full harm to light in the area as well as reporting the worst impacts.
- Granby House and surrounds would experience harm through the individual and cumulative impacts of the two proposals on sunlight, daylight and overshadowing. Wider harm would also be caused to the public realm of surrounding streets and Vimto Park and Sackville Gardens. This extensive harm is dismissed despite the combined impact of both schemes packing 5 huge towers on our doorstep and 3500 PBSA beds crowding in and towering over the Grade II building and ruining the setting of heritage assets and that of the Conservation Area;

- The below image illustrates the huge impact and over shadowing of the conservation area to the right of the proposed 5 towers. Note how Granby House immediately right of the Sister tower is in immense shadow.
- Electricity bills would be higher.



Friends of Sackville Gardens object to the application. They believe the development is not just uncharacteristic of the surrounding landscape context but would be overwhelming and - for Sackville Gardens - damaging within this context. A particular impact is the loss of daylight and of direct and reflected sunlight within the adjacent area- including vital green spaces - due to overshadowing. It would give rise to significant disamenity to users of the surrounding area.

The sunlight, daylight and overshadowing only takes in the area as far as Granby Row, but the 50 storey block will have an effect much further north and east than that. On winter mornings, sunshine and indirect light from the south reaches Sackville Gardens along Sackville Street, the sun tracking slightly above the existing c14-storey Faraday Tower when viewed from the Whitworth Street/Sackville Street corner entrance to the park. Vimto Park, nearer to the towers, will be even more affected, relying as it does for midday winter light coming from the south-south-west, over the existing Pendulum Hotel and Weston Halls complex.

There is no mitigation within the submission relating to the impact of large scale student accommodation development on the local area.

The lack of planned compensation for cumulative effects, across two development, of a proposed very substantial increase in population in an area poorly served by green open space

Councillor Ross Steven (Ward Member for Piccadilly) objects to this application as follows:

- The detrimental effect on one of the only green spaces in my ward (Sackville Gardens) which represents the heart of the Gay Village.
- The serious risk of creating a significant wind tunnel effect.
- 7,000 new residents will be moving to the area and expected to use the existing facilities. This is not sustainable.
- The probability that these will be used as expensive, potentially Air BnB's in the of-season and I cannot see any claim of them being affordable for the students during term time.

Councillor Steven is not opposed to new developments, or indeed density in city centre, but having such enormous buildings which do not supply social housing and will greatly increase the pressure on local services while potentially damaging the area - most buildings sit between 6-10 stories with these developments growing up to 3x as large.

Highway Services the proposal is likely to result in a low number of vehicle trips. 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. 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 and the landscaping scheme is an improvement to what is on site.

Greater Manchester Archaeology Advisory Service (GMAAS) archaeology could be present associated with the New Garratt Print Works and the later Medlock Oil Works. A condition should be imposed on the planning permission to investigate this.

Historic England (HE) there will be some harmful impacts to the significance of the Whitworth Street Conservation Area through the introduction of a much larger building punctuating the skyline on its southern boundary. This will be most obvious

in the views out of the conservation area towards the south, including from Vimto Gardens and along Princess Street. There would be an impact on the Grade II* listed Former Refuge Assurance Company Offices, with the proposal partially obscuring the outline of its southern cupola.

Despite these impacts, the proposals will not result in substantial harm to the significance of the conservation area or Grade II* listed buildings in the vicinity, or the ability to appreciate them.

They have no objection to the application on heritage grounds and consider that the application meets the requirements of the NPPF.

Environment Agency (EA) the proposal should be carried out in accordance with the flood risk assessment including that the finished floor levels are set no lower than 34.06 metres above Ordnance Datum (AOD), that plant in the plant rooms must be on plinths no lower than 34.06 metres above AOD, a minimum of 672m³ of compensatory flood storage is provided and retained and that a plant and material storage exclusion zone to minimise impact on the culvert due to vehicle weight.

Greater Manchester Ecology Unit (GMEU) advise that the BNG metric is acceptable.

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.

NATS advise that a radar mitigation scheme is agreed.

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

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 proposal would not comply with development plan and NPPF.

Network Rail advise that an asset protection agreement should be in place for the works.

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 2511 student bedrooms would support the student population in the Oxford Road corridor. The proposal would also support other regeneration activity taking place in the area.

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 the 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 144 secure cycle spaces.

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

JP-J1 – Supporting Long Term Economic Growth – The 2511 student bedrooms 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 area. Trees would be planted and habitats and BNG would be enhanced.

JP-G2 – Green Infrastructure Network – The proposed tree and other planting would mitigate for the trees and vegetation lost and create green infrastructure.

JP-G6 – Urban Green Space – There is a long term aspiration to make some of the areas of landscaping public accessible as future links are created as part of SISTER.

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-P5 – Education, skills and knowledge – A social value strategy would promote access to employment for local residents during construction and in operatio. 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. 144 secure cycle spaces are proposed. 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. 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 footway on Charles Street would 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. 144 space cycle spaces would be created. 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. There would also be a contribution towards affordable housing in the city.

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 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.

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. The harm caused to listed buildings 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. 144 cycle spaces would be provided. 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 this large site 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, with mitigation during construction. The proposal is car free. Cycling and walking would be encouraged.

Policy EN17 (Water Quality) – A groundwater conditions assessment 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 that could be controlled by condition.

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

Policy DM1 (Development Management) – 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 as well as buildings 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 and preserve in most instances the setting of listed buildings. It would replace a poor quality development with a high quality proposal with improvements to 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 may be some below ground archaeology of merit and requires further investigation. This would be secure through a planning condition.

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 as is the rail viaduct. This high quality proposal would support employment led regeneration.

Other material policy considerations

Holcroft Moss Planning Obligations Joint Supplementary Planning Document (2025)

This SPD provides guidance on, and facilitates, the timely provision of required mitigation at Holcroft Moss in Warrington, in the Manchester Mosses Special Area of Conservation (SAC).

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 mitigated; and provide clear advice to developers as to what is expected to ensure an efficient process for consultation and determination.

Planning applications accompanied by a Transport Assessment, need to consider air quality impacts on Holcroft Moss. Any proposal 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. The public realm provides an appropriate setting to the buildings and would enhance the environment as other developments progress in thearea. 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 proposal is not located in the SRF area. It is considered that the proposal would complement the wider objectives of the SRF particularly the works to improve the public realm along Charles Street, a key road route into the SRF area.

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:

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

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.

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.

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.

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.

Asia House (Grade II)* is a large, grand, former packing and shipping warehouse built in c. 1900-10. The building is six storeys with basement and attic accommodation and has an iron frame with brown sandstone ashlar and buff brick cladding above a polished granite plinth. The building has a bold Free Baroque design and also retains unusually elaborate internal decorative elements.

India House (Grade II)* India House is a large, former packing warehouse built between 1905 and 1912. The building is six storeys with basement and attic and is steel framed with cladding of buff terracotta and red brick with buff terracotta dressings. The building is Edwardian Baroque in style and incorporates architectural details such as a rock-faced plinth, channelled buff terracotta, cornicing, arcades with brick pilasters, heavily enriched terracotta frieze and modillioned cornice, and an attic treated as a parapet. A large wrought iron gateway connects the building to Lancaster House and is included in the listing.

Lancaster House (Grade II)* comprises several adjoining former shipping and packing warehouses built between 1905 and 1912. The easternmost building (80 Princess Street / 67 Whitworth Street) occupies a corner plot to Princess Street and is seven storeys with basement and attic. The building is Edwardian Baroque in style, formed in brown and buff terracotta with some red brick and incorporates elaborate details, including a four stage Baroque spire which accentuates the northeast corner of the building. The westernmost building (69-71 Whitworth Street) is also seven storeys and is formed in buff terracotta with red brick beneath a hipped slate roof. The buildings form a single urban block and are united by their materiality, although they can still be perceived as separate buildings.

103 Princess Street (Grade II)* is a three storey building with cellar, constructed of red brick with sandstone dressings. On the principal façade, ground floor windows are regularly spaced with shouldered architraves below cornices, with a centrally placed, round-headed entrance, which volute cornices supporting a pediment above. Windows at first floor level have segmental pediments and at second floor are square topped. The return elevation has windows that continue from first to second floor contained in a central bay that breaks forward.

Former Pickles Building (Grade II) is a fine example of a 19th century shipping warehouse; located on a corner plot at the junction between Portland Street and Princess Street. The facades onto Portland Street and Princess Street are ashlar sandstone. The rear elevations, not intended to be seen, are plainer and are clad in a buff brick and match the sandstone in colour. The building is six storeys plus a basement; the sixth storey is accommodated in the roof. The main entrance is located on the corner. The detailing is Italianate and Gothic used freely and is illustrative of the increasingly eclectic decoration of warehouses in the late 19th and early 20th centuries. The Pevsner architectural guides indicates that “the composition has been damaged by the loss of the tall chimneys at the eaves” which has affected its architectural interest.

Brazil House (Grade II) is a mid to late 19th century and was originally constructed as a pair of shipping warehouses. The building is trapeziform in plan form, on an island site. It is designed in an eclectic architectural style with some Gothic detailing. The building is constructed from yellow brick with sandstone dressings. It is four storeys (above basement) and decorated with saw-tooth sill bands, chamfered plinths, bracketed cornice and moulded surrounds.

101 Princess Street (Grade II) is built over five storeys with a basement and is faced with red brick with sandstone dressings. The rusticated plinth supports rusticated pilasters either side of the openings, which have sandstone reveals. Sandstone banding between openings creates enhanced the rhythm created by the uniform windows. A heavy cornice sits below second floor windows which are alternately topped with triangular and flat pediments. A heavy cornice and strong courses create a horizontal emphasis.

109 Princess Street (Grade II) is a former packing and shipping warehouse built in 1863. The building is rectangular in plan and built of red brick with sandstone dressings. It is of four storeys and eight bays, with symmetrical frontages. Architectural detailing is concentrated on the Princess Street and Bloom Street façades, with a more utilitarian appearance to Abingdon Street and Richmond Street elevations. The Princess Street and Bloom Street elevations feature round-headed arcades to the ground floor. The Princess Street elevation has a central doorway with a rusticated surround, flanked by shafts with carved capitals. Above is a moulded head with volute keystone and carved spandrels with a prominent cornice on pairs of heavily decorated brackets. These aspects of its design represent the Italian Palazzo style, from which the building draws its special architectural interest.

Basil House (Grade II) is a five storey building of brick with sandstone dressings. At ground floor, pilasters of alternating brick and sandstone frame coupled windows, which have thick stone mullions. The sandstone entrance is richly carved.

Portland House (Grade II) forms part of a complete block of former warehouses. They have high townscape value, forming a strong building line and an enclosed character along this section of Portland Street. The asset is faced with red brick with sandstone dressings, including polychromatic pilasters at ground floor. Two storey curved bays add interest to the facades along Portland Street and Princess Street.

Transact House (Grade II) is a four-storey building with attic accommodation that fronts onto Waterloo Street, Harter Street and Princess Street. It addresses the plot through elegant three-storey canted oriels. This is mirrored with two sets of two-storey canted bays to the Princess Street elevation. The use of dormers in the roof space, and mullion and transom windows with small lights at the top, gives an almost Domestic Revival appearance to the building, which is eclectic in style.

Central House (Grade II) is former shipping warehouse built in 1880. The building is almost rectangular in plan, although its form has been influenced by its location adjacent to the canal, where it was necessary to adjust its northern elevation. It is built of red brick with red sandstone dressings and a steeply-pitched slate roof with obelisk finials. The building is of four storeys and comprises a five window range

between large corner tourelles which rise from moulded corbels at first floor, and terminate with conical spires at attic level. The building features tourelles, a steeply pitched roof, obelisk finials and conical spires, typical of the Scottish Baronial style from which it draws its special architectural interest.

Rhodesia House (Grade II) dates to the late 19th century and consists of a collection of former packing warehouses. The building is constructed from red brick with sandstone dressings under a slate roof. It is four storeys (with basement and attics) and is designed in an eclectic architectural style. The facades are decorated with stone plinths, string courses, and projecting gables. The building has since been converted into commercial offices.

Lionesse House (Grade II) is a former shipping warehouse built in 1880-90. It is built of red brick with sandstone dressings and a slate roof. It is roughly rectangular in plan with a canted corner to the Bloom Street junction, and is of four storeys and eight bays. The building features round-arched windows to the ground floor with keystones and linked hoodmoulds, and a round-headed doorway with a pilastered surround including a keystone, carved spandrels and a cornice on brackets. These elements of its design are typical of the late 19th century treatment of the Classical style from which the building draws special architectural interest.

New Union Public House (Garde II) is a public house built in the early 19th century. It is rectangular in plan and of two-storeys, and built of red brick with white render to the ground floor. It has a broadly symmetrical frontage to Canal Street and Princess Street, and the entrance from Princess Street features an arched door surround with a key stone.

Rochdale Canal Lock Number 87, To East Of Princess Street, With Cast Iron Footbridge Beside Street (Grade II) is built of coursed squared sandstone with wooden gates. The chamber is 14 foot wide with pairs of gates at both ends and a ladder in the centre of its south side. The canal lock principally draws significance from its special historic and functional interest as an early 19th century canal lock, surviving in its original form and structure. It also draws historic interest from its association with the Rochdale Canal, the first trans-Pennine canal route that contributed to the importance of Manchester as an industrial city. It draws some architectural interest from the survival of materials and authenticity of fabric.

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.

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.

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".

This is a significant site in an area where change is expected to take place to support the Oxford Road Corridor. ID Manchester/SISTER, Circle Square and other opportunities in the Corridor highlight how development in this area support the Universities and their wider economic impact.

The draft Charles Street & Granby Row Framework was not adopted and should be given limited weight in the planning balance. It recognised that developments in this area could be brought forward for PBSA to support the Universities and be of scale.

The 2511 beds would be a net increase of 1,983 following the loss of the 528 that exist, would be created with a mix of studio and cluster beds, supported by amenity spaces. 100 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 220 FTE jobs over 7 years. This would result in a total net additional contribution of £242.2 million GVA to the Greater Manchester economy, including £224.0 million concentrated in Manchester. There would also be 20 jobs created on site when the development becomes 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 Council’s identified pipeline of PBSA and address need identified in the May 2023 Executive report. This in turn would minimise 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 a high quality building close to Piccadilly Station. The area is undergoing significant change as a result of investment by the third parties and the Universities, particularly as part of the SISTER area. 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 to the conservation area but have raised no objection and consider that the proposal meets the NPPF.

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 regeneration 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 by providing PBSA within walking distance of the University Campuses.

Affordable Accommodation

There is no planning policy requirement to provide affordable PBSA, but the December 2020 Executive report recognised that a more diverse pipeline is required. The applicant has voluntarily agreed to include 100 beds at affordable rent. Members should not give this any weight in the planning balance.

These beds would be available to Manchester students and would be the same size as other rooms in the accommodation. This is not required to make the proposal acceptable, is offered on a wholly voluntary basis and Members should not take this into account in determining this application. The provision of the affordable rented accommodation would be secured by a legal agreement.

The applicant is voluntarily providing a commuted sum to provide affordable housing. Members should give this no weight in the planning balance.

The draft Charles Street & Granby Row Development Framework included a commitment to release land at Victoria Park for affordable housing or deliver affordable housing on site. The applicant can no longer commit to releasing the Victoria Park site.

The applicant remains committed to delivering affordable housing. As the proposal is for PBSA, it cannot deliver affordable housing other than within the scheme (with the exception of affordable PBSA).

A sum of £5.5 million has been offered, split between two phases. As affordable housing is not necessary to make this proposal acceptable, Members should not give this any weight in the planning balance.

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 life time of the scheme including minimising risk to flooding, include sustainable drainage, minimise risk of overheating and provide 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 upfront embodied carbon value of the proposal is estimated be 61,681 tonnes, equivalent to 767 kgCO2e/m2 with each phase estimated as follows: Phase A: 33,035 tCO2 / 758 kgCO2/m2 Phase B: 28,647 tCO2 / 777 kgCO2/m2

The lifecycle embodied carbon is estimated to be 85,038 tonnes, equivalent to 1,057 kgCO2e/m2 accounting for grid decarbonisation. The structural elements such as ready-mix concrete and steel reinforcement rebar are major carbon contributors due to their large quantities and material processing. Concrete is the highest impact material, contributing to 27% embodied carbon impact of the proposal.

No specific target is set for PBSA. The applicant has compared the results to the UK Net Zero Carbon Building Standard (UKNZCBS) upfront carbon limits.

It is expected that the proposals upfront carbon would be lower through the detailed design and construction progresses. This would include material efficiency to reduce the total amount of material used as well as reducing the quantum of cement used on site, either through material efficiency (e.g. reducing floor slab thickness) or replacement with less carbon intensive materials.

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; PV array to the roof.

The site is not close to a 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 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 would be largely car free with on site cycle parking, and a comprehensive travel plan would encourage sustainable travel choices.

The construction process would use good practice and where possible source materials and labour locally; 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 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 9.4% and 12.6% for Phases A and B respectively when compared with the Part L 2021. 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.

12 key views, including cumulative impacts shown in wire lines, were considered as follows:

- Viewpoint 1: Sackville Gardens
- Viewpoint 2: Vimto Park
- Viewpoint 3: Gartside Gardens
- Viewpoint 4: Ardwick Green Park
- Viewpoint 5: St Peters Square
- Viewpoint 6a: Sackville Street
- Viewpoint 6b: Sackville Street

- Viewpoint 6c: Charles Street
- Viewpoint 6d: Locally walked route to the south of the Site
- Viewpoint 7: Mawson Road
- Viewpoint 8: Station approach to Piccadilly Station
- Viewpoint 9a: Princess Street
- Viewpoint 9b: Princess Street
- Viewpoint 9c: Princess Street
- Viewpoint 10a: Upper Brook Street
- Viewpoint 10b: Upper Brook Street
- Viewpoint 10c: Upper Brook Street
- Viewpoint 11: Ardwick Green South
- Viewpoint 12: Station approach to Oxford Road Station



Location of viewpoints

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

Viewpoint 1 is from Sackville Gardens which is open and dominated by lawn and matures trees situated around its perimeter. There are medium rise heritage buildings around the Gardens. The view is also from within the Whitworth Street conservation area and is therefore sensitive to change.



Viewpoint 1: Sackville Gardens (existing left); proposed (cumulative) (right)

The proposal would be a new and visible addition forming a new townscape feature in the backdrop to the Garden. The existing urban form would obscure the majority of the proposal gut its upper storeys on the eastern side of the site, and the two towers, would be visible rising above the heritage buildings. Mature trees would continue to filter views particularly during the summer months. The vertical emphasis and slender form of the proposal would add interest and ensure that the heritage assets remain legible and understood. The decorative façade and roof would add visual interest to the skyline. The proposal would result in a low level of harm to this view due to its open nature and number of designated assets.

Viewpoint 2 is from Vimto Park. The space is enclosed by the railway viaduct (Grade II). The wider townscape includes mid rise buildings. The view is within the Whitworth Street conservation area.



Viewpoint 2: Vimto Park (existing left); proposed (cumulative) (right)

The proposal would form a prominent and visible feature and be visible through the arches and rising above it with the middle and upper floors most prominent. This would impact on the setting of the conservation area and designated assets.

Mature trees around the edges of the park would screen parts of the proposal and would filter views. The proposal would create a sense of enclosure around the park and reduce the amount of visible open sky. There would be a cumulative impact with the plot H development in this view which would further enclose the view. The architecture would be evident in this view which would have a positive impact on the townscape.

Viewpoint 3 is an amenity space in Ardwick and is open with low rise homes wrapping around the edges of the Gardens. There is emerging taller development in the view from city centre developments.



Viewpoint 3: Gartside Gardens (existing left); proposed (cumulative) (right)

The proposal would be a highly visible, vertical feature. Its lower levels would not be visible due to existing built form and landscaping. The upper levels would be highly visible albeit at some distance. The amount of open sky would be reduced but this would be viewed in the context of emerging taller buildings in the view. Existing tree coverage would screen and filter this view in the summer months. Architectural detailing such as the scalloped screening to the rooftop plant would be perceptible at this distance and would contribute to visual interest within the view. The view would contribute positively to the wider townscape albeit there would be some localised impacts on the low rise scale of Ardwick.

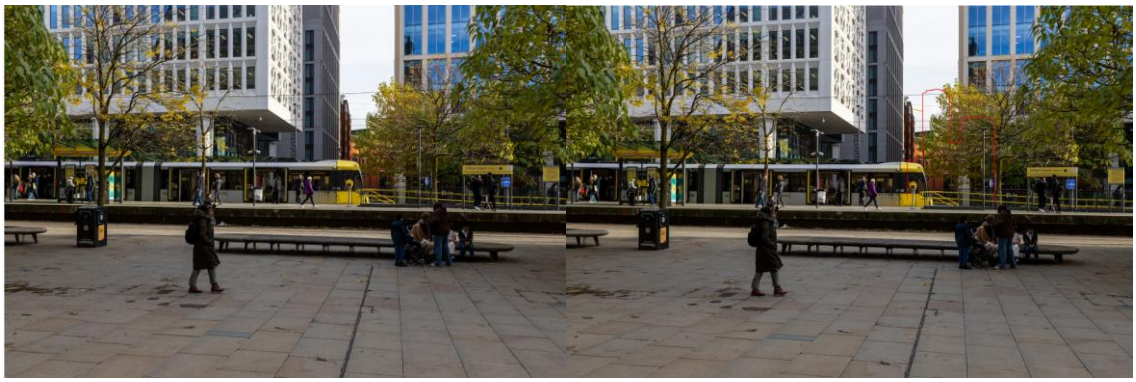
Viewpoint 4 is a view through Ardwick Green. This is an open view with trees forming the boundary of the park.



Viewpoint 4: Ardwick Green Park (existing left); proposed (cumulative) (right)

There would be a glimpsed view of the proposal with only the upper storey of the southern and tallest tower visible. A combination of vegetation and the distances between the Green and the site would reduce the impact on this view.

Viewpoint 5 is from St Peter's Square in the Albert Square conservation area. There are modern buildings and public transport infrastructure.



Viewpoint 5: St Peters Square (existing left); proposed (cumulative) (right)

The proposal largely be screened. There would be some channelled views through gaps between the surrounding buildings with the upper storeys and rooftop of the tallest tower visible in the distance. The slender form of the tower would form a new focal point within this view which would add interest to the townscape.

Viewpoint 6a, b, c and d are pedestrian routes and roads immediately adjacent to the street. The view is from within the conservation and contains listed buildings including the viaduct.



Viewpoint 6a: Sackville Street (existing left); proposed (cumulative) (right)



Viewpoint 6b: Sackville Street (existing left); proposed (cumulative) (right)



Viewpoint 6c: Sackville Street (existing left); proposed (cumulative) (right)



Viewpoint 6d: Sackville Street (existing left); proposed (cumulative) (right)

The proposal would be highly prominent along Sackville Street with the taller tower being evident. Lower levels would be partially screened by the buildings and viaduct (viewpoint 6a).

Users of Charles Street directly adjacent to the site would have clear views of the proposals, including the building frontage and the new entrance, which is enhanced by tree and shrub planting to create a welcoming threshold space. Further west on Charles Street, its lower levels would be partially obscured by intervening buildings, but the northwestern tower would rise prominently above the middle-distance built form (Viewpoint 6c)

To the south, users of the pedestrian routes would experience clear, elevated views of the buildings and direct views over and into the improved semi-private garden spaces (Viewpoint 6d).

In all views, the proposal would increase the sense of enclosure and reduce the amount of visible sky. The proposal would remove the poor-quality buildings and replace them with building with a higher standard of architecture. The scale and mass would, however, be more prominent within the setting of the conservation area and against designated assets.

At close range, the proposal would provide visual interest, with the detailing, materiality, and landscaped and semi-private garden spaces being appreciable. This would be of benefit to the local townscape.

Viewpoint 7 is a residential road in Ardwick and is characterised by low rise buildings as well as a midrise apartment building.



Viewpoint 7: Mawson Road (existing left); proposed (cumulative) (right)

The proposal would be highly visible, particularly through the gaps in the street. Whilst the ground and lower levels would be screened by the existing buildings, the rooftops and upper storeys of the towers would be visible rising above the surrounding Ardwick streetscape. There would be glimpsed views of the rooftops of the lower buildings.

The proposal is some distance but would increase the perceived proximity of the city centre on the local area. It would have a positive impact on the townscape providing visual interest and further articulation to the skyline, with the tallest tower acting as a landmark. Architectural details, including the scalloped roof plant screening would add further interest to the view.

Viewpoint 8 is from an elevated pedestrian area on Piccadilly Station Approach. Many high rise buildings are visible along with designated heritage assets including the Grade II listed police and fire station which is in the foreground of these taller buildings.



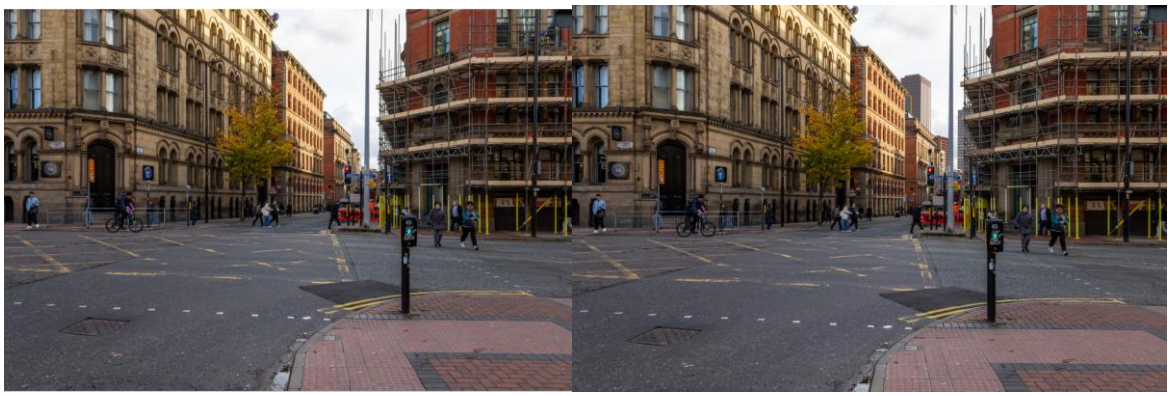
Viewpoint 8: Station approach to Piccadilly Station (existing left); proposed (cumulative) (right)

The proposal would emerge above the roofline of the Fire Station and further erode the space above it. The lower storeys would be completely screened by existing lower rise buildings. The upper storeys and towers would provide visual interest. The red masonry would help to absorb the scale of the proposal into the townscape particularly when read alongside the other taller buildings.

Viewpoints 9 a, b and c are various views along Princess Street. The townscape is varied and contains modern and well as designated and non-designated heritage assets. The views also transit through 3 conservation areas.



Viewpoint 9a: Princess Street (existing left); proposed (cumulative) (right)



Viewpoint 9b: Princess Street (existing left); proposed (cumulative) (right)



Viewpoint 9c: Princess Street (existing left); proposed (cumulative) (right)

From the northern portion of Princess Street, glimpsed views of the upper storeys and rooftops of the tallest tower would be visible (Viewpoint 9a). Travelling further south, more of the proposal becomes apparent as the route falls towards the site (Viewpoint 9b). In these views, the proposal would be seen in the context of listed warehouse buildings and in the broader city centre backdrop, which includes tall towers and other high-rise buildings.

Further south, nearer to the site and within the tighter urban grain of the Whitworth Street conservation area, views become largely screened by existing built form. Only small, glimpsed views of the rooftops of the towers would be visible. The towers would introduce a new element which would be slightly detracting due to the change in typology, but the design and architectural detail would provide visual interest (Viewpoint 9c).

Overall, the effects on views on Princess Street would be minor, with the general character of the route retained.

Viewpoints 10 a, b and c provide a sequence of views along Upper Brook Street travelling north towards the site and the city centre, from Ardwick and the outer edges of the University of Manchester campuses.



Viewpoint 10a: Upper Brook Street (existing left); proposed (cumulative) (right)



Viewpoint 10b: Upper Brook Street (existing left); proposed (cumulative) (right)



Viewpoint 10b: Upper Brook Street (existing left); proposed (cumulative) (right)

The proposal would be visible in the distance. The lower levels would be largely obscured by intervening buildings and roadside vegetation (Viewpoint 10a). The upper floors and rooftops of the towers would be visible, with their slender forms contributing to articulation and visual interest on the skyline. While finer architectural details such as panel patterns would not be perceptible, the tone and materiality of the buildings would be appreciable. The taller towers would have a different tonal finish from the lower levels, which use earthy tones more akin to the surrounding conservation area, helping to break up the massing and establish a coherent architectural language.

Clearer views of the upper storeys and rooftops of the towers would be available closer to the site (Viewpoint 10b and 10c), where it is seen in the context of city centre buildings, including other tall structures in the backdrop.

The proposal would contribute to the articulation of the skyline, integrating with the emerging cluster of tall buildings at the edge of the city centre. Its massing and height are consistent with adjacent tall buildings, while the separation into two slender towers reduces visual bulk and avoids an overbearing or blocky appearance, supporting a refined and contextually appropriate addition to the townscape.

Viewpoint 11 is a view from Ardwick Green South and is a long distant view of the city centre which is dominated in the foreground by the road and advertisement billboard.



Viewpoint 11: Ardwick Green South (existing left); proposed (cumulative) (right)

The development would be visible in the distance with only the upper levels of the development evident rising above existing buildings in the view. Their slender form would create a new vertical emphasis in the view. The variation in building height would also be noticeable in the view which assist in reducing the overall mass of the development from this vantage point. The development would contribute positively to the city skyline from this viewpoint

Viewpoint 12 is a sensitive view in the city from Oxford Road Station looking towards the site. The listed Refuge and Assurance building, with its distinctive clock tower, is dominant in the view which is read alongside modern tall buildings.



Viewpoint 12: Station approach to Oxford Road Station (existing left); proposed (cumulative) (right)

The proposal would emerge above built form in the foreground. The majority would be screened and only the upper storeys would be visible. Whilst it would be seen in the same context as the tower, it would not compete with it and would be read alongside the cluster of other modern, tall buildings in the view.

This large and significant proposal would be visible in many views but would be a beneficial townscape change where the current view is low quality. The current site contributes little to the local context – the architecture is dated and there is a poor relationship with the street and wider place making.

There would be modest impacts on the townscape. This includes viewpoints 1, 2, 3, 6c, 9 and 12 and mainly derives from the presence of heritage assets and the proposal would be seen in the same context as a number of designated assets.

From more distant locations (viewpoints 3, 4, 7, 10a, 10b, 10c and 11) the impact is more limited with intervening buildings restricting the amount of development visible. This limits the magnitude of change.

The conclusions alter slightly for the cumulative scenario, particularly in viewpoint 2, where the sense of enclosure within the conservation area and against the listed viaduct increases when combined with the proposal at Plot H.

The height of the proposal would impact on these views and the outlook and sense of space from homes. The impact on outlook is considered elsewhere in this report.

The proposal would result in varying degrees of harm to the significance of the listed buildings which is considered elsewhere in this report. There would also be an impact on the conservation area, but this would not result in any unduly harmful impacts when considered as a whole with the significance of the conservation area remaining legible and understood.

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 the delivery of homes that are in need 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 and would be impacted:

River Medlock Group: Asia House (Grade II*), India House (Grade II*), Lancaster House (Grade II*), Manchester House (Grade II*)

Northern Princess Street Group: 103 Princess Street (Grade II*), Former Pickles Building (Grade II), Brazil House (Grade II), 101 Princess Street (Grade II), 109 Princess Street (Grade II),

Southern Princess Street Group: Basil House (Grade II), Eastern House Portland House (Grade II), Transact House (Grade II), Central House (Grade II), Rhodesia House (Grade II), Lionesse House (Grade II),

Granby Row Group: Orient House and Granby House (Garde II),

Police And Fire Station (Garde II*), Former Refuge Assurance Company Offices (Grade II*), New Union Public House (Garde II), Rochdale Canal Lock Number 87, To East Of Princess Street, With Cast Iron Footbridge Beside Street (Grade II), Institute

Of Science And Technology (University Of Manchester) (Grade II), Lass O Gowrie Public House (Grade II), Renold Building, UMIST Campus (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: Jackson Street Mills (UMIST Campus), Wright Robinson Hall and Barnes Wallis Building, Chemical Engineering Pilot Plan (Morton Laboratory) and Mathematics and Social Sciences Building.

Certificates of Immunity (COI) were granted to Wright Robinson Hall and Barnes Wallis Building and the Morton Building 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 and the Morton laboratory.

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.

Policy HE6 (1) of the NPPF states that when considering the potential effect of a development 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 effect amounts to a positive effect, harm, substantial harm, or total loss of its significance.

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

Demolition of the existing buildings

The buildings at the site were constructed at some point in the 1990s. They have no heritage value.

The wider townscape contains historically and architecturally important designated and non-designated heritage assets, the settings of which contribute to their significance.

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

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

Whitworth Street Conservation Area

The site is to the south of the conservation area boundary and is physically separated from it by the Charles St MSCP. There are significant level changes in this part of the city and the buildings and architecture are more fragmented that within the conservation area to the north. The existing site has a neutral impact on the conservation area, but the height and mass of then proposal would be visible.

The site is in an area where significant change has taken place with further development activity anticipated as part of the ID SRF. Indeed, there is already modern development of height within the setting of the conservation area.

The townscape assessment demonstrates that the proposal would be more visible from the south. Visibility of the proposal from within the conservation area to the north would be restricted to road routes and open spaces such as Vimto Gardens and Sackville Gardens and views from Princess St, Sackville St and Whitworth St.

Princess Street is an important route in the conservation area and contains listed buildings which give it a strong identity and cohesive townscape.

Viewpoint 9 (a, b and c) demonstrates the impact of the proposal from Princess Street. The extent that would be visible from this, and other positions, along the length of Princess Street, would vary and would largely be restricted to its upper levels. It is this breach of the historical and established datum where a degree of harm to the character, appearance and significance of the conservation area occurs.

Consideration has been to the façade design to help to minimise this harm. A grid pattern would complement the aesthetic of nearby historic warehouses. Warm tones of red and brown from the use of brick and terracotta would also complement the character of the conservation area.

The proposal would be visible from Sackville Gardens, Vimto Gardens and Granby Row (Views 1 and 2). Harm would occur as tall buildings would be closer to the conservation area. This would be read alongside other modern buildings in these viewpoints and there would be cumulative impacts associated with other developments such as those at Plot H of the ID SRD.

Harm would occur to the setting and significance of the conservation area from certain vantage points. The harm to the conservation area overall would be low when viewed as a single designated heritage asset. The conservation area would remain legible and understood with the impacts being localised to a small number of restricted views along Princess Street and from within open spaces.

River Medlock Group (which includes India House (Grade II listed), Lancaster House (Grade II* listed), Asia House (Grade II* listed) and Manchester House (Grade II listed)*

The buildings are arranged around a loop on the River Medlock and front Princess Street or Whitworth Street.

The significance of India House and Lancaster House is appreciated from Whitworth Street, including their architecture, scale and group value. As the buildings are

orientated away from the site, there would only be glimpsed views of the proposal between them. The proposal would be more visible from the rear of these buildings where it would also be seen in the context of other modern, tall buildings such as Maldron Hotel, Bracken House and Circle Square.

The proposal is more visible from Lancaster House, Asia House and Manchester House. In particular, it would appear behind the corner turret of Lancaster House to varying degrees in kinetic views and as the alignment of Princess Street changes.

The proposal would be closer to these listed buildings, particularly Lancaster House where it would be seen in the background of its turret and cause a low level of harm.

Northern and Southern Princess Street groupings (including the Grade II listed 103 Princess Street, and the Grade II listed Former Pickles Building, Brazil House, 101 Princess Street, 109 Princess Street, Basil House, Eastern House Portland House, Transact House, Central House, Rhodesia House and Lionesse House)*

These listed buildings line Princess Street and are understood in Viewpoint 9. They are of architectural and historic interest individually, and possess group value and contribute collectively to the character and appearance and significance of the Whitworth Street Conservation Area. They form a cohesive townscape and create a clear datum.

The extent to which the proposal would be visible on Princess Street would vary. The proposal would be visible above the listed warehouses on both sides of the street due to changes in the street alignment.

The varying height of the proposal would create a varied height and mass in the backdrop of the listed buildings which would cause harm to the significance of the designated assets and disrupt the cohesiveness of the townscape. This harm is low as they would remain legible and understood both as individual assets and as a group.

Orient House and Granby House (Grade II listed)

The listed buildings are beyond the railway viaduct and the car park on Charles Street. The topography of the area means views of the site are limited to restricted view though the arches. Whilst the proposal would be visible from Sackville Street (Viewpoint 6), it would only be viewed through the gap between them and would not impact on their legibility individually or collectively. The view of the site from within their setting would be further reduced in the cumulative scenario in the event Plot H is developed.

Police and Fire Station (Grade II)*

The proposal is not close to the listed building and therefore would not impact on its immediate setting, particularly from London Road. There are, however, elevated views above the roof of the listed building which are particularly visible from the top of Station Approach. This would cause harm to the significance of the designated asset.

The harm would be at the lower end as the proposal would be viewed at distance and from one vantage point.

The listed building is a robust and prominent building within an already varied setting. The architecture lessens the impact on it through the change in massing and material palette ensuring that it would be read as a modern addition in its backdrop ensuring that it does not compete within its architectural interest.

Institute of Science and Technology (Grade II listed)

The proposal would not be visible in views of the listed building from Fairfield Street or Whitworth Street. It would be visible in views from the rear of the building on Granby Row and in combination with its side elevation on Sackville Street.

The listed building has a robust appearance from its scale and solidity. The proposal would not complete with this ensuring that its architectural quality remains legible and understood, particularly from its principal facades on Fairfield Street and Whitworth Street. The institute is experienced in a varied townscape, but the proposal would introduce a tall building in its setting, particularly from Granby Row, Vimto Gardens and Sackville Street which would result in a low level of harm to its significance.

Former Refuge Assurance Company Offices (Grade II)*

The listed building is best appreciated from Oxford Road where its architectural interest is best appreciated and understood. The proposal would not impact this. There are views of the proposal from the rear of the building and in elevated views from Oxford Road station where it would be seen in a varied townscape (Viewpoint 12). This shows that the listed buildings architecture is robust with its clock tower prominent. The view also shows that there is a cluster of modern tall buildings in its backdrop. The proposal is beyond this, but the two taller blocks are partially visible above the roof and southern cupola. This would result in a low level of harm and would be minimised as it would be read as a modern building due to its grid architecture which offers a contrast to the more ornate form of the listed building. It also would appear more modest in comparison to the other, closer, tall buildings.

New Union Public House (Grade II)

The proposal would be visible from the vicinity of the listed public house from Princess Street. The listed building is already surrounded by buildings of scale and given the distance from the site it would not result in any harm to its significance which would remain legible and understood.

Rochdale Canal Lock Number 87 (Grade II)

The lock is experienced as part of a densely urbanised area and is best appreciated from closer range views from the towpath. The proposal would not impact on its significance or its legibility which would remain understood in its context.

Lass O Gowrie public house (Grade II listed)

Viewpoint 6c demonstrates the relationship with the listed buildings. The 33 storey tower is clearly evident as it extends vertically above the hotel. The listed public house is best understood from Charles Street where its decorative elevations can be appreciated. The proposal would not impact this, but it is acknowledged that the setting is affected by its scale.

Manchester South Junction and Altrincham Railway Viaduct (Garde II Listed)

The site is to the south of the viaduct, beyond the Charles Street MSCP (also known as Plot H). It is one element of the expansive setting of the viaduct. The proposal would be taller than the current buildings at the site. The site is physically separated from the viaduct by the car park which, if developed, would form a closer and more imposing relationship with the viaduct than this proposal.

The linear nature of the viaduct and the fact that it is an expansive structure, would limit the overall impact of the proposal. The harm would be low and limited to being seen in the wider setting of the structure along with other modern buildings.

Renold Building (Grade II listed) non designated assets

The Renold Building is a higher education modernist building at the heart of the former University Campus. The group of non designated heritage assets (including Jackson Street Mills, Wright Robinson Hall and the Barnes Wallis Building, Morton Laboratory and the Mathematics 55 and Social Sciences Building) are part of the eastern part of the former UMIST campus. The Jackson Steet Mills dates from the early 19th century, and the others post-date the Renold Building.

The proposal would be clearly visible from the Renold Building and the other non-designated heritage assets in the campus, and form part of the varied setting of these assets that includes buildings of increased height, scale and mass.

Tall buildings would be brought closer to the assets but their individual significance, defined by both their architectural and historic interest would not be affected. The contributory aspects of their setting as part of the former UMIST campus, their group value and legibility of these relationships would be unaffected. The significance of the Grade II listed Renold Building and the non-designated heritage assets within the campus would be sustained.

In summary the impacts on the designated and non designated assets are as follows:

Whitworth Street Conservation Area – low level of harm

River Medlock Group: Asia House (Grade II*), India House (Grade II*), Lancaster House (Grade II*), Manchester House (Grade II*) – low level of harm

Northern Princess Street Group: 103 Princess Street (Grade II*), Former Pickles Building (Grade II), Brazil House (Grade II), 101 Princess Street (Grade II), 109 Princess Street (Grade II) – low level of harm

Southern Princess Street Group: Basil House (Grade II), Eastern House Portland House (Grade II), Transact House (Grade II), Central House (Grade II), Rhodesia House (Grade II), Lionesse House (Grade II) – low level of harm

Granby Row Group: Orient House and Granby House (Garde II) – low level of harm

Police And Fire Station (Garde II*), Former Refuge Assurance Company Offices (Grade II*), Institute Of Science And Technology (University Of Manchester) (Grade II), Lass O Gowrie Public House (Grade II), Altrincham Railway Viaduct (Grade II). – low level of harm

Renold Building, UMIST Campus (Grade II) and Manchester South Junction And, New Union Public House (Garde II), Rochdale Canal Lock Number 87, To East Of Princess Street, With Cast Iron Footbridge Beside Street (Grade II) – no harm

Non designated heritage assets: Jackson Street Mills (UMIST Campus), Wright Robinson Hall and Barnes Wallis Building, Chemical Engineering Pilot Plan (Morton Laboratory) and Mathematics and Social Sciences Building - no harm

As harm has been identified to designated assets, consideration should now be given to policy HE6 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.

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.

The proposal would deliver strategic objectives by contributing to the supply of PBSA on a site that has been identified in the Council's need assessment. The provision of PBSA reduces the demand placed on the mainstream housing market. It would develop a brownfield site in a highly sustainable location.

2511 bedspaces (a net increase of 1,983on site) 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 economic and social benefits include the creation up to 220 FTE jobs over 7 years. This would result in a total net additional contribution of £242.2 million GVA to the Greater Manchester economy, including £224.0 million concentrated in Manchester. There would also be 20 jobs created on site when the development becomes operational. A Local Labour Strategy would promote employment and skills enhancement opportunities for local people relating training, and work experience programmes.

4,115sqm of high-quality external space (including over 1,000% biodiversity net gain) would deliver a substantial uplift in ecological value and improve its overall setting. Parts of the site could be make available to the public as place making associated with SISTER progresses.

This proposal would include sustainable technologies to reduce its environmental impact. The proposal would be accessible to all.

The architecture and materials would meet the required standard for design for a building of this scale.

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.

Having considered all of these matters carefully, the level of harm caused to the designated assets would be low. A directed by policy HE6 (4), any harm should be weighed against any public benefits.

The proposal would deliver significant economic, social and environmental benefits in a key regeneration area. This is a careful judgement as there are impacts to the designated asset and there are public benefits.

Officers consider that these public benefits would outweigh the low level of harm that would occur to the designated assets.

On balance, therefore, it is considered, that, notwithstanding the very considerable weight that must be given to preserving the setting of the listed buildings and the conservation area, 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 policy HE6 of the NPPF.

Impact on Archaeology

An archaeology assessment indicates that there are below ground archaeological remains associated with New Garratt Print Works and the later Medlock Oil Works.

GMAAS concurs with these conclusions and recommends that the site is subject to intrusive archaeological investigation in advance of development taking place. This

should be a condition of any approval and would satisfy the requirements of policy EN3 of the Core Strategy and saved policy DC20 of the UDP.

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 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 – siting, scale and appearance

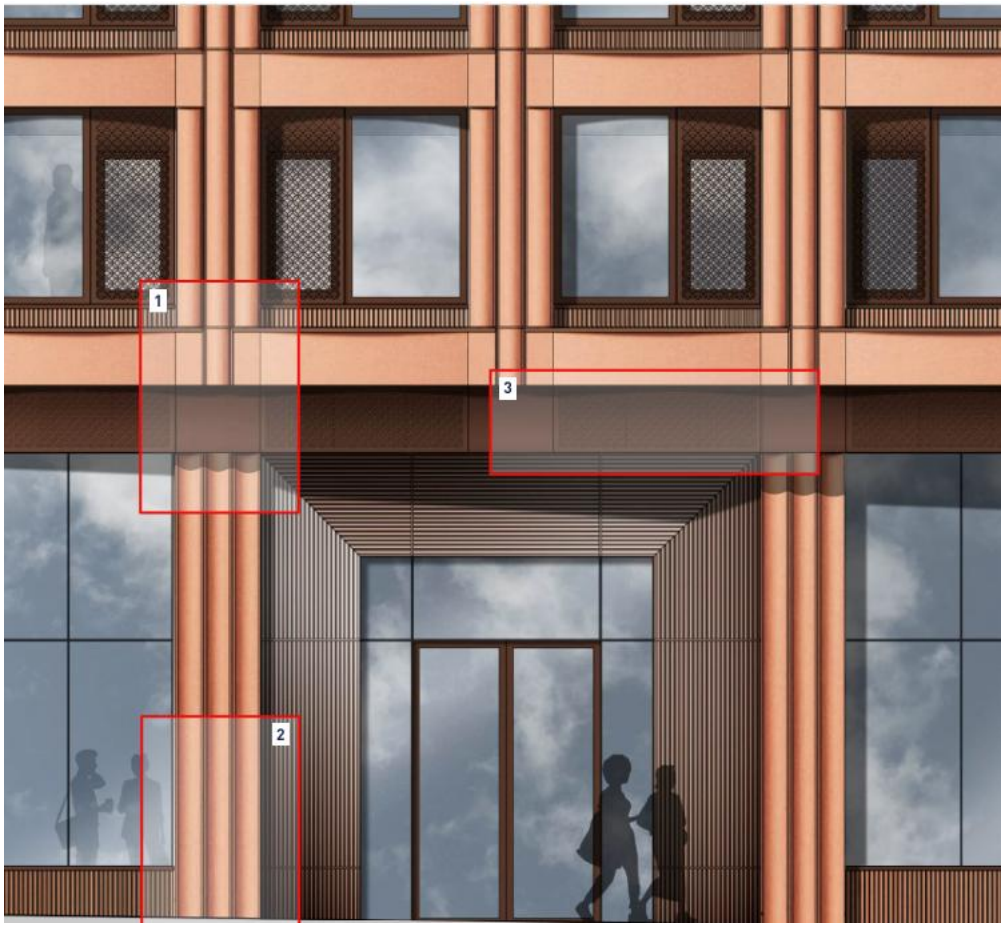
National decision-making policy DP3 states that proposals should create well designed places. DP3 (5) states that substantial weight should be given to outstanding or innovative design which promote high levels of sustainability or which help to raise the standard of design more generally in an area 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.

The site is part of the Oxford Road Corridor area. The Draft Charles Street and Granby Row Framework envisaged buildings of height with a new pedestrian route.

The design has sought to respond to the ID Manchester SRF to ensure it complements the emerging. This includes the proposals for the MSCP at Charles Street which proposes buildings of 38, 8 and 10 storeys.

Notwithstanding this, proposals should be considered against the policies in the development plan including policy EN2 'Tall Buildings'.

The proposal would be delivered in two phases – A and B. The main entrance would be on Charles Street and would be defined by a distinctive angle to the façade. This entrance provides access to the main vertical circulation core lift lobby and student accommodation levels.



Entrance to building

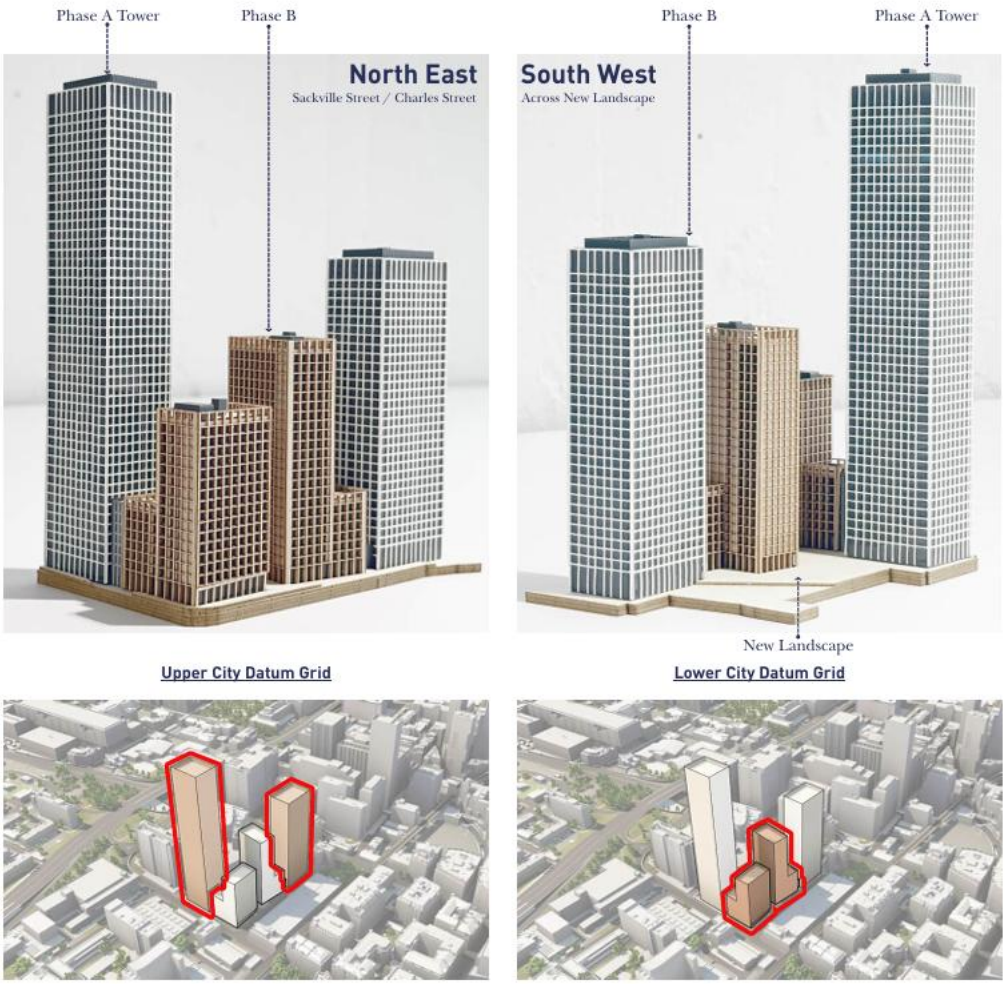
Active frontages are proposed on Charles Street and Sackville Street with back of house kept to a minimum.



Building layout

Levels 01, 02 & 03 contain a mixture of residential amenity and bedrooms. These amenity spaces include a mix of lounge and study facilities and twodio, studio and cluster bedrooms. Quieter study and private dining spaces provide activity to the courtyard to the south in Phase B. The upper levels of the buildings would have cluster, two-dios and studio bedrooms.

The design and massing would respond to the emerging context and acknowledge draft framework objectives which sought to deliver a scheme of height and density. It is arranged as a sequence of articulated forms, establishing a clear hierarchy between tower elements and lower-level buildings. These volumes are split and shaped to create views through the site. Each phase comprises two blocks with different mass and materials.



Scale and massing of the development and relationship to surrounding area

Phase A would consist of a 50 storey tower to the south east corner (building 1). Building 2 would be 17 storeys to the north-east corner. These building would be physically connected by an 8 storey link.

Phase B would consist of a 32 storey tower to north-west (building 1). Building 2 would be a part 23 part 8 storey building with a single storey link them.

These would be large, significant buildings on the edge of the city centre and mark a change from the current scale of development at the site and in the immediate local context. A proposal of a similar scale was envisaged in the draft Framework and tall buildings have emerged around here over several years. This is set to continue as the ID Manchester SRF proposes buildings at height for the SRF area.

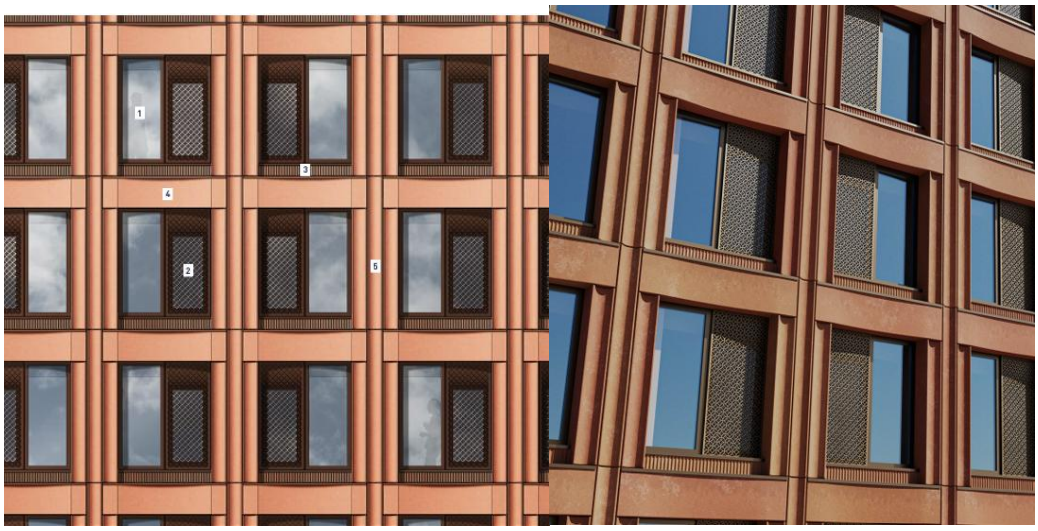
The lower elements proposed would reduce the overall impact of the scheme and ensure the towers, appear elegant and slender in the wider townscape.

The majority of the surrounding land uses are commercial with buildings and uses primarily associated with the University estate, hotel and retail/drinking establishments. There are also existing PBSA in the area. The nearest residential properties are located beyond the viaduct at Granby and Orient House.

The scale of the proposal would change the outlook from these homes, the separation distance would ensure that there would be no unduly harmful impacts to them. Plot H would be closer than this should it progress. The cumulative impact would increase the sense of enclosure, but this would not give rise to amenity impacts that would warrant refusal of the application not would they be unusual in this context.

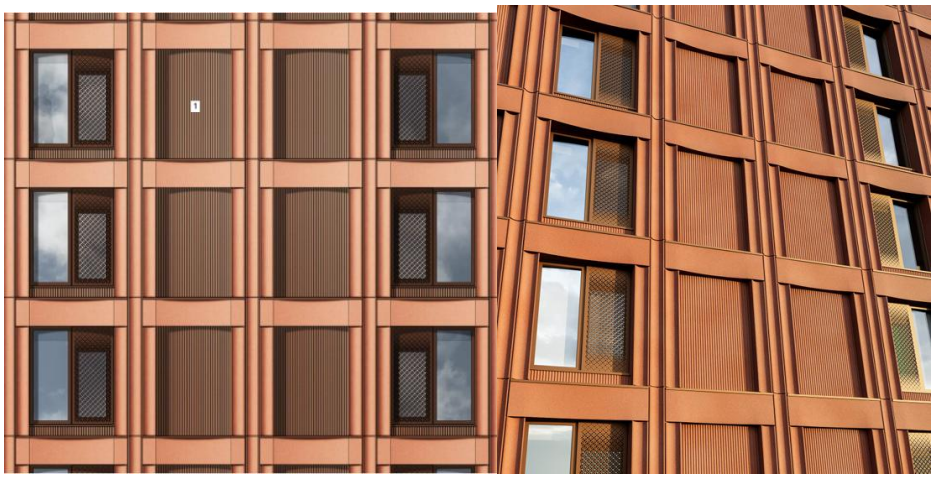
The towers would be reflective whilst the lower buildings would be masonry and more textured. Each phase is connected by a glass podium which helps provide visual separation between them.

The façade of the lower buildings are expressed by a grid of pre cast concrete panels with integrated vents set behind a perforated anodised aluminium screen. The pre-cast panel would include a ribbed profile cill. The precast grid would create a strong rhythm to the façade with interest and texture. The horizontal lintels would be curved and complement the vertical scalloped piers.



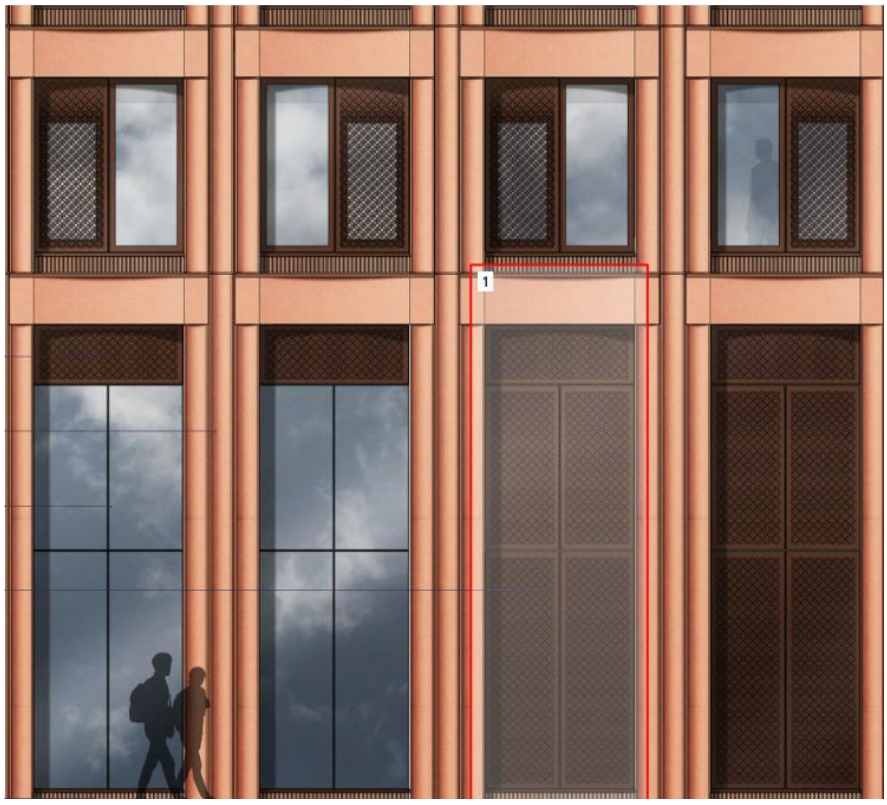
Lower building façade

Solid panels in the grid would conceal core walls and bedroom locations. Vertical striations cast into the recessed precast panels would add depth and interest.



Solid panels

A decorative metal panel would conceal louvers to ensure that back of house areas remain attractive and add visual interest.



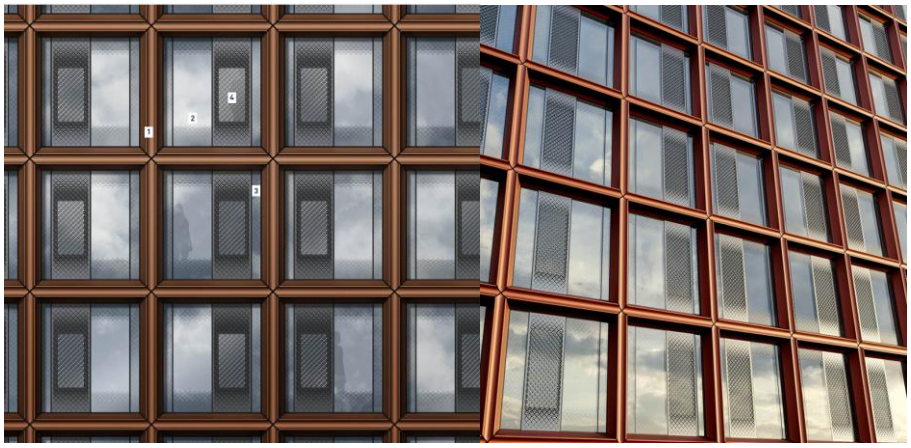
Decorative metal panel

The scallop to the parapet of the lower buildings is extended. A ribbed effect is introduced for the ridge protection and to conceal the roof behind. The vertical piers are clad in dark bronze anodized aluminium. Decorative anodised screens are set back from the façade to conceal the taller plant equipment and the enclosure to the maintenance stair.



Parapet detail

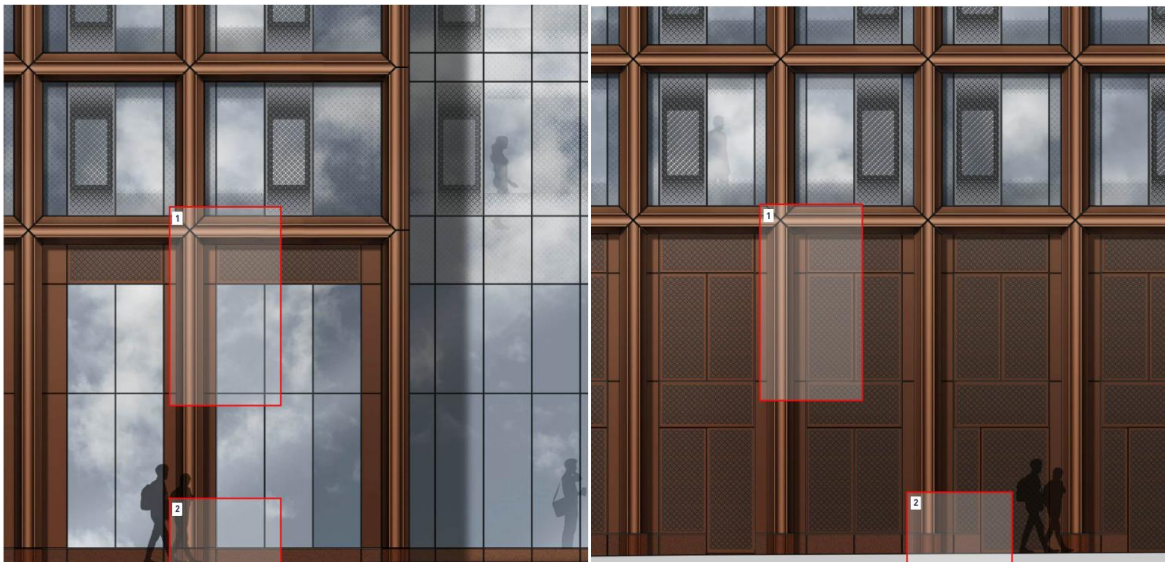
The detailing and choice of tower materials would ensure a suitable contrast with the lower buildings. The tower material is unitised curtain walling with fritted vision units and fritted glass spandrel panels. This would be expressed by an anodised aluminium grid with a curved bronze profile which would complement the scalloped detailing on the lower buildings.



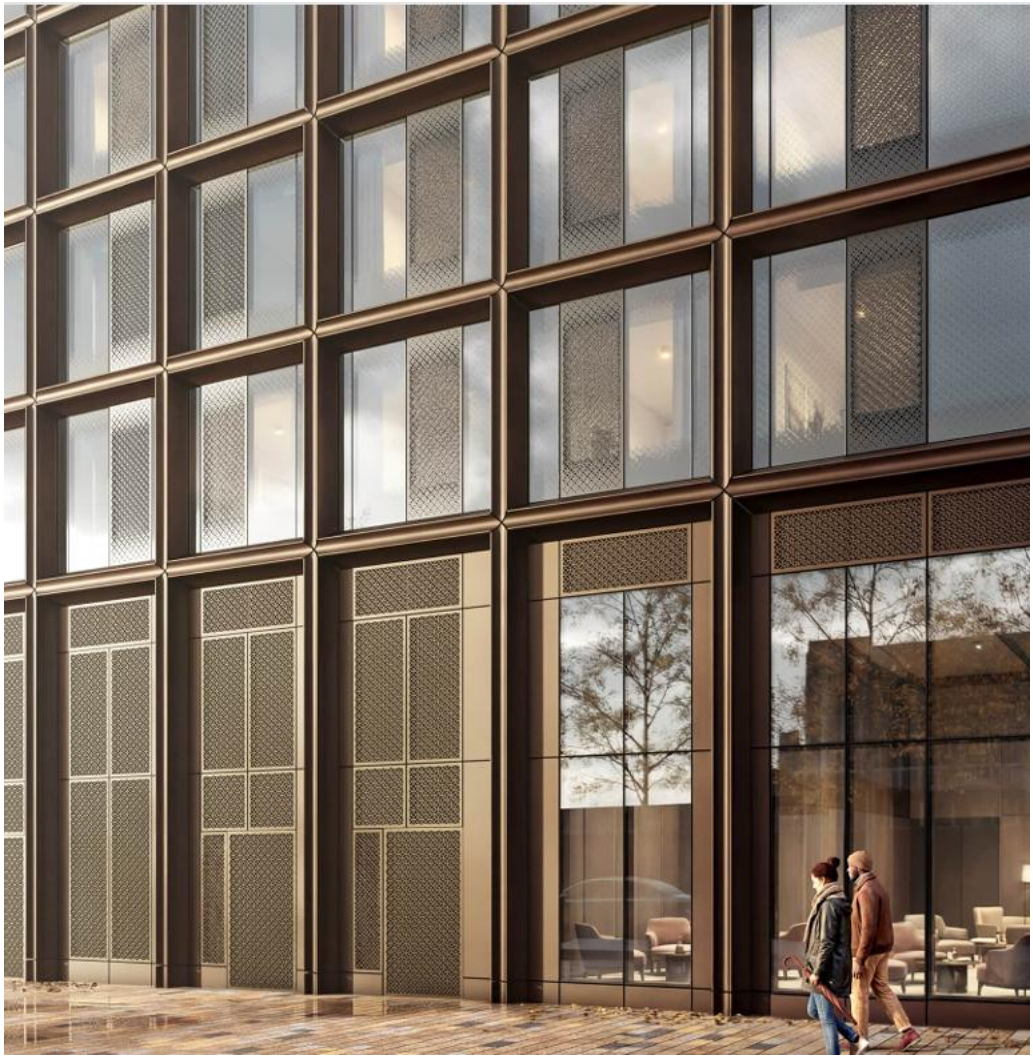
Tower façade

The grid extends to the ground floor to define the spaces and ground the building. A concrete plinth creates a robust interface between the adjacent streetscape and the metal and glass facade.

Decorative anodised metal panels would conceal the louvers at back of house areas.

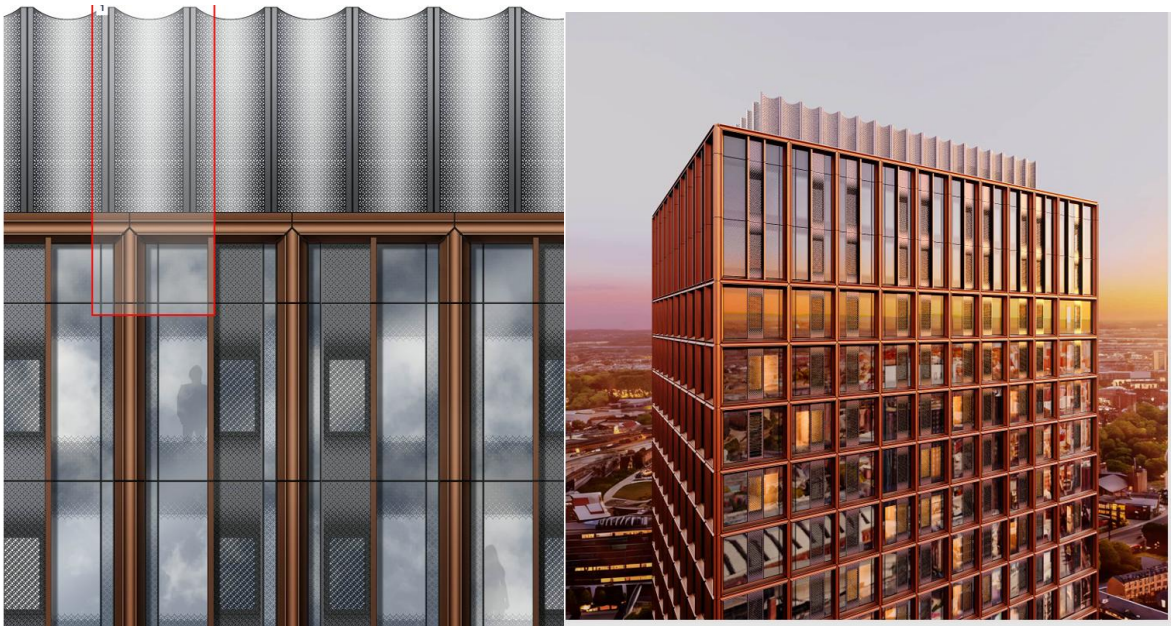


Ground floor façade and decorative screens



View along Sackville Street

The parapet is finished in a serrated anodised perforated metal crown. This would screen the plant area.



Crown to the tower elements

The siting, scale and appearance would provide a distinctive form. This would be a significant development and create a new scale in this area. However, it is an area where change is expected to take place, and similar scaled buildings have previously been envisaged for the site.

The proposal has been tested against the relevant policies, and it meets the required standards for design and place making. There would be local impacts, but these are minimised by the sites contained nature and distance of nearby homes.

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 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 buildings 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.

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 0.14 habitat units at the site. The proposal would deliver 1.61 habitat units, with no net change in hedgerow and watercourse units due to the baseline value of 0 units. This would result in a 426.39% net gain. This complies with the national legislation and local policy requirements.

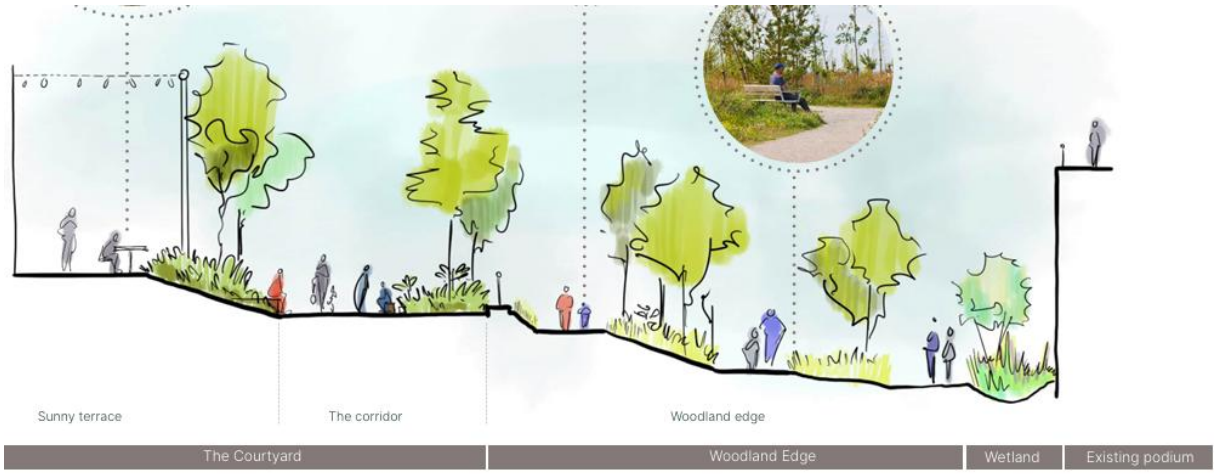
A Biodiversity Gain Plan for the on site BNG should be submitted in line with the National Planning condition. The management and monitoring of the on site BNG created should be subject to a 30 year management plan and secured by planning condition. A monitoring fee to monitor the on site BNG is therefore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

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

The landscaping seeks to create two distinct spaces working with the sites different levels. The northern section includes areas for socialising, play and study. The lower section would be a woodland edge, positioned 3 metres below the main space. The space would be accessible by steps and level pathways. There is a long term intention to open up the woodland area as development and place making occurs in the wider SRF area.



Landscape masterplan



Level differences across the landscaped areas

Improvements are proposed to Charles Street in collaboration with adjacent landowners including Plot H. Trees would be planted to the main entrance to the courtyard and defensible planting along sections of the building façade.

95 trees are proposed io define movement, gathering areas, and points of visual focus within the landscape. A diverse species of planting would allow seasonal variation.

Sustainable drainage would support water management. Lighting would ensure the spaces feel safe at all times. Final details should be agreed by planning condition.

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;
- Granby House;
- Montana House;
- Orient House; and
- Princess House.

It should be noted that only Salisbury House has been modelled to publicly available floorplans. There are no publicly available floor plans for the remaining buildings as such NSL within the rooms served by these windows has not been assessed.

Construction

During construction, daylight and sunlight effects are unlikely to exceed those of when the proposal 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

Granby House

103 windows were assessed for daylight. 58 windows orientated were assessed for sunlight.

52 (50%) of the 103 windows assessed for daylight would meet the BRE's criteria and so experience a negligible magnitude of VSC change.

10 (10%) of the remaining 51 windows would experience a small magnitude of change (20.1 -30%) with the remaining 41 (40%) experiencing a medium magnitude of change (30.1-40%). These 41 windows currently experience high levels of VSC for a urban location.

With the development in place, the 2 windows would have a retained VSC of between 15-20% and 49 would have a retained VSC of 20-27%.

The levels of VSC would reduce with the proposal in place. The standard of living accommodation remains suitable for use (20.4% to 25.8% with, for context the average being 24%).

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

Consideration has also been given to the cumulative impacts with the development at Plot H. 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, 43 windows would have a retained VSC of between 0-15% and 19 would have a retained VSC of 15-20% and 1 would have a retained VSC of 20-27%.

For sunlight, 45 (78%) of 58 windows would meet the BRE's criteria and so experience a negligible magnitude of APSH change.

The magnitude of annual and/or winter APSH change to the remaining windows is medium to large. The 13 windows which will experience medium to large magnitudes of annual and/or winter APSH change all have uncharacteristically high (30% to 60% with, for context the average being 51% total APSH and 4% to 24% with, for context, the average being 16% winter APSH) baseline APSH levels for windows in an urban location.

With both developments in place, 10 of 58 windows would meet the BRE's criteria and so experience a negligible magnitude of APSH change. 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 low degree of harm to the daylight of the properties in Granby 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.

Montana House

124 windows were assessed for daylight. 22 windows orientated to within 90o of due south were assessed for sunlight.

In terms of daylight, 41 (33%) of the 124 windows assessed would meet the BRE's criteria and so experience a negligible magnitude of VSC change.

26 would experience a small magnitude of change (20.1-30%). 55 a medium magnitude of change (30.1-40%). The magnitude of VSC change to the remaining 2 (2%) windows is large (40%+).

55 windows which will experience medium to large magnitudes of VSC change all have uncharacteristically high (24.6% to 36.4% with, for context, the average being 33%) levels of VSC currently for an urban location. It is acknowledged that the levels of VSC would reduce with the proposal in place. The standard of living accommodation remains suitable for use (14% to 25.3% with the average being 22%).

With the development in place, the 2 windows would have a retained VSC of between 0-15%, 5 would have a retained VSC of between 15-20% and 76 would have a retained VSC of 20-27%.

Consideration has also been given to the cumulative impacts with the proposal at Plot H. 49 of the 124 windows would continue to meet the BRE's criteria and experience a negligible magnitude of VSC change. 23 windows would experience a minor impact, 50 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 1 would have a retained VSC of 15-20% and 72 would have a retained VSC of 20-27%.

All 22 windows would remain complaint for sunlight (both individually and cumulatively).

It is acknowledged that there would be a low degree of harm to the daylight of the properties in Montana 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 to the properties and when considered against the benefits of the scheme as a whole.

Orient House

150 windows were assessed for daylight. 150 windows were assessed for sunlight.

26 (17%) would meet the BRE's criteria for VSC change resulting in a negligible impact.

16 (11%) would experience a small magnitude of change (20.1 -30%) and 101 (68%) a medium magnitude of change (30.1-40%). The magnitude of VSC change to 6 (4%) windows would be large (40%+).

108 windows which experience medium to large magnitudes of VSC change all have uncharacteristically high (21.2% to 38% with, for context, the average being 34%) levels VSC currently for an urban location. This would reduce as a result of the development but the standard of accommodation remains acceptable and suitable for use (14.1% to 26.5% with the average being 23%).

With the development in place, the 5 windows would have a retained VSC of between 0-15%, 16 windows would have a retained VSC of 15-20% and 103 would have a retained VSC of 20-27%.

Consideration has also been given to the cumulative impacts with the proposal Plot H. 19 of the 150 windows would continue to meet the BRE's criteria and experience a negligible magnitude of VSC change. 3 windows would experience a minor impact, 24 would experience a medium impact and 104 would experience a major impact.

With both developments in place, 26 windows would have a retained VSC of between 0-15%, 58 would have a retained VSC of 15-20% and 47 would have a retained VSC of 20-27%.

In terms of sunlight, 147 (98%) of the 150 windows assessed would meet the BRE's criteria and so experience a negligible magnitude of APSH change.

The magnitude of APSH change to 1 (1%) would be small. The magnitude of APSH to the remaining 2 medium. The 2 windows which would experience medium magnitudes of APSH change experience no change in winter APSH and 5% absolute total APSH changes. The reason for the medium magnitude of total APSH change when this change in expressed in percentage of baseline terms is due the low (16%).

With both developments in place, 140 of 150 windows would meet the BRE's criteria and so experience a negligible magnitude of APSH change. 2 rooms would experience a medium impact and 6 major (annual APSH). In the winter APSH, 3 rooms would experience a major impact.

It is acknowledged that there would be a low degree of harm to the daylight of the properties in Orient 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.

Salisbury House

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

14 (19%) windows would meet the BRE's criteria. 50 (70%) would experience a small magnitude of change (20.1-30%), and 8 (11%) a medium magnitude of change (30.1-40%).

With the development in place, the 9 windows would have a retained VSC of between 15-20%, 6 windows would have a retained VSC of between 15-20% and 43 would have a retained VSC of 20-27%.

47 (98%) of the 48 rooms assessed would meet the BRE's criteria. One window would experience a small magnitude of change (20.1-30%).

Any changes in diffuse daylight (VSC & NSL) to 9 (19%) rooms would be fully BRE compliant.

The magnitude of diffuse daylight change to 31 (65%) is small based on the negligible magnitude of NSL change and the minor magnitude of VSC change.

The windows to the remaining 8 (16%) rooms would be medium (no greater than 35%). Any change to the NSL would be no greater than 10% (negligible) and the rooms would retain daylight distribution to between 51% and 87% with the average being 70%. The magnitude of diffuse daylight change would be small.

Consideration has also been given to the cumulative impacts with the development at Plot H. 9 of the 72 windows would continue to meet the BRE's criteria and experience a negligible magnitude of VSC change. 14 windows would experience a minor impact, 40 would experience a medium impact and 9 would experience a major impact.

With both developments in place, 15 windows would have a retained VSC of between 0-15%, 44 would have a retained VSC of 15-20% and 44 would have a retained VSC of 20-27%.

In terms of sunlight, 48 (83%) of the 58 rooms would meet the BRE's criteria.

APSH change to 6 (13%) windows would be small. The magnitude of APSH to the remaining 4 would be medium to large. The 4 windows which would experience medium to large magnitudes have uncharacteristically high levels of APSH currently (33% to 36% with, for context the average being 35% total APSH and 9% to 12% with, for context, the average being 11% winter APSH).

With the proposal the APSH would reduce but remain suitable for living in a city centre context (18% to 22% with and average being 21% total APSH and 4% to 6% with average being 5% winter APSH).

With both developments in place, 48 of 58 windows would meet the BRE's criteria and so experience a negligible magnitude of APSH change. 6 rooms would experience a minor impact and 4 rooms a major impact (annual APSH). In the winter APSH, 1 room would experience a major impact.

It is acknowledged that there would be a low degree of harm to the daylight of the properties in Salisbury 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.

Princess House

107 windows were assessed for daylight. As there were no publicly available floorplans, NSL windows has not been assessed. 13 windows orientated to within 90o of due south were assessed for sunlight.

16 (15%) windows would meet the BRE's criteria and a negligible magnitude of VSC change. 68 (64%) would experience a small magnitude of change (20.1-30%). 7 (7%)

a medium magnitude of change (30.1-40%). The remaining 16 (15%) windows would experience a large magnitude of change (40%+).

There are 2 windows which would experience magnitudes of VSC change which only just (by 0.2% and 0.4%) fall into the medium category.

The remaining 21 windows all have VSC values currently which are already below the BRE recommended 27% (these range from 5.4% to 24.4% with an average of 14%).

With the development in place, the 22 windows would have a retained VSC of between 0-15%, 5 windows would have a retained VSC of 25-20% and 54 would have a retained VSC of 20-27%.

There are no cumulative impacts with Plot H.

All 13 windows meet the BRE guidelines for sunlight (both individually and cumulatively).

It is acknowledged that there would be a low degree of harm to the daylight of the properties in Princess 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 to the properties and when considered against the benefits of the scheme as a whole.

The comments from objectors is noted with regards to impact on daylight and sunlight. There would be harm to the properties as identified within this report. The extent of harm includes the cumulative impact with the adjacent proposal at Plot H. 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 proposal would not generate any instances of overlooking or loss of privacy. There is a significant gap between the nearest residential homes along Granby Row and the site. Any perceived overlooking would further be reduced in the event Plot H in the ID Manchester SRF receives planning permission and is developed.

Solar Glare

A solar glare assessment examines impacts on adjacent road and rail routes. 7 roads and 2 train lines were assessed.

At the following 6 locations, the effects would be negligible:

- Princess St (Northbound) junction with Charles St; •
- Princess St (Southbound) junction with Whitworth St;

- Sackville St (Northbound) merging of two lanes;
- Sackville St (Southbound) junction with Whitworth St;
- Charles St (Eastbound) junction with Princess St; and
- Hulme St (Eastbound) junction with Oxford Rd.

The remaining 3 locations: Brook St (Northbound) junction with Sackville St; Railway line from Oxford Rd station to Piccadilly station (Eastbound); and Railway line from Piccadilly station to Oxford Rd station (Westbound), there would be solar refection's within 30 degrees of a drivers line of sight which would be greater than 10 degrees. There would be minor impacts that would arise in this regard. Whilst some harm would occur, the effects are not considered to be significant enough to warrant mitigation or refusal of this application.

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 close to homes, educational uses, offices, hotel and other commercial uses. The nursery at the site will remain until works at Phase B commences. 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. 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 (PM10) and less than 2.5 μm (PM2.5) 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, PM10 and PM2.5). 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.

Local air quality conditions are poor but, there would no 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 phases (A and A & B combined), 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 inclusion of the Plot H, Sister cumulative scheme does not have a material impact on wind conditions on and around the Weston and Pendulum site.

Noise and vibration

A noise assessment notes that the main sources of noise 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 main external noise sources 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 the Lass O Gowrie, a public house and late-night venue, are sensitive adjacent use.

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 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 public house including the nature of its operations. 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 and the public house.

Environmental Health are satisfied that the PBSA can be acoustically insulated to prevent any noise impacts on residents. 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 PBSA 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

There are four bin storage areas across phases A and B. The strategy includes recycling and all bin types would encourage this as follows:

- Phase A (High Rise) Bin Store 1 27x1100litre Eurobins 7x240litre bins
- Phase A (Low Rise) Bin Store 2 8x1100litre Eurobins 2x240litre bins
- Phase B (High Rise) Bin Store 3 22x1100litre Eurobins 5x240litre bins
- Phase B (Low Rise) Bin Store 4 12x1100litre Eurobins 3x240 litre bins

Students would have access to the bin store to drop off the waste. In addition, space would be made available for storage of bulky waste items. If additional waste storage is needed at the Move Out period at the end of term, then this would be provided and managed in a safe and environmentally friendly way. Students are able to segregate their waste in their rooms.



Bin store locations

Waste Collection is expected to be made every two days for the General Waste, recyclables and Food Waste bins. Private collections would need to be used due to the volume of waste created by the development. This would be secured by way of a legal agreement.

Phase A building has an on-street loading bay on Charles Street in addition to a modified parking bay on Sackville Street. This would result in the loss of an on street car parking space. This means that the existing single yellow traffic regulations orders (which do permit loading) would be amended to create a more formal loading space.

Phase B building would be serviced via an existing loading bay on Charles Street.



Loading bay arrangements

The on-site management team will direct the regular and site wide servicing activity (including post, refuse collection, maintenance activity) to occur between 08:00-18:00 unless an alternative time has been agreed

The waste management principles for the PBSA are acceptable to Environmental Health. 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 proposal would create an inclusive environment. Level access would be provided to all external and internal doors with communal corridor width at 1350mm. All floors would have fully accessible lifts meaning apartments and amenity areas will be accessible. All bedrooms would meet Approved Document M (Vol 2). 65 accessible studios are designed to 'wheelchair accessible bedrooms' in Phase A and 53 in Phase 2, all in close proximity to the main vertical circulation cores.

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 majority of the site is in flood zone 2 with a medium probability of flooding, due to the proximity of the River Medlock which is immediately to the south. The river is culverted adjacent to the site with a small section encroaching into the Phase B site boundary. None of the built form is above or adjacent to the main river culvert.

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. Mitigation measures include raising the finished floor levels across the site and considering safe access and egress routes for the residential lobby accesses.

There are small areas of less vulnerable uses where the finished floor levels are set lower than the design flood level due to tie ins with existing ground levels. These are the plant rooms located on the south-west of Phase 2.

In order not to increase flood risk elsewhere, flood compensatory storage is required where any development causes a loss of natural flood storage capacity. No additional flood compensatory storage is required to be provided.

The landscaping would allow water to the enter from the west and use topographical falls and a swale to drain water in the recessed area of the landscaping at the south. The retaining walls would not restrict the flow of water to the basin, and follows a similar area to the existing building and would not detrimentally change the flow of flood water.

Once the flood water has subsided, flood water will be able to drain via the drainage features located around the sunken landscaped area. The drainage features are proposed to ultimately discharge back to the River Medlock

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 being at risk of surface water flooding. The main area at risk is off Charles Street. This area is a natural low point within the existing topography where ground levels drop approximately 1.5m between the road and the building perimeter to allow for level access. It is proposed that the site would be reprofiled so that these low points are removed, with the only low points provided in the landscaping. In addition, this surface water flooding is not connected to a wider overland flow route indicating that this risk occurs from the site catchment, not offsite.

In accordance with a detailed drainage strategy developed for the proposed Surface water runoff generated within the site would be directed and managed development. This incorporates Sustainable Drainage Systems (SuDS), ensuring that runoff is attenuated, treated, and discharged to prevent flood risk downstream.

The strategy would be designed to accommodate the 1-in-100-year storm event +45% climate change without causing a risk of flooding. As such the risk of flooding from surface water is low.

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 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. Part (7) references the importance of adequate car parking, including for disabled drivers. Part (9) references the importance of incorporating 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 on site 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 144 cycle spaces in dedicated secure cycle stores.

Highway improvement works around the site would improve the pedestrian and cycling environment particularly around Charles Street and Sackville Street. This would include the two new loading bay with associated TROs.

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.

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. 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.

Demolition would be phased with works on Phase A taking place first. Works for both phases would involve demolition of existing buildings before earthworks and the main build phase can commence.

Construction hours would be Monday to Friday 07:30-18:00 hours and Saturday 08:30-14:00 hours. Various demolition methods would allow the works to be carried out safely.

Mechanical demolition methods using conventional demolition high reach machines, excavators and attachments would be used to carry out the low-level structures where it is safe to do so, and ‘top down’ floor by floor methods will be adopted to remove the taller and more high-risk areas of the structures on site.

The main site access will be off Sackville Street which will accommodate construction vehicles.

The proposal would take place close to homes and critical road and rail infrastructure. The existing nursery would also remain on site whilst Phase A is under construction. 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

NATS have requested that a condition be imposed on any planning permission to ensure that the radar is modified.

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.

Comments have also been received from Friends of Sackville Gardens. Whilst it is noted that in Viewpoint 1, that the development would form an altered setting to

Sackville Gardens, including altering the amount of sky though the gap, it is not considered that there would be any unduly harmful overshadowing on the Gardens.

There is no policy requirement to support an off site mitigation for the Gardens. The development would provide suitable and meaningful amenity space for the residents of the development which would minimise pressures on existing green spaces in the city centre.

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 Accommodation' within this report.

The agreement would also be used to secure a commuted sum for off site affordable housing in the city.

The applicant has offered the affordable housing commuted sum and discounted student accommodation at the site voluntarily. Members are advised that the affordable housing sum and affordable student accommodation is not required to make this development acceptable and is being offered on a wholly voluntary basis by the applicant, this is not a material planning consideration and Members should 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'.

Secure the payment of a biodiversity monitoring fee as set out under the heading 'Impact on Biodiversity'.

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. A detailed draft Framework considered PBSA to be an acceptable land use and that the site could accommodate scale and density. The immediate, wider area is the subject of the ID Manchester Framework which also envisages developments of scale around Piccadilly Station

and to deliver specific economic objectives in partnership with the University of Manchester.

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.

2511 bedspaces (a net increase of 1,983 following the loss of the 528 beds which are currently on site) would be created. 100 rooms would be provided at a 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 deliver significant economic and social benefits including the creation up to 220 FTE jobs over 7 years. There would also be 20 jobs created on site when the development becomes operational.

Trees and planting would be provided in a new significant landscaped area. This would have a positive impact on biodiversity and ecology.

The risk from flooding has been minimised in line with national planning policy and surface water at the site can be managed in line with sustainable principles.

There would be some localised impact on surrounding listed building 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 local area. There is a long-standing residential community which sits 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 to be managed at the site. 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 expiry of the consultation period relating to the Townscape and Visual Impact Assessment chapter in the Environmental Statement, pursuant to

Regulation 25 of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2017

- The signing of a Legal Agreement to secure:

    - That private waste collections would take place for the perpetuity of the development,
    - The payment of a BNG monitoring fee; and
    - Secure the project architect.

Article 35 Declaration

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 to be attached to the decision

1) In this permission, the following definitions are applicable:

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

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

As shown on drawing 10346-SHA-Z0-A-B5D8-G100-PL-XX-002 P02 received by the City Council, as Local Planning Authority, on the 8 June 2026

Reason - To clarify the various phases of the development pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

2)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.

3)The development hereby approved shall be carried out in accordance with the following drawings and documents:

Drawings:

10346-SHA-Z0-A-B5D8-G100-PL-XX-001 Site Wide Proposed Site Location Plan P01 10346-SHA-Z0-A-B5D8-G100-PL-XX-002 Site Wide Proposed Site Phasing Plan P01 10346-SHA-Z0-A-B5D8-G100-PL-B1-001 Site Wide Proposed Site Plan Basement Level P01 10346-SHA-Z0-A-B5D8-G100-PL-00-001 Site Wide Proposed Site Plan Level 00 P01 10346-SHA-Z0-A-B5D8-G100-PL-01-001 Site Wide Proposed Site Plan Level 01 P01 10346-SHA-Z0-A-B5D8-G100-PL-02-001 Site Wide Proposed Site Plan Level 02 P01 10346-SHA-Z0-A-B5D8-G100-PL-03-001 Site Wide Proposed Site Plan Level 03 P01 10346-SHA-Z0-A-B5D8-G100-PL-04-001 Site Wide Proposed Site Plan Level 04-07 P01 10346-SHA-Z0-A-B5D8-G100-PL-08-001 Site Wide Proposed Site Plan Level 08 P01 10346-SHA-Z0-A-B5D8-G100-PL-09-001 Site Wide Proposed Site Plan Level 09-10 P01 10346-SHA-Z0-A-B5D8-G100-PL-11-001 Site Wide Proposed Site Plan Level 11 P01 10346-SHA-Z0-A-B5D8-G100-PL-12-001 Site Wide Proposed Site Plan Level 12-16 P01 10346-SHA-Z0-A-B5D8-G100-PL-17-001 Site Wide Proposed Site Plan Level 17 P01 10346-SHA-Z0-A-B5D8-G100-PL-18-001 Site Wide Proposed Site Plan Level 18-20 P01 10346-SHA-Z0-A-B5D8-G100-PL-21-001 Site Wide Proposed Site Plan Level 21 P01 10346-SHA-Z0-A-B5D8-G100-PL-22-001 Site Wide Proposed Site Plan Level 22-23 P01 10346-SHA-Z0-A-B5D8-G100-PL-24-001 Site Wide Proposed Site Plan Level 24 P01 10346-SHA-Z0-A-B5D8-G100-PL-25-001 Site Wide Proposed Site Plan Level 25-30 P01 10346-SHA-Z0-A-B5D8-G100-PL-31-001 Site Wide Proposed Site Plan Level 31 P01 10346-SHA-Z0-A-B5D8-G100-PL-32-001 Site Wide Proposed Site Plan Level 32 P01 10346-SHA-Z0-A-B5D8-G100-PL-33-001 Site Wide Proposed Site Plan Level 33 P01 10346-SHA-Z0-A-B5D8-G100-PL-34-001 Site Wide Proposed Site Plan level 34-49 P01 10346-SHA-Z0-A-B5D8-G100-PL-RF-001 Site Wide Proposed Site Plan Roof Level P01 10346-SHA-Z0-A-B5D8-G100-EL-EE-001 Site Wide Proposed Elevation East - Sackville Street P01 10346-SHA-Z0-A-B5D8-G100-EL-EN-001 Site Wide Proposed Elevation North - Charles Street P01 10346-SHA-Z0-A-B5D8-G100-EL-ES-001 Site Wide Proposed Elevation South - Drover Lane P01 10346-SHA-Z0-A-B5D8-G100-EL-EW-001 Site Wide Proposed Elevation West - Princess Street P01 10346-SHA-Z0-A-B5D8-G100-SE-AA-001 Site Wide Proposed Site Section AA P01 10346-SHA-Z0-A-B5D8-G100-SE-BB-001 Site Wide Proposed Site Section BB P01 10346-SHA-Z0-A-B5D8-G100-SE-CC-001 Site Wide Proposed Site Section CC P01 10346-SHA-Z0-A-B5D8-G100-SE-DD-001 Site Wide Proposed Site Section DD P01 10346-SHA-Z0-A-B5D8-G100-SE-EE-001 Site Wide Proposed Site Section EE P01 10346-SHA-Z0-A-B5D8-G251-EL-TY-001 Site Wide External Wall Elevation Pre-Cast Typical Upper Bay P01 10346-SHA-Z0-A-B5D8-G251-EL-XX-001 Site Wide External Wall Elevation Pre-Cast Two-dio Bay P01 10346-SHA-Z0-A-B5D8-G251-EL-XX-002 Site Wide External Wall Elevation Pre-Cast Gable Bay P01 10346-SHA-Z0-A-B5D8-G251-EL-XX-003 Site Wide External Wall Elevation Pre-Cast Roof Parapet P01 10346-SHA-Z0-A-B5D8-G251-EL-XX-004 Site Wide External Wall Elevation Primary Entrance - Level 00 P01 10346-SHA-Z0-A-B5D8-G251-EL-XX-005 Site Wide External Wall Elevation Pre-Cast Back of House Areas - Level 00 P01 10346-SHA-Z0-A-B5D8-G251-EL-TY-101 Site Wide External Wall Elevation Unitised Curtain Wall Typical Upper Bay P01 10346-SHA-Z0-A-B5D8-G251-EL-XX-101 Site Wide External Wall Elevation Curtain Wall Corner Bay P01

10346-SHA-Z0-A-B5D8-G251-EL-XX-102 Site Wide External Wall Elevation Curtain Wall Parapet P01 10346-SHA-Z0-A-B5D8-G251-EL-XX-103 Site Wide External Wall Elevation Curtain Wall Glazed Infill P01 10346-SHA-Z0-A-B5D8-G251-EL-XX-104 Site Wide External Wall Elevation Curtain Wall Front of House Areas Level 00 P01 10346-SHA-Z0-A-B5D8-G251-EL-XX-105 Site Wide External Wall Elevation Curtain Wall Back of House Areas Level 00 10346-SHA-ZA-A-B5D8-G100-PL-B1-001 Phase A Site Plan Basement Level P01 10346-SHA-ZA-A-B5D8-G100-PL-00-001 Phase A Site Plan Level 00 P01 10346-SHA-ZA-A-B5D8-G100-PL-01-001 Phase A Site Plan Level 01 P01 10346-SHA-ZA-A-B5D8-G100-PL-02-001 Phase A Site Plan Level 02 P01 10346-SHA-ZA-A-B5D8-G100-PL-03-001 Phase A Site Plan Level 03 P01 10346-SHA-ZA-A-B5D8-G100-PL-04-001 Phase A Site Plan Level 04 P01 10346-SHA-ZA-A-B5D8-G100-PL-05-001 Phase A Site Plan Level 05 P01 10346-SHA-ZA-A-B5D8-G100-PL-08-001 Phase A Site Plan Level 08 P01 10346-SHA-ZA-A-B5D8-G100-EL-EE-001 Phase A Site Elevation East Sackville Street P01 10346-SHA-ZA-A-B5D8-G100-EL-EE-002 Phase A Site Elevation East Retained Weston Gable Ends P01 10346-SHA-ZA-A-B5D8-G100-EL-EE-003 Phase A Site Elevation East Demolition/Proposed Sackville Street P01 10346-SHA-ZA-A-B5D8-G100-EL-EN-001 Phase A Site Elevation North Charles Street P01 10346-SHA-ZA-A-B5D8-G100-EL-EN-002 Phase A Site Elevation North Demolition/Proposed Charles Street P01 10346-SHA-ZA-A-B5D8-G100-EL-ES-001 Phase A Site Elevation South Drover Lane P01 10346-SHA-ZA-A-B5D8-G100-EL-EW-001 Phase A Site Elevation West Princess Street P01 10346-SHA-ZA-A-B5D8-G100-EL-EW-002 Phase A Site Elevation West Demolition/Proposed Princess Street P01 10346-SHA-ZA-A-B5D8-G200-SE-AA-001 Phase A Proposed General Arrangement Section AA 10346-SHA-ZA-A-B5D8-JC20-XP-B1-001 Phase A Existing Demolition Plan Basement Level P01 10346-SHA-ZA-A-B5D8-JC20-XP-00-001 Phase A Existing Demolition Plan Level 00 P01 10346-SHA-ZA-A-B5D8-JC20-XP-01-001 Phase A Existing Demolition Plan Level 01 P01 10346-SHA-ZA-A-B5D8-JC20-XP-02-001 Phase A Existing Demolition Plan Level 02 P01 10346-SHA-ZA-A-B5D8-JC20-XP-03-001 Phase A Existing Demolition Plan Level 03 P01 10346-SHA-ZA-A-B5D8-JC20-XP-04-001 Phase A Existing Demolition Plan Level 04 P01 10346-SHA-ZA-A-B5D8-JC20-XP-05-001 Phase A Existing Demolition Plan Level 05 P01 10346-SHA-ZA-A-B5D8-JC20-XP-RF-001 Phase A Existing Demolition Plan Roof Level P01 10346-SHA-ZB-A-B5D8-JC20-XP-B1-001 Phase B Existing Demolition Plan Basement Level P01 10346-SHA-ZB-A-B5D8-JC20-XP-00-001 Phase B Existing Demolition Plan Level 00 P01 10346-SHA-ZB-A-B5D8-JC20-XP-01-001 Phase B Existing Demolition Plan Level 01 P01 10346-SHA-ZB-A-B5D8-JC20-XP-02-001 Phase B Existing Demolition Plan Level 02 P01 10346-SHA-ZB-A-B5D8-JC20-XP-03-001 Phase B Existing Demolition Plan Level 03 P01 10346-SHA-ZB-A-B5D8-JC20-XP-04-001 Phase B Existing Demolition Plan Level 04 P01 10346-SHA-ZB-A-B5D8-JC20-XP-05-001 Phase B Existing Demolition Plan Level 05 P01 10346-SHA-ZB-A-B5D8-JC20-XP-RF-001 Phase B Existing Demolition Plan Roof Level 3489-PLA-XX-XX-DR-L-0001 General Arrangement Plan P07 3489-PLA-XX-XX-DR-L-0002 General Arrangement Plan Phase-1 P07 3489-PLA-XX-XX-DR-L-0003 General Arrangement Plan Phase-2 P06 3489-PLA-XX-XX-DR-L-1000 Hardwork General Arrangement P05 3489-PLA-XX-XX-DR-L-2000- Softwork General Arrangement P05

received by the City Council, as Local Planning Authority, on the 18 December 2025

Planning and Tall Building Statement December 2025 Turley Planning Tall Building Statement (Appendix 3 of the Planning and Tall Building Statement) December 2025 - Turley Planning Design And Access Statement 10346-SHA-RP-B5D8-DAS 001 P01 Simpson Haugh Designing For Accessibility - Access Statement 10346-SHA-RP-B5D8-AS 001 P01 Simpson Haugh Site Wide Accommodation Schedule 10346-SHA-Z0-A-B5D8 F900-SC-XX-001 P01 Simpson Haugh Phase A Accommodation Schedule 10346-SHA-ZA-A-B5D8 F900-SC-XX-001 P01 Simpson Haugh Green and Blue Infrastructure Response 3489-ID-007-01- P01 Planit Waste & Servicing Strategy 410.065757.00001 05 SLR Transport Statement 410.067113.00001 04 SLR Framework Travel Plan 410.067113.00001 04 SLR Energy and Carbon Statement (including Energy and Carbon proforma) December 2025 - Turley Sustainability and ESG Ventilation Statement P8054-FUT-XX-XX-RP-M 0001 P3 Futureserv Socio-economic Regeneration Impact Statement December 2025 - Turley Economics Health Impact Assessment December 2025 - Turley Economics Noise Impact Assessment 12873.1003 E Apex Acoustics Air Quality Assessment 12873.2001 E Apex Acoustics Fire Statement MA25128 P02 OFR Consultants Ground Investigation -Phase 1 Site Investigation S250913 – Solmek Preliminary Ecological Appraisal UES04940/01 V2 UES Bat Survey Report UES04940/05 V2 UES Biodiversity Net Gain Report UES04940/03 V3 UES Biodiversity Net Gain Statutory Metric (Whole Site) 12.12.25 - UES Biodiversity Net Gain Statutory Metric (Phase 1) 12.12.25 – UES Biodiversity Net Gain Statutory Metric (Phase 2) 12.12.25 - UES Broadband Connectivity Assessment December 2025 3 Pager Power Satellite Television Interference Assessment December 2025 3 Pager Power Terrestrial Television Baseline Survey November 2025 3 Pager Power Aerodrome Safeguarding Assessment December 2025 2 Pager Power Archaeological Desk-Based Assessment and Written Scheme of Investigation 11322.002 1.3 TEP Flood Risk Assessment and Drainage Strategy 3341-CIV-XX-XX-R-C 30001 02 Civic Engineers Below Ground Drainage Layout Sheet 1 Phase A 3341-CIV-XX-XX-D-C 30001 P02 Civic Engineers Below Ground Drainage Layout Sheet 2 3341-CIV-XX-XX-D-C 30002 P02 Civic Engineers Crime Impact Statement - - Greater Manchester Police Student Operation and Management Plan 16.12.25 - iQ Statement of Community Engagement December 2025 - Turley Strategic Communication s Outline Environmental Management Plan November 2025 P3 Bowmer and Kirkland Interim / Outline Local Labour Agreement October 2025 - Bowmer and Kirkland

received by the City Council, as Local Planning Authority, on the 18 December 2025

Appendix 1_Wind Microclimate Cumulative Update and Weston and Pendulum Plot H, Sister Cumulative Assessment received by the City Council, as Local Planning Authority, on the 18 August 2026

Flood risk and drainage strategy received by the City Council, as Local Planning Authority, on the 5 August 2026

WESTON AND PENDULUM HOLCROFT MOSS ASSESSMENT received by the City Council, as Local Planning Authority, on the 18 March 2026

Environmental Statement Volume 1

Environmental Statement Volume 2

Technical Appendices to the Primary Report - Appendix 1.1: Information required to be included within an ES Turley EIA Appendix 1.2: Statement of Technical Competence Turley EIA Appendix 2.1: EIA Scoping Report Turley EIA Appendix 2.2: EIA Scoping Opinion Manchester City Council Appendix 7.1: Heritage Assessment Turley Heritage, Townscape and Landscape Appendix 8.1: Townscape and Visual Impact Assessment Turley Heritage, Townscape and Landscape Appendix 9.1: Wind Microclimate Legislation and Guidance GIA Appendix 9.2: Detailed Wind Microclimate Methodology GIA Appendix 10.1: Drawings of Assessment Scenarios GIA Appendix 10.2: Daylight and Sunlight Assessment Results GIA Appendix 11.1: Solar Glare Methodology GIA Appendix 11.2: Solar Glare Assessment GIA Appendix 15.1: Cumulative Wind Scenario Results GIA

received by the City Council, as Local Planning Authority, on the 18 December 2025

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.

4) (a) Prior to the commencement of a phase of the development, a Radar Mitigation Scheme (RMS), (including a timetable for its implementation during construction), shall be submitted for approval in writing by the City Council, as Local Planning Authority.

(b) The approved scheme shall be implemented and no construction work shall be carried out above 60m AGL unless and until the approved Radar Mitigation Scheme has been implemented in full.
The development shall thereafter be operated fully in accordance with such approved Scheme.

Reason – In the interest of aerodrome safety pursuant to policy DM2 of the Manchester Core Strategy (2012).

5) 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 demolition 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).

6)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.

7)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.

8)Prior to the commencement of a phase of development (including demolition), 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.
- Dust suppression measures.

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.

Each Phase of 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).

9)a) Prior to the commencement of a phase 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 phase 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).

10)Prior to the commencement of a phase 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 phase 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.

11)(a) A phase of the development shall not commence (excluding demolition works) until a scheme for the drainage of surface water from the a phase of the 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.
- Where surface water is connected to the main river, any works within or adjacent to the river that would affect it would require consent from Environment Agency. An email of acceptance of proposed flows and/or new connection will suffice.
- Maximised integration of green SuDS components (utilising infiltration or attenuation) via the proposed blue/green roof, swales, raingardens and permeable paving.
- Details of surface water attenuation to align with the Manchester, Trafford and Salford Strategic Flood Risk Assessment by reducing to Greenfield runoff rates. • 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. This must include an assessment of River Medlock surcharging scenarios, and all interactions between Phase A and B.
- A blockage risk assessment must be undertaken as part of the drainage strategy to support proposed flows less than 5 l/s.
- An assessment of surface water pollution risk in-line with CIRIA C753 and, where required, evidence of pollution control measures (preferably through SuDS) to treat surface water prior to discharge.
- 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 feasibility assessment and engineering details of the Green / Blue Roof.
- 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).
- A finalised surface water drainage phasing strategy. This must illustrate that the temporary drainage system can operate independently, and include arrangements for the transition from Phase A to Phase B. Where an application is proposed in phases, it is essential that subsequent phases do not compromise the drainage scheme already approved or installed.

(b) The phase of 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).

12) a) Notwithstanding the Phase 1 Report (Solmek, S250913, September 2025), prior to the commencement of a phase of the development (excluding demolition works), a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site shall be submitted to and approved in writing by the City Council as local planning authority.

The Preliminary Risk Assessment shall conform to City Council's current guidance document (Planning Guidance in Relation to Ground Contamination). In the event of the Preliminary Risk Assessment identifying risks which in the written opinion of the Local Planning Authority require further investigation, the development shall not commence until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the City Council as local planning authority.

The measures for investigating the site identified in the Site Investigation Proposal shall be carried out, before the development commences and a report prepared outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy) which shall be submitted to and approved in writing by the City Council as local planning authority.

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.

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.

13) If, during the development, contamination or conditions not previously identified as part of the agreed documents within condition 11 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 13.

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).

14) Prior to a phase 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).

15) The development hereby approved shall be carried out in accordance with the submitted flood risk assessment (ref August 2026/Civic/Flood Risk Assessment & Drainage Strategy). This shall include the implementation of the following mitigation measures:

- Finished floor levels for more vulnerable uses shall be set no lower than 34.06 metres above Ordnance Datum (AOD)
- Plant in the plant rooms must be raised on plinths no lower than 34.06 metres above Ordnance Datum (AOD)
- A minimum of 672m³ of compensatory flood storage shall be provided and retained in accordance with Section 5.9 of the submitted Flood Risk Assessment
- A plant and material storage exclusion zone for any items of plant that exceed the current vehicle weight allowances over the culvert shall be maintained throughout the construction period.

These mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the scheme's timing/phasing arrangements. The measures detailed above shall be retained and maintained thereafter throughout the lifetime of the development.

Reason: To reduce the risk of flooding to the proposed development and future occupants. To prevent flooding elsewhere by ensuring that compensatory storage of flood water is provided. To ensure the structural integrity of the culvert thereby reducing the risk of flooding pursuant to policy EN14 of the Manchester Core Strategy (2012).

16) Prior to the first use of a phase 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).

17) Each phase of the development shall be carried out in accordance with the Energy and Carbon Statement received by the City Council, as Local Planning Authority, on the 18 December 2025. A post construction review certificate/statement for each phase of 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 phase.

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.

18) 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 building within each phase 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.

19) (a) Notwithstanding drawings 3489-PLA-XX-XX-DR-L-0001 General Arrangement Plan P07 3489-PLA-XX-XX-DR-L-0002 General Arrangement Plan Phase-1 P07 3489-PLA-XX-XX-DR-L-0003 General Arrangement Plan Phase-2 P06 3489-PLA-XX-XX-DR-L-1000 Hardwork General Arrangement P05 3489-PLA-XX-XX-DR-L-2000- Softwork General Arrangement P05 received by the City Council, as Local Planning Authority, on the 18 December 2025, 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 phase 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.

20) Prior to the first use of a phase 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 phase 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).

21) Prior to any above ground works associated with a phase of the development, 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 within a phase of the development, 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.

22) (a)Prior to any above ground works associated with a phase of the development, a scheme of acoustic insulation for the non residential areas (gym, karaoke room(s),

cinema(s) and gaming lounge), 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).

23) (a) Prior to any above ground works associated with a phase of the development, 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 (such as the railway viaduct and entertainment venues (Factory Manchester and Joshua Brooks).

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 within a phase 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 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 within each phase.

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).

24) 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.

25) Prior to any above ground works associated with a phase of the development, details of the waste management strategy (including location and size of the waste store) shall be submitted for approval in writing by the City Council, as Local Planning Authority.

Each phase of the development shall be carried out in accordance with that strategy 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.

26) 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 each phase of the

development hereby approved. The approved scheme shall be implemented in full upon first occupation of each phase 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).

27) 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).

28) Each phase of 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 16 December 2025. Each phase of 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.

29) (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).

30) 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; to safeguard the

character of the area, and to maintain the sustainability of the local community through provision of accommodation that is suitable for people living as families pursuant to policies DM1 and H11 of the Core Strategy for Manchester and the guidance contained within the National Planning Policy Framework.

31) The development hereby approved shall be carried out in accordance with the Framework Travel Plan received by the City Council, as Local Planning Authority, on the 18 December 2025.

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).

32)(a) Prior to the first occupation of each phase of the student accommodation hereby approved, the cycle store as indicated on drawings ???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 30 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).

33) 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:

Improvements to Charles Street in accordance with drawing '3489-PLA-XX-XX-DR-L-0001' including the following:

  - Two loading bays (including swept path);
  - disabled parking
  - Resurfacing of footways
  - New dropped kerbs and tactile paving at crossing points.
  - TROs to control loading and prevent inappropriate parking including amendments to TROs on Charles Street and Sackville Street.
  - Relocation of pay and display

- Tactile paving and dropped kerbs at all arms of the Sackville Street / Charles St junction.
- Dropped kerbs and tactile paving at access to University Car Park
- New uncontrolled crossing point over Sackville Street at the existing and future access point into the Sister Development adjacent to the development.
- 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).

34) The development shall be carried out in accordance Terrestrial Television Baseline survey report received by the City Council, as Local Planning Authority, on the 18 December 2025.

Within one month of the practical completion of each phase 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).

35) All windows at ground level, unless shown otherwise on the approved drawings detailed in condition 3 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).

36) 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.

37) 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 65 accessible studios are designed to ‘wheelchair accessible bedrooms’ in Phase A and 53 in Phase B) shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented as part of each phase 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).

38) Prior to the first use of a phase of the development hereby approved a signage strategy for 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 (any projecting signage should be 30mm thickness) and ground floor signage to communal 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).

39) Prior to the first use of each phase 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).

40) Prior to the first use of the external areas within each plhase of 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.

41) Prior to the first use of each phase of the development, 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 phase 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).

42) 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).

43) Prior to the first use of the PBSA within each phase of the development, provision of disabled parking shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented and 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).

44) Prior to the first occupation of each phase 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.

45) Prior to the first use of a phase 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 a phase 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).

46) Prior to the first occupation of a phase of the development 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 within a phase 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).

47) Prior to the first occupation of the PBSA building within a phase of the development, 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 a phase of the development and thereafter retained.

Reason - In the interest of ensure student welfare pursuant to policy DM1 of the Manchester Core Strategy (2012).

48) Following the demolition of Phase A buildings, and prior to the any above ground works associated with Phase A, details of the making good of the elevations of the retained buildings on Phase B shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include, masonry replacement and repairs, new windows and any other elevational alterations.

The approved details shall be implemented as part of the repairs to Phase B.

Reason – In the interest of visual amenity of the retained Phase B buildings pursuant to policies SP1 and 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: 144791/FO/2025 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.

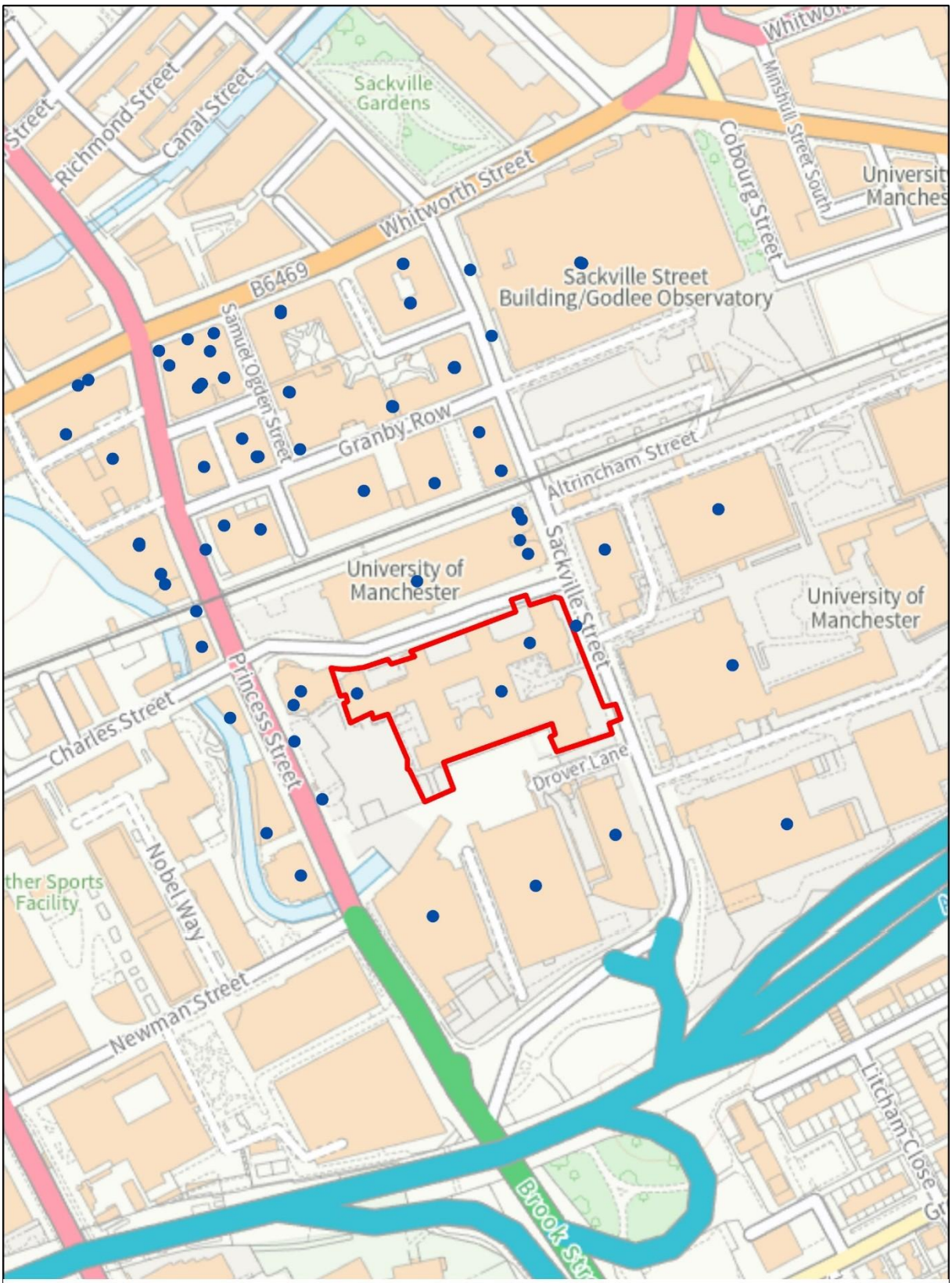
The following residents, businesses and other third parties were consulted / notified on the application:

Highway Services Manchester City Council
Environmental Health Manchester City Council
Neighbourhood Team Leader (Arboriculture) Manchester City Council
MCC Flood Risk Management Manchester City Council
Work & Skills Team Manchester City Council
Greater Manchester Police
Historic England (North West)
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
United Utilities Water PLC
Health & Safety Executive (Fire Safety)
Manchester Airport Safeguarding Officer
Natural England
Greater Manchester Ecology Unit
Network Rail
Planning Casework Unit
Sport England
Active Travel England
Environment Agency (Planning)
Flood Risk Management Manchester City Council

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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1:2,500