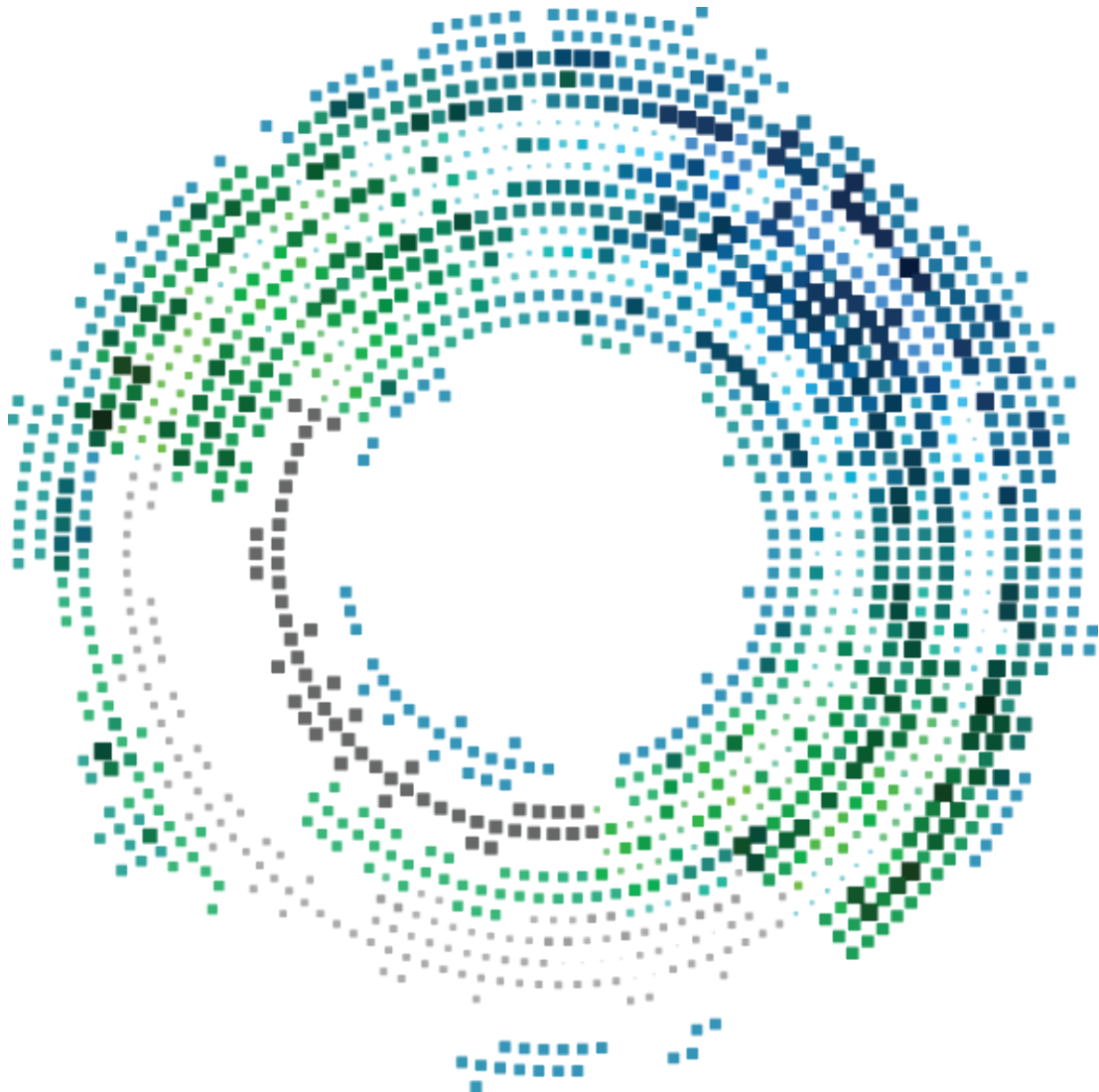




Manchester's Purpose Built Student Accommodation Supply Manchester City Council – Evidence Base Report

May 2023

DELOITTE CONFIDENTIAL: GOVERNMENT & PUBLIC SECTOR – FOR APPROVED EXTERNAL USE

Contents

1.	Introduction	2
2.	Methodology	4
3.	Policy Background and Context	9
4.	Site Assessments – Main Findings	14
5.	Summary and Conclusions	26
Appendix A – PBSA Pipeline Site Assessment Proformas		
Appendix B – PBSA Policy Review		

1. Introduction

Purpose of Report

- 1.1. Policy H12 of Manchester's Core Strategy sets out criteria for the assessment of Purpose Built Student Accommodation (PBSA) proposals. In addition to demonstrating that there is a need for additional student accommodation (and other criteria), there is a requirement for new PBSA to be provided in locations within close proximity to the University Campuses on Oxford Road, or the high frequency public transport routes that also pass by the Universities. This policy also states that schemes will be prioritised which are part of the universities' redevelopment plans or being progressed in partnership with the Universities, and which clearly meet Manchester City Council's regeneration priorities.
- 1.2. Deloitte LLP has prepared this report to assist Manchester City Council in their consideration of the continuing appropriateness of Policy H12. In particular, it provides an assessment of whether it can be robustly demonstrated that PBSA demand within Manchester City Centre can be met over the coming years within the Oxford Road Corridor, in close proximity to the Universities. As such, we have sought to identify and assess the current pipeline of sites with potential for PBSA; and, we have discussed with both the University of Manchester (UoM) and Manchester Metropolitan University (MMU), those sites identified within their estate plans. Recommendations are made accordingly.

PBSA Context

- 1.3. There is an accepted and identified need for additional Purpose-Built Student Accommodation in Manchester City Centre. This is underpinned by the growth of Manchester's internationally renowned Higher Education institutions which in turn has been supported by the expansion of their estate facilities within the Oxford Road Corridor.
- 1.4. During the current academic year, there has also been a reported problem of PBSA undersupply for those students coming to study in Manchester. As explained in section 3 of this report, a key factor at the University of Manchester is understood to have been the unprecedented increase in the numbers of students having met the terms of their university place offers, resulting in unplanned growth. This has combined with the full return of students onto campus this year and also a reported reduction in the availability of student HMOs. The problem has been further exacerbated by the closure and subsequent 'mothballing' of some large PBSA beds at Owens Park.
- 1.5. Within recent appeal processes, levels of need have been identified as being in the order of 760 student beds / annum for the period to 2030. The reality may be more or less than this figure with Manchester City Council undertaking projections which forecast additional bedspace demand per annum of between 544 and 1132.
- 1.6. In addition, there has been a shift in the focus of demand (driven in large part by increasing numbers of international students). This has been towards Purpose Built Student Accommodation (PBSA) in Manchester City Centre as well as the Hulme and Ardwick neighbourhoods that immediately adjoin the Oxford Road Corridor.
- 1.7. Where demand has not been met, it has often resulted in significantly more students living in mainstream residential accommodation in the city centre than would otherwise be the case. This has had a detrimental effect on the availability of mainstream accommodation for economically active residents in the city centre, which in turn has also resulted in a loss of council tax revenue. There is also evidence that it has forced up rents in some developments and, it can also have a detrimental impact on student satisfaction and wellbeing given that students will not receive the wrap around care and sense of community that is offered by the universities or specialist PBSA providers. Providing the right accommodation offer is an important component in terms of both attracting talent to the city's universities and maximising student retention levels throughout the duration of their courses.

At the time of writing, it should be noted that University of Manchester has commissioned consultancy Student First to undertake a PBSA need to study in order assess the market and their need for PBSA bedspaces over the coming years. The report will have a broader focus than this study in considering 10 Higher Education establishments across Greater Manchester (including UAE92, Salford, Bolton) that generate demand for PBSA. Once completed, this report can provide a further layer of evidence and analysis to be considered alongside this report.

Scope and Structure

- 1.8. Meetings with the Estates teams at the University of Manchester and Manchester Metropolitan University have taken place to better understand the nature of demand as well as the universities' planned contribution to meet the demand.
- 1.9. Overall, 20 sites have been identified as potentially being capable of supporting circa 11,730 PBSA bedspaces as part of this study which covers the city centre, plus sites within close proximity to the city centre as it extends southwards along Oxford Road. Their suitability, availability and therefore deliverability have been critically assessed in order to establish whether they are capable of meeting new bedspace requirements, in line with identified and projected need. On this basis, it is considered whether the requirements of Policy H12 would be defensible as part of an appeals process in the short term and whether the overall Policy approach remains appropriate and sustainable as Manchester's Development Plan is reviewed.
- 1.10. Appraisals have been prepared for each site to objectively test and challenge their deliverability and dependability. We have identified where there are limitations to our analysis, based on the availability of quality of information.
- 1.11. In considering the above, for all sites where planning permission has not yet been granted, it should be noted that the sites identified in this report are not intended to represent an exhaustive list. Indeed, there may be other unidentified sites within appropriate locations that are therefore capable of meeting the requirements of Policy H12 as well as the Development Plan as a whole and other material considerations.
- 1.12. This remainder of this PBSA Report is structured as follows:
 - **Section 2** details the methodology and scope of work developed to assist in enhancing the evidence base.
 - **Section 3** sets out the background and context including the shift in demand for PBSA, recent appeal decisions and the current adopted policy position. We also capture the general feedback with regard to PBSA delivery and their priorities, received from both University of Manchester and Manchester Metropolitan University.
 - **Section 4** provides a summary of the main finding from our site assessments. Detailed assessment pro formas are then provided at Appendix 1 of this document.
 - **Section 5** sets out overall conclusions and recommendations with regard to Policy H12.

2. Methodology

- 2.1. The following methodology has been utilised to provide MCC with an objective assessment of its identified PBSA supply and associated recommendations on next steps.
- 2.2. The adopted methodology is as follows, with further details set out below:
 - 1) **List of Sites** – including gap analysis.
 - 2) (a) **Site Analysis** – deliverability, capacity, and defend-ability.
(b) **University Workshops** – University of Manchester, Manchester Metropolitan University.
(c) **Recommendations** – actions and opportunities.
 - 3) **PBSA Policies** – policy review.

1 List of Sites

- 2.3. Manchester City Council had initially provided a list of 12 sites that it considered capable of supporting PBSA and meeting identified need. Following further discussions, this list of sites has been extended to 20 as identified in figure 2.1 and the accompanying table 2.1. In addition, following discussions with University of Manchester, we have added Owen's Park in Fallowfield into our analysis. The University is planning a major redevelopment of approximately 2,300 existing PBSA bedspaces (1,071 of which have already been mothballed). Masterplanning options for the site are currently under consideration with the potential to provide up to 700 net additional PBSA bedspaces.

Figure 2.1: PBSA Assessment Sites



Table 2.1: PBSA Candidate Sites

1)	Cambridge Street Circus	11) IQ Masterplan Granby Row
2)	Cambridge Halls	12) John Dalton East
3)	Church Inn	13) McDougall Centre
4)	Deansgate South (Fusion)	14) St Gabriel's Lodge
5)	First Street (Plot 10b)	15) Unite Students New Medlock House
6)	Gamecock Pub	16) Upper Brook Street
7)	Great Marlborough Street	17) Whitworth Park
8)	ID Manchester	18) One Medlock Street (Premier Inn)
9)	IQ Echo Street	19) 88-90 Carmoor Road
10)	IQ Masterplan Charles Street	20) 466-472 Moss Lane

**Sites 13, 14, 16, 19 and 20 do not fall within Manchester City Centre as identified in Manchester's Core Strategy; however, they do fall close to the city centre boundary, with good accessibility to existing University Campus facilities.*

2 (a) Site Analysis

2.4. Each site has been critically assessed based on criteria developed and agreed with MCC Planning Officers in order to objectively test and challenge deliverability, understand the realistic / defendable timing of delivery, and the capacity of those sites:

- The deliverability criteria include:
 - a) the site's planning history and whether that presents an obvious challenge or limitation to PBSA delivery;
 - b) potential land ownership issues or constraints;
 - c) accordance with planning policy;
 - d) potential contribution to regeneration;
 - e) identifiable technical constraints - e.g. access, flood risk, adverse ground conditions, listed buildings and conservation areas;
 - f) any known infrastructure capacity limitations;
 - g) known viability issues;
 - h) adjacent land use and impact considerations, especially with regard to existing local communities;
 - i) buildability / construction logistics where possible to assess; and,
 - j) whether proposals have received support from the universities or form part of their estate's plans.
- With regard to capacity, in most cases either planning applications have been submitted or we are aware of feasibility studies that have been progressed. Where this is not the case, defendable assumptions have been agreed with the LPA regarding the amount of development that could be accommodated, in principle, should planning permission be forthcoming. This has been informed by our site analysis and considers development plan policy, other material considerations and development context / precedents.
- With regards to timing, a set of defendable assumptions for each site have been developed, based on known information and typical timescales in relation to the planning process as well as getting to site and subsequent construction periods.

2.5. To inform the assessment methodology, a review of relevant and recent planning applications and appeal decisions in major university cities has been undertaken. The purpose of this review was to identify whether

there are other cases where PBSA promoters have sought to challenge LPA pipeline and the criteria that they applied.

- 2.6. Following our assessment, we have categorised each of the sites via traffic light system according to the site's current status as a defensible part of the city's pipeline for addressing PBSA need.
- Sites categorised as green will have planning permission, and, as far as we are aware, are intended to come forward.
 - Sites in amber are those that are capable of meeting demand in the period to 2030, but where further action is required in order that they can be established as a fully defensible part of the pipeline. In addition, to qualify as amber, there must be a realistic prospect of those actions being achieved. Sites in amber include those that have been submitted for planning but have not yet received planning permission.
 - Sites identified as red would be those that we believe either cannot realistically come forward for PBSA in the period to 2030.
- 2.7. All sites identified as either amber or green are considered to form part of Manchester City Council's pipeline of potential PBSA sites. 'Pipeline' therefore can be defined as covering sites at all stages of the planning and development process. This includes sites at the pre-planning stage which have been identified within Manchester's Strategic Regeneration Frameworks, or where pre-application discussions have already taken place with the Local Planning Authority. It also includes sites that are subject to current planning applications, those sites with planning permission secured and those schemes that are under construction.

2 (b) University Workshops

- 2.8. Separate workshop meetings with the Estates teams at University of Manchester and Manchester Metropolitan University have taken place in October 2022. The purpose of these meetings has been to understand their views on the nature of demand (now and in the future) and their current or emerging strategies for meeting that demand. In addition, we have gathered evidence on the planned contribution of their estates to meeting that quantitative and qualitative demand and explored whether there are opportunities to collaborate and expedite delivery where appropriate.

2 (c) Recommendations

- 2.9. Having concluded Step 2A and 2B, high level recommendations are made on the relevant actions that could be explored further to increase certainty and maximise delivery. This has considered, for example: any opportunities for MCC and the universities to utilise their land assets to unlock sites or expedite delivery; potential for partnership arrangements with private sector PBSA suppliers; the use of planning obligations where required to unlock sites e.g. infrastructure delivery; and, changes that might be required to planning policy (taking into account the forthcoming Development Plan review) to mitigate risks and ensure qualitative outcomes as well as quantitative outcomes are achieved (for example, tackling issues of affordability).

3 PBSA Policies

- 2.10. A review of PBSA policies in London and selected other major university cities has been undertaken. The purpose of this exercise has been to understand whether this presents any opportunities for the LPA to adapt or strengthen Policy H12 via the forthcoming Development Plan review, in order to ensure that PBSA development takes place in line with need but in the right locations.

Limitations and Assumptions

- 2.11. The analysis of each site has been carried out using publicly available information and market intelligence, whilst applying professional judgement. As with any dataset and associated analysis, these may be subject to change over time, which may influence the findings of the assessment and could lead to the assessment suffering from time lag. Based on the availability of information and variation in the level of feasibility work undertaken on each site there are also limitations with regards to the presentation of directly comparable information.
- 2.12. The assumptions and limitations are summarised below:

- Identification of sites was undertaken in August 2022 and reviewed in subsequent months up to the release of this report.
- The availability of information has to some extent determined the scale and scope of analysis for each site and the recommendations and conclusions which can be made.
- The analysis relies on an element of professional judgement and so it is inevitable that there will be a dress of subjectivity within the assessment, the recommendations, and conclusions of this report.
- Environmental issues and constraints are reliant on a record of site investigation works having been undertaken at planning stage (where applicable).
- In some instances, site investigations have not taken place and so there is the potential for unforeseen constraints which may impact on feasibility, viability and therefore deliverability. Where this is the case, we have identified the issue.
- Feasibility work has been undertaken with third parties and will be subject to change during the detailed design process. The estimated capacity figures may therefore be subject to change within any forthcoming planning applications.
- There is scope for further analysis (architectural studies / capacity exercises) to be undertaken to determine that the capacity assumptions and room sizes against standards – at this stage this is based on bedspaces.
- Any identified site capacity is indicative, where a scheme has not been interrogated through a formal planning process.
- The timescales for delivery are indicative. The timescales indicated have sought to balance the current status and baseline condition of the site with an informed understanding around timings for stages of delivery (e.g., planning application preparation, determination, construction period). As a planning review, we have not sought to advise on the effects of the pandemic, geopolitics or Central Government's economic policy on inflation and therefore construction pricing, or the availability of debt/funding.
- The timescales for delivery are based on assumptions made at the stage of planning, where applicable.
- Whilst it is assumed that market conditions will continue to be favourable for PBSA delivery, based on identified and projected need, timescales for delivery have the potential to be affected by a number of factors, including (but not limited to):
 - Seasonal constraints on environmental matters.
 - Ownership constraints, site assembly and vacant possession, third party matters (e.g., rights of light).
 - Identification of development partner (if applicable).
 - Contractor procurement.
 - Marketing and sale of site (if applicable).
 - Protracted timescales for the determination of planning applications.
 - Third party challenges and Judicial Review.
 - Requirement for and extent of pre-construction preparation works (e.g., enabling works, discharging of pre-commencement conditions).
- The site analysis does not account for potential ongoing negotiations and feasibility work that has been undertaken on a site if not available for confidentiality and commercial sensitivity reasons.
- With the exception of the higher education institutions, no further engagement has been undertaken with landowners and other interested stakeholders, at this stage.
- The traffic light system applied to each site is based on deliverability and is informed by the detailed site analysis undertaken. For this exercise professional judgement has been applied, upon consideration of a number of factors, including (but not limited to):

- Expected timescales for delivery, including whether the site is readily available.
- Planning status.
- Feasibility and capacity work undertaken.
- Opportunity for further work to be undertaken to enhance deliverability.
- Site ownership.
- Site constraints, challenges and opportunities.

3. Policy Background and Context

Adopted Planning Policy

- 3.1. Policy H12 of MCC's Core Strategy (adopted in 2012) was developed with the objective of managing the supply of student accommodation in Manchester.
- 3.2. H12 applies a set of criteria which includes a requirement for developers to demonstrate that there is a need for additional student accommodation. Whilst this can be demonstrated at the current time, the policy goes on to set a range of criteria which includes a requirement for new PBSA to be provided in locations within close proximity to the University Campuses or high frequency public transport routes that pass by.
- 3.3. A number of documents aligned to Policy H12 have since been developed to supplement and support ongoing regeneration in the Oxford Road Corridor (2018). This includes the Corridor Spatial Framework and other Strategic Regeneration Frameworks (SRFs).
- 3.4. The wording of Condition H12 of MCC's Core Strategy is set out below:

"The provision of new purpose-built student accommodation will be supported where the development satisfies the criteria below. Priority will be given to schemes which are part of the universities' redevelopment plans or which are being progressed in partnership with the universities, and which clearly meet Manchester City Council's regeneration priorities.

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

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

Places for Everyone (Submission Draft)

- 3.5. This document (Greater Manchester's spatial framework with the exception of Stockport) defers specific policies to each Borough Local Plan.
- 3.6. Policy JP H – 3 states that: *"Housing provision to accommodate specific groups, such as students and travelling people, will be addressed through district local plans."*
- 3.7. Policy JP-P 5 states that: *"Significant enhancements in education, skills and knowledge to benefit existing and new residents will be promoted,"* including by *".....Continuing to help develop Greater Manchester as the UK's best destination for students."*

Planning Guidance and Other Material Considerations

Manchester Student Strategy (2009)

- 3.8. The Manchester Student Strategy (2009) was developed via a partnership between MCC, the University of Manchester and Manchester Metropolitan University, and the approach was agreed by the Executive. The Strategy provided an implementation plan with four key objectives:
 - 1) Develop and improve neighbourhood management approaches in areas with concentrations of student households.
 - 2) Provide better accommodation for students in appropriate locations (specifically PBSA).
 - 3) Address the need for resident parking schemes in Ardwick and Hulme.
 - 4) Take all available steps to prevent further encroachment of students lets into areas characterised by traditional family housing.

Executive Committee Reports

November 2019

- 3.9. In November 2019, the Council's Executive Committee reviewed a report entitled Consideration of Policy H12: Purpose Built Student Accommodation Within the Changing Market Context. This report summarises recent changes in the student accommodation market and provides an updated context in which to consider proposals for PBSA on an interim basis in advance of a review of Core Strategy Policy H12 "Purpose Built Student Accommodation", as part of an update of the Core Strategy. It responds to the changing context and would help to support the delivery of the regeneration objectives of MCC and its key partners. The report outlines a number of policy ideas for a revised approach to Purpose Built Student Accommodation (PBSA) and proposes an appropriate consultation process.
- 3.10. The report references that whilst Policy H12 remains relevant, market changes, which have seen higher numbers of numbers of second- and third-year students in particular living in the mainstream private rented sector in the city centre, dictate the need to review the interpretation and application of the Policy. The purpose of the review being to primarily respond to affordability challenges and the need to locate accommodation in close proximity to the higher education institutions.
- 3.11. The Committee Report refers to the publication of the Student Strategy, fears of an oversupply of PBSA were raised following the announcement in 2010 that tuition fees would rise. At the same time, following the global economic recession, developers / investors started to see PBSA as an attractive investable proposition in comparison to other types of development including mainstream residential and commercial.

3.12. The policy proposals for Policy H12 for consultation are set out within the Committee Report. Reference is made to the aim of Policy H12 in ensuring that the right mix of student housing is delivered, in the right parts of the city, to meet the demands of the evolving student population and the wider growth and regeneration objectives of MCC and its partners. The key policy ideas that the Council sought to consult on in 2019/20 are summarised below:

- **Supporting regeneration objectives** – the starting point for all student residential schemes should be that they contribute to delivering the regeneration objectives for the city.
- **Oxford Road Corridor** - the approach needs to be within the context of the approved Corridor Spatial Framework which establishes the principle that development of land in the Oxford Road Corridor should prioritise commercial or educational/research use, and so student accommodation should, therefore, be in the right locations, in appropriate numbers, and only where it supports wider growth.
- **Affordability** – Manchester is considered one of the most expensive cities in the UK for PBSA. A more diverse pipeline of PBSA is therefore required to stabilise rental growth. There is also the need to ensure that the market meets the needs of students at an affordable price. Reference is made to the London policy of 35% affordable units within any new PBSA to be encouraged.
- **Quality** - the overall quality of Manchester's PBSA stock is poor compared to other cities, with the current poor quality accommodation needing to be addressed. All PBSA must be of a high quality, providing a high standard of living, within close proximity to the city's higher education institutions. Design should allow sufficient facilities to cater for the overall wellbeing of students.
- **Well-being, safety, and security** – PBSA should consider the welfare and wellbeing of students as a major factor, in both design and management. Ensuring that student accommodation is delivered in safe and secure locations, and with appropriate management and facilities.
- **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.
- **Location** - should be located in the areas immediately adjacent to the core university areas, principally the Oxford Road Corridor area. This may include parts of surrounding neighbourhoods such as Hulme and Ardwick which are immediately adjacent to the university campuses.
- **Sustainability** - given the current climate emergency and Manchester's commitment to be carbon neutral by 2038, it is increasingly important that the location of student accommodation in Manchester should continue to be driven by proximity to university campuses, reducing the need to travel, and to sustainable modes of transport.
- **Mix of uses** – the need to maintain the right balance of commercial, educational, residential, cultural and leisure use. A limited amount of PBSA will be considered, in appropriate locations, where it can be demonstrated that it will support commercial and educational use, and the overall growth and regeneration objectives for the Corridor and the city.

3.13. The 2019 report recommended the undertaking of the consultation process with key stakeholders with the outcomes to be reported back to the Executive.

December 2020

3.14. In December 2020, the Council's Executive Committee received a report on PBSA in Manchester. The 2020 report informs the Executive of the outcome of the consultation exercise with key stakeholders on PBSA. The report also sought the Executive's approval to use the outcomes to inform a policy approach to PBSA in Manchester, with a view of developing a policy position as part of the Local plan review process.

3.15. The key stakeholders engaged with included property developers, students, and higher education establishments as part of Phase 1, and subsequently Manchester residents and businesses for Phase 2.

3.16. Phase 1 consultation took place in early 2020 (ending March 2020), with Phase 2 having followed (ending May 2020). A number of challenges were raised, which are summarised in the December report, including:

Property Developers:

- In developing policies, the provision for new PBSA and their locations should be balanced with the need to promote other types of housing to ensure long term retention of talent.
- Agreement with the principle to focus PBSA within close vicinity of the University campuses, but the proposal to only consider development of new accommodation in such locations is too rigid and does not provide the flexibility needed for the lifetime of the Local Plan.
- The requirement for PBSA should not undermine the need to secure mixed and inclusive neighbourhoods.
- Agreed that an approach for the delivery of affordable PBSA should be included within the policy, but the suggestion needs further consideration.

Higher Education Establishments

- The reports fail to recognise complexities of the overall student population which includes international, under-graduate, postgraduate, mature, living at home, parent students and part-time students.
- The requirement for clarification of the geographical definition of the Oxford Road Corridor and the need to work in collaboration to agree locations suitable for PBSA development.
- Welcomed the consultation document's reference to the need for affordable accommodation, they disagreed with the suggestion of implementing a similar protocol as the London Plan.

Recent PBSA Appeals

- 3.17. As set out above, MCC's Core Strategy Policy H12 applies a set of criteria which includes a requirement for developers to demonstrate that there is a need for student accommodation. The policy goes on to set a range of criteria which includes a requirement for new PBSA to be provided in locations within close proximity to the University Campuses or high frequency public transport routes that pass by.
- 3.18. Against the context, a recent PBSA application at Deansgate South was able to successfully challenge the LPA's evidence that need could be met within a defined spatial area in close proximity to the University Campuses. Indeed, the Planning Inspector concluded that *"it is not certain that there are enough schemes in the pipeline to meet PBSA demand over the next few years."*
- 3.19. In a further, more recent appeal decision (188 Wilmslow Road), whilst the council was successful overall, the Planning Inspector does however conclude that: *"The Council has also sought to demonstrate that it has a sufficient supply of PBSA in the pipeline to cater for the need. A number of these sites though do not have planning permission, based on what I was told at the hearing. Accordingly, there is limited assurance at the present time that such sites would proceed."*

Current Position

- 3.20. It is understood that MCC does not support the view that there is not sufficient supply and would like to enhance their evidence base in order to demonstrate that sufficient potential PBSA sites are readily available and deliverable over a time, in line with demand, and consistent with a defined locational area that is focused on the Oxford Road Corridor (in close proximity to the University Campuses).

University Feedbacks

University of Manchester

- 3.21. UoM has indicated a need for an extra 4,000 bedspaces based on their requirements with an emphasis on proximity to university campus, promoting student wellbeing through design and support facilities and delivering PBSA at a range of price points accessible to all of their students.

- 3.22. Information has been provided by the UoM in relation to 3 sites included within our appraisals – namely Owen’s Park, Whitworth Park and McDougall Centre. Each of these sites form part of the University’s estate and feasibility studies have been progressed for each of the sites. Owen’s Park and Whitworth Park are existing PBSA sites where existing bedspaces have either been mothballed or are coming to the end of their operational life as buildings. Through redevelopment, there is an opportunity to increase densities and deliver net additional bedspaces on a form that will be successful and meet the required standards for their students.
- 3.23. UoM is also assessing further options for additional PBSA bedspaces across their campus, which are not currently included within the ambit of this assessment. This could include the re-purposing of buildings (into PBSA) as part of a wider estates review in the context of post pandemic hybrid teaching / working models, which continues to evolve the way in which the University estate is used.
- 3.24. UoM has indicated that they are generally satisfied with how Policy H12 is constructed but would support the introduction of an affordability requirement (percentages TBC) with the definition of affordability as 55% of the maximum maintenance loan available to an English undergraduate student studying away from home (i.e., the same as the London Plan).
- 3.25. With regard to their own position, it was noted that pressure has been increased due to ‘unplanned growth’ in student numbers whereby the adoption of expected A-level grades during the recent pandemic meant that more students met the grades needed to be awarded their places at this highly competitive university. The context here is that the University typically offers more places to students than they have on a course, based on required grades, in the knowledge that there will always be a proportion of students who ultimately fail to make those grades. The absence of this natural filtering has meant more students and that has been felt most acutely in this academic year with all students now back on campus and studying in Manchester (rather than remotely as in previous years).
- 3.26. At the same time, there was a reported significant reduction in the availability of Student HMOs due to changes in taxation rules and also due to many landlords shifting from students to family rentals due to decreased levels of demand during the pandemic.

Manchester Metropolitan University

- 3.27. Manchester Metropolitan University similarly emphasised their plans to bring forward additional PBSA schemes utilising their own estate, and these initiatives are referred to in section 4 / appendix A.
- 3.28. Man Met also emphasised their concerns around the lack of affordable PBSA coming forward in the private sector development led schemes (again referring to the London Plan definition of affordability).
- 3.29. Man Met also generally endorses the continued use of H12 but with some adaptations to address specific requirements around affordability and an emphasis on good design and supporting student well-being through excellent design and management.

4. Site Assessments – Main Findings

4.1. The full site assessment proformas are provided Appendix A of this document. Table 4.1 below provides an overview of the key findings and summarises the recommendations of each assessment.

Table 4.1: PBSA Site Assessment Summary

Site	Ownership	Current Status	Capacity (bedspaces)	Current Deliverability & Defensibility Rating (Red/Amber/Green)	Potential Academic Opening Year (Sept)	Key findings and recommendation
1) Cambridge Street Circus	MCC	Pre-Planning	c. 750	Amber	2028	- The Site is an existing roundabout with no existing use value, which falls within the ownership of Manchester City Council. This presents the city council with the possibility of using their land assets to support the viability of a scheme that positively addresses quantitative and qualitative need for PBSA as part of the city's forward planning process. - A feasibility study by Hodder and Partners on behalf of Urban Splash suggests that the site could accommodate a scheme of significant scale – approx. 750 bedspaces; however, this has not yet been tested through the planning process. - A constraint to development is the site's proximity to the Mancunian Way / Cambridge Street Junction; however, a construction logistics feasibility study by Tier 1 contractor Kier has indicated that there is a deliverable scheme (and on this basis we have indicated as amber). This would involve disruption to strategic highways over a period of time and a proposed construction compound adjacent to existing residential properties in Hulme. - The site is currently used as a subway and provides important pedestrian connections. Any proposed scheme will continue to need to maintain / enhance safe pedestrian connections for students and the general public. - Should the city council be minded to progress this opportunity, as a means of adding to PBSA supply, then we would recommend the following actions:

Site	Ownership	Current Status	Capacity (bedspaces)	Current Deliverability & Defensibility Rating (Red/Amber/Green)	Potential Academic Opening Year (Sept)	Key findings and recommendation
						○ Undertake independent scrutiny of the scheme's feasibility from a construction logistics perspective and what this would mean in terms of temporary disruption to Manchester and its residents. ○ Should the city council determine that this first step can be appropriately managed, then a development brief should be drafted and consulted upon with the universities. This should then form the basis of a developer procurement process with the chosen developer being tested on their ability to deliver the scheme and meet the requirements of the brief.
2) Cambridge Halls	MMU	Pre-Planning	720 (net increase)	Amber	2028	• Identified as a key opportunity site within the context of Man Met's estate in terms of addressing their PBSA needs. • At this stage the scheme is still subject to business case approval from the University, which we have been advised will take place this academic year. • The proposals have not been formally tested through the planning process; however, feasibility studies have been progressed for the site which show that a scheme of this density could be appropriately accommodated on the site, within the context of planning policy and site specific planning considerations. A pre-application meeting has taken place with the LPA where feasibility options for the site received positive endorsement in principle. • Redevelopment will require the short term relocation of student bedspaces lost during construction and a phased approach may also be considered to reduce the extent of relocation. • There are no specific actions for MCC in the context of this site other than in their ultimate capacity as Local Planning Authority where they can support the positive planning of the site and the timely consideration of any future planning application.

Site	Ownership	Current Status	Capacity (bedspaces)	Current Deliverability & Defensibility Rating (Red/Amber/Green)	Potential Academic Opening Year (Sept)	Key findings and recommendation
3) Church Inn	Alumno	Under construction	62	Green	2023	n/a – nearing completion.
4) Deansgate South	Fusion	Planning Approved – no start on site	534	Green	2025	- We have assumed this as a robust part of the PBSA pipeline; however, the longer the time that passes without implementation, the more doubt that could be passed over the deliverability of this site. In particular, there are two notes of caution with this site: - It is a small and constrained site where previous applicants have struggled to deliver the planning permissions that have been granted. Concerns over viability could therefore be raised by those wishing to challenge the position. - Significant wind microclimate issues have been identified both from a pedestrian safety and comfort perspective. As such, there is a condition precedent on the planning permission requiring mitigation measures to be identified and approved by the LPA. It is further noted that there may be viability challenges in relation to tree planting within the public highway (with this tree planting deemed likely to be one of the necessary mitigation measures, to the extent that it is a focus of the planning condition. - It is our assumption that MCC will not be minded to make any proactive effort themselves to facilitate PBSA on this site given that they did not support the principle of this development in the first place.
5) First Street (Plot 10b)	Vita	Pre-Planning	c.600	Amber	2025	A planning application is being prepared for a PBSA proposal on the site, comprising c. 600 bedspaces, as part of a mixed-use proposition that would also deliver c.300k GIA commercial office building on the adjacent plot and significant areas of public realm. The proposition includes a commitment to deliver 15% units under a nomination agreement with MMU. Public consultation was undertaken in August and October 2022 and the application is currently live and pending determination.

Site	Ownership	Current Status	Capacity (bedspaces)	Current Deliverability & Defensibility Rating (Red/Amber/Green)	Potential Academic Opening Year (Sept)	Key findings and recommendation
						- There are no known physical or logistical impediments to delivery. - The site is vacant land within a long-established regeneration area. The First Street Development Framework identifies the site as being capable of accommodating high density buildings of scale, subject to full detailed analysis of impacts and compliance with the relevant development plan policies. It is identified for commercial-led development, although alternative uses may be acceptable where they facilitate delivery of the primary commercial office use. A case has been put forward by the developers to establish this as part of pre-application discussions There are no specific actions for MCC in the context of this site other than in their ultimate capacity as Local Planning Authority where they can support the positive planning of the site and the timely consideration of the planning application.
6) Gamecock Pub	MCC	Planning Submitted – awaiting determination	197	Amber	2025	- Our own objective assessment it that the planning case for approving this application is very strong. It demonstrably complies with Policy H12 and the development plan as a whole. This is particularly in light of the identified student need, the site's proximity to the University Campuses, the support of MMU and Royal Northern College of Music, the positive track record and credibility of the PBSA provider and given the positive evolution of the scheme to address site specific issues that relate to car parking, scale and residential amenity. - As such, this site cannot be fully discounted at this stage. It has not yet been finally refused and Members should carefully consider that course of action against officer recommendations. Our view would be that it would stand a good prospect of success should the applicant decide to appeal against a future refusal, or, as it stands, against non-determination. Our recommendation would be for MCC officers to continue to work with the developer, local Members and local residents in order to seek a positive resolution and grant of planning permission for this scheme.

Site	Ownership	Current Status	Capacity (bedspaces)	Current Deliverability & Defensibility Rating (Red/Amber/Green)	Potential Academic Opening Year (Sept)	Key findings and recommendation
7) Great Marlborough Street	Student Castle Investments LLP	Planning Approved – no start on site	853	Green	2027	Planning permission was granted in 2021; however, that decision had until very recently been the subject of a legal challenge via Judicial Review. The case was dismissed in January 2023 and therefore it is now assumed that the scheme will come forward over a 4-5 year period.
8) ID Manchester	UoM (/ Bruntwood SciTech)	Pre-Planning	-N/A	Red	N/A	We understand that PBSA is not currently identified by the landowner and JV as a desired component of the innovation district.
9) IQ Echo Street	IQ Student	Planning Permission Validated May 2023 - awaiting determination	1,224	Amber	2026	- Planning permission (118267/FO/2017) previously granted for 242 PBSA bedspaces, supported with co-living units. Scheme stalled and new proposals submitted (see below). - Planning application submitted (136874/FO/2023) by the same applicant / operator as the previous permission for a full PBSA development with , capturing the units previously allocated for co-living. - Timescales for delivery subject to ensuring target determination. Current timescales a 3 year construction period with the applicant aiming to target completion to allow occupation for the 26/27 academic year. Our recommendation would be for MCC officers to continue to work with the developer, local Members and local residents in order to seek a positive resolution and grant of planning permission for this scheme.

Site	Ownership	Current Status	Capacity (bedspaces)	Current Deliverability & Defensibility Rating (Red/Amber/Green)	Potential Academic Opening Year (Sept)	Key findings and recommendation
10) IQ Masterplan Charles Street	UoM (majority freehold) / IQ (majority leasehold)	Pre-planning	Up to 2,329 (net increase)	Amber	2028 onwards (and assumed that only half - 1165 of this will come forward over the period to 2030)	- The site is within to UoM campus and in close proximity to MMU's campus. - Located adjacent to the ID Manchester regeneration area and has potential (through redevelopment) to drive better connectivity and linkages through the area between Oxford Road and Piccadilly. - Identified for up to 2850 PBSA bedspaces (significantly more than the existing 521 bedspaces at Western Hall) as part of a masterplanning study and SRF for the site. This was endorsed for consultation by MCC but ultimately this process has not been taken forward through to completion. - A key principle established within the Development Framework is the connection between PBSA delivery and intensification within this site and IQ's release of PBSA within the Victoria Park area to a Registered Provider in order to facilitate the delivery of affordable housing. It is our understanding however that IQ has refurbished their Victoria Park residences meaning that this established principle has been foregone. - Nonetheless, the site still remains a strong opportunity to build PBSA supply in line with Policy H12. - As for site 9, our recommendations are: - to maintain dialogue with IQ and revisit the current SRF in light of the position in Victoria Park, but also considering the emerging ID Masterplan proposals and Manchester's up to date position in PBSA need. - The emerging ID masterplan will hopefully act as a catalyst to this process and encourage discussions with IQ to be re-opened.
11) IQ Masterplan Granby Row	IQ leasehold (majority)	Pre-planning	60	Amber	From 2024/25	- Given the more limited nature of the proposals, they should be capable of coming forward before a revised Development Framework. - Our initial recommendation is to discuss with IQ and further understand their likely plans and timing for delivery.

Site	Ownership	Current Status	Capacity (bedspaces)	Current Deliverability & Defensibility Rating (Red/Amber/Green)	Potential Academic Opening Year (Sept)	Key findings and recommendation
12) John Dalton East	MMU	Pre-Planning	-500+	Amber	2028	- Owned by MMU and currently occupied by MMU's Faculty of Science and Engineering and identified for redevelopment, as facilitated by John Dalton West, a new building for MMU's Science and Engineering department (due to complete in Q3 2023). - Very early days and there are no firm proposals that we are aware of for this site and no masterplanning / feasibility study work appears to have been undertaken. Timescales therefore unknown at this stage and likely to be a minimum of 5 to 6 years. - Our assessment is that there would be an opportunity to locate a tall PBSA building as part of a wider redevelopment of John Dalton East, which could provide in the order of 500+ bedspaces. Height likely to be appropriate as part of a carefully masterplanned approach to the Site, and as part of a wider mixed use development. There are a number of taller buildings in the vicinity. - Environmental considerations (e.g., air quality, noise) given immediate adjacency to Mancunian Way) and some residential amenity considerations given proximity to the Quadrangle. Our recommendation is for regular dialogue to take place with MMU as part of their ongoing estates planning process to ensure that the university's PBSA requirements can be addressed appropriate in the context of local planning policy and other material considerations, with high density, but place based solutions encouraged in line with the recommendations of the Oxford Road Strategic Spatial Framework.
13) McDougall Centre	UoM	Pre-Planning	1,000	Amber	2028	- The Site is owned by UoM Manchester and has been identified by them as a possible location for a PBSA scheme in order to meet their future needs. The existing Prayer Hall will need to be relocated as part of any proposals. - The Site has therefore been identified as an opportunity for PBSA within the endorsed 2018 MSP SRF, with proposals also required to provide primary active

Site	Ownership	Current Status	Capacity (bedspaces)	Current Deliverability & Defensibility Rating (Red/Amber/Green)	Potential Academic Opening Year (Sept)	Key findings and recommendation
						frontages along key routes including Greenheys Lane, as well as activating the new public realm. - Feasibility studies by BDP have been prepared in support of the SRF and underpin the capacity assessment. - Moving forward, planning proposals will need to be carefully interrogated and justified in relation to their scale, construction and operational management, and more generally in relation to their potential impact on the amenity of existing residents. Any application will require a carefully considered process of community consultation and engagement. Our recommendation is to maintain dialogue with UoM and encourage them to bring forward this site. Also, as the application is in close proximity to Hulme residents and will face scrutiny, there will be a role for MCC to seek to support constructive dialogue. Ultimately the LPA will need to assess planning proposals on their specific merits with regard to the development plan and other material considerations.
14) St Gabriel's Lodge	Sisters of Cross and Passion	Application submitted Nov '22	318	Amber	2025	- Area to the south of Hathersage Road is principally characterised by residential uses, comprising mix of student accommodation and owner occupier dwellings. - The scheme provides PBSA in a mixed use area close to the Universities and the high frequency Oxford Road bus corridor. - The site is currently derelict following the cessation of its former use as student accommodation. - The proposed development will regenerate the site, removing poor quality buildings whilst retaining and refurbishing the site's non-designated heritage assets. - There are no obvious, insurmountable development management issues and the applicants have submitted viability evidence which shows that the scheme is deliverable.

Site	Ownership	Current Status	Capacity (bedspaces)	Current Deliverability & Defensibility Rating (Red/Amber/Green)	Potential Academic Opening Year (Sept)	Key findings and recommendation
						- There would appear to be a good prospect of planning permission being granted and should that be the case, the applicant is targeting completion for the beginning of the academic year in 2025. Our recommendation is to continue to progress the application through to determination. Should this scheme be approved then it would shift to green.
15) Unite Students New Medlock House	Unite Students	Pre-Planning	300 (net increase)	Amber	2026	- Principle of PBSA on site established – existing PBSA on site. - Opportunity to increase density on site. Located at a key gateway site at the south of the city centre with our initial analysis indicating scale appropriate in this location given position on the ring road, gateway position into the city centre. - Potential to deliver additional height on site (c. 30 storeys) - subject to feasibility work. - Result in net increase in number of PBSA bedspaces – possible 300 PBSA bedspaces plus. - However, notwithstanding this planning potential, we cannot at this stage consider this to be a reliable part of the pipeline until such time as Unite confirm that redevelopment (with consequent loss of trading) is a viable proposition and something that they could satisfy their funders / investors about. In terms of recommendation, MCC could instigate discussions with Unite to understand the future plans and ascertain their appetite to undertake a feasibility study into the potential for redevelopment as PBSA.
16) Upper Brook Street a) Williams Site	a) MCC (freehold) and Williams leasehold b) McLaren	Pre-planning	1,700	Amber	From 2026 (assume third in 2026, third in 2028 and third in 2030)	This is a significant opportunity to bring forward circa 1,700 PBSA bedspaces and in so doing, support mixed use regeneration. We understand that pre-application discussions are underway and that the planning process is a significant potential risk to the delivery of this site, with a key issue being the potential for objections from the local community at Ardwick.

Site	Ownership	Current Status	Capacity (bedspaces)	Current Deliverability & Defensibility Rating (Red/Amber/Green)	Potential Academic Opening Year (Sept)	Key findings and recommendation
b) Citroen Garage Site						- In addition, we understand that the PBSA development will only be allowed to come forward as part of a wider mixed use commercial development, consistent with Development Plan policy and the SRF for the site. - In addition, there is a need for a degree of collaboration between different land owners in order to establish a cohesive masterplan for the UBS site as a whole, noting that some elements (including Tai Wu and W.H. Lung are likely to continue in their current operation for many years as they are successful businesses. Our recommendation is for MCC to proactively use the planning process and their land ownership interests to facilitate comprehensive mixed use development of the site with the right outcomes.
17) Whitworth Park Halls of Residence	UoM	Pre-Planning	<350	Amber	2027	- The site is capable of taking a higher density of development and we understand that feasibility studies are being progressed for redevelopment of the site with an increase of circa 334 bedspaces over and above the current facilities. The current buildings are reaching the end of their life and need modernisation. Ongoing dialogue is required with the UoM in order to support the proper planning of the site and meet the opportunity to address quantitative and qualitative demand for PBSA.
18) One Medlock Street (Premier Inn)	Whitbread and Dominvs Group	Application Nov '22	1,000	Amber	2026	- There are Site's in closer proximity to the University Campuses in better locations for PBSA. - It is noted that there is a PBSA scheme next door (River Street tower); however, that scheme was approved under special circumstances given that the site had been subjected to a stalled development with a partially completed concrete frame only on the site, and there had been a number of failed attempts to bring the site forward for other (non-PBSA uses). The scheme that has been delivered offered a way forward for the site.

Site	Ownership	Current Status	Capacity (bedspaces)	Current Deliverability & Defensibility Rating (Red/Amber/Green)	Potential Academic Opening Year (Sept)	Key findings and recommendation
						- The scheme must go through a formal planning process and there can be no guarantee at this stage that it will be approved. There is a significant risk of objection from members of the adjoining residential communities. - The immediate action for the LPA to assess the submitted planning application against the development plan and other material consideration in order to consider whether it merits their support. It is marked as amber pending that consideration and the determination of the planning application.
19) 88-90 Carmoor Road	Host Student Housing	Application Submitted Nov '22	172	Amber	2025	- Requires demolition of nursery and garage to enable redevelopment. - Existing PBSA accommodation immediately north west (Brook Hall) and south west (Darbshire House). - A proportion of the PBSA units are intended to be the subject of a nomination agreement with the University of Manchester. - There would appear to be a good prospect of delivery, should the application be supported. - Completion expected 2025 with occupation September 2025 (based on approval of planning application in early 2022). The immediate action is for the LPA to determine the planning application.
20) 466 – 472 Moss Lane East	CS Moss Lane East Limited	Application Submitted Nov '22	207	Amber	2026	- The scheme has the support of the University of Manchester (UoM). - It would appear from the submitted assessments that Impacts (air quality, daylight and sunlight, noise, ecology and flood risk) are limited or negligible following identified mitigation (where necessary). - The site contains a Grade II Listed Building which will be retained and a non-designated heritage asset that will be redeveloped. It is assessed in the application that the public benefits of the scheme will outweigh the harm that removal of the NDHA will involve.

Site	Ownership	Current Status	Capacity (bedspaces)	Current Deliverability & Defensibility Rating (Red/Amber/Green)	Potential Academic Opening Year (Sept)	Key findings and recommendation
						- Potential to deliver up to 207 PBSA as per current application (135544/FO/2022) - Completion expected 2025 with occupation September 2025 (based on approval of planning application in early 2022). Our recommendation is to continue to progress the application through to determination. Should this scheme be approved then it would shift to green

TOTAL circa 12,876

TOTAL incl. 13,226
350 units
(Owens
Park) ¹

- 4.2. We understand from discussions with UoM that they are assessing the redevelopment of Owen's Park which would replace 1,071 mothballed PBSA bedspaces and also lead to a net increase of up to 700 bedspaces, albeit we have assumed half that amount at 350 for the purpose of this study and this is included within the total figure provided immediately above. Furthermore, UoM is assessing options for additional PBSA bedspaces across their campus, which is not currently included. This could include the re-purposing of buildings (into PBSA) as part of a wider estates review in the context of post pandemic hybrid teaching / working models, which continues to evolve the way in which the University estate is used

¹ Refer to paragraph 4.2.

5. Summary and Conclusions

- 5.1. There is an identified need for additional Purpose Built Student Accommodation in Manchester and the purpose of this report has therefore been to assess the strength and defensibility of Manchester's PBSA pipeline of sites. This will form an important part of Manchester's evidence base to support a review of their Local Plan and in particular the continuing appropriateness of Policy H12, which seeks direct PBSA to appropriate sites within the Oxford Road Corridor, in close proximity to the Universities, and on the basis that a range of criteria can be satisfied.
- 5.2. The report will also provide information to MCC that can be considered in relation to their approach to forthcoming planning applications for PBSA, particularly those opportunistic applications that fall outside of the Oxford Road Corridor area, on sites that have not traditionally been considered suitable for PBSA. This matter has come into sharper focus following recent the recent Deansgate South appeal decision.
- 5.3. The straightforward questions which this report seeks to answer is whether there is sufficient opportunity within the Oxford Road Corridor and University Campuses to meet identified need for the next 5 years (and beyond up to 2030). Should it be demonstrated that there is sufficient opportunity, then it follows that there would be no obvious need for MCC to significantly depart from Policy H12 which has largely been effective over the last plan period in managing the supply of PBSA, albeit the application of that policy may vary in order to accelerate appropriate development proposals (in line with the conclusions of this report).
- 5.4. The analysis within this report has largely been produced on the basis of desk based appraisals, site visits and discussions with both Manchester City Council officer and representatives from University of Manchester and Manchester Metropolitan University. Full pro formas for the selected assessment sites are provided at Appendix A of this report.
- 5.5. It is identified in the introduction to this report that levels of need for PBSA bedspaces have been identified as being in the order of 760 student beds / annum for the period to 2030. In addition, Manchester City Council's projections estimate that the true figure will likely fall between 544 bedspaces and 1132. On this basis, it is estimated for the period of 2023 to 2030 inclusive (8 years), in the order of 4,244 to 9,132 PBSA bedspaces could be required.
- 5.6. From the analysis in tables 5.1 and 5.2 below (which should be cross referenced back to the detailed analysis in table 4.1), the following conclusions can be drawn:
 - There are more than sufficient sites within the PBSA pipeline to cover identified levels of demand and our study indicates that there is significant appetite from PBSA operators, development and the Universities to bring forward PBSA in the city.
 - The LPA should continue to apply the same level of rigour and consistent application over the application of Policy H12, as they have done in recent years.
 - Currently, a relatively small number of sites are either under construction or with planning permission. As such, there is a considerable amount of work is to be done, if those sites are to come to fruition, and be capable of forming a truly defensible part of Manchester's PBSA pipeline.
 - In addition, the majority of PBSA bedspaces will only come on stream for the 2025/26 academic year at the earliest. This means that there may well need to be short term strategies put in place to cover demand in the short term. This is being driven by a range of factors identified in section 2 of this report. These include: 'unplanned growth;' changes in the private rental market; and demographic factors – i.e., there is a forecast spike in the domestic university age population in the coming years which may result in additional demand for places in Manchester's higher education institutions.

- 5.7. With regard to the third bullet point identified above, it should be noted that a series of recommendations have been identified, to support the acceleration of PBSA development and the defensibility of the supply pipeline. These are identified in bold within Table 4.1's recommendations and are not repeated here.

Table 5.1: PBSA Supply Deliverability and Defend-ability

Deliverability & Defend-ability Rating	Total No. Bedspaces (based on indicative capacity)	
Amber	11,427	12,876 bedspaces ²
Green	1,449	

Table 5.2: PBSA Supply

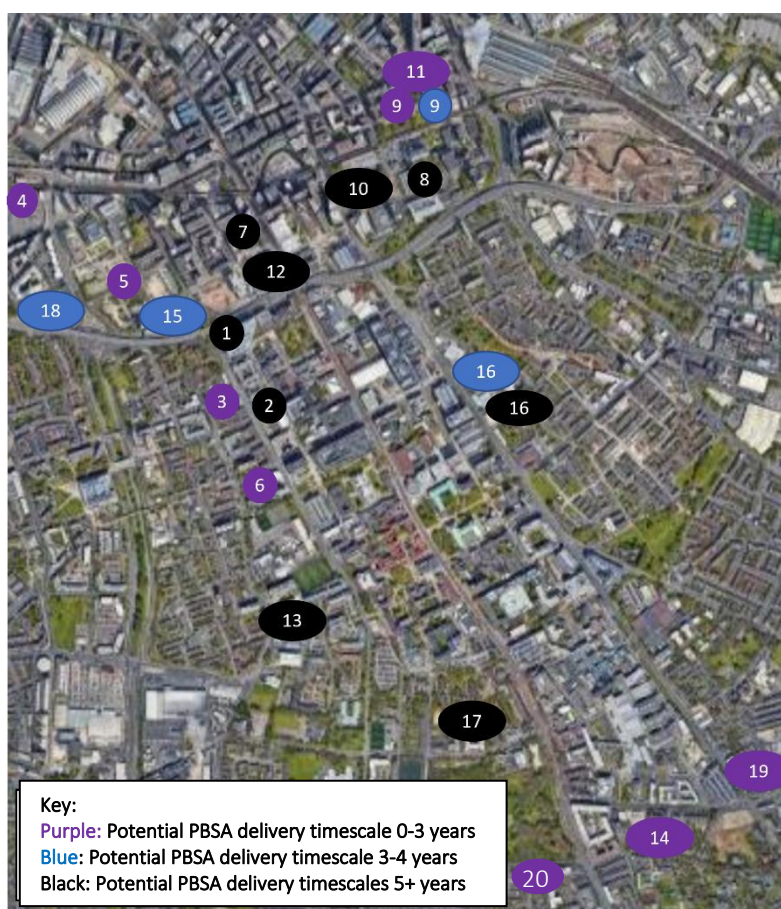
Expected Delivery Timescales	0-3 Years (2023 - 2025)	c.3-4 Years (2026)	5+ Years (2027-2030)	TOTAL PERIOD (2023 – 2030)
PBSA Bedspaces Deliverable	1,943	4,431	6,502	12,876 ³
PBSA Bedspaces Demand / Required ⁴	3,040 (4,528)	760 (1,132)	3,040 (4,528)	6,840 (10,188)
Shortall	1,097 (2,585)	-3,671 (3,299)	-3462 (1,974)	-6,036 (2,688)

²² Total figure excludes the 350 bedspaces referenced in paragraph 4.2 relating to Owen's Park.

³ Ibid.

⁴ Based on identified need for c. 760 PBSA bedspaces required per annum for period up to and including 2030 (figure in brackets represents the higher 2% growth scenario).

Figure 5.1: PBSA Assessment Sites – Expected Delivery Timescales



- 5.8. On the basis of this analysis, it can be concluded that Policy H12 still forms an appropriate basis for the LPA to assess proposals coming forward for PBSA. Moving forward however, the pipeline should be kept under regular review in order to determine ongoing effectiveness of the policy in meeting PBSA need. In this regard, sites identified in this report are not intended to represent an exhaustive list. Indeed, there may be other unidentified sites within appropriate locations that are therefore capable of meeting the requirements of Policy H12 as well as the Development Plan as a whole and other material considerations.
- 5.9. As a further sense check, we have also reviewed PBSA related policies within other key university locations across the UK (please refer to Appendix B of this document). Against this context, the policy appears robust as there are many examples of policies that seek to direct PBSA into certain locations and which set detailed criteria for the assessment of PBSA schemes within those areas.
- 5.10. There are some key points of note, which we recommend are reviewed further in relation to any potential evolution of the precise wording of Policy H12 which we assume will naturally happen in order to bring references up to date and maximise consistency with other Development Plan policies. These are summarised below:
- In London and most recently Nottingham, policies have been introduced which require the consideration of affordability in relation to applications for PBSA development. The Nottingham SPD identifies a contribution per bedspace (variable according to the number of bedspaces provided) with PBSA schemes across University Campuses exempt. The London Plan seeks to fast track those applications which provide 35% affordability (rising to 50% in certain low existing land value locations), otherwise applications with lower levels of affordability must be justified as an exemption through the submission and independent scrutiny of viability appraisals.
 - To a greater or lesser degree many policies include some reference to design and its relationship to the wellbeing of students. Consistent with feedback from the Universities, this is certainly something that could feature in revised wording for this policy.

- Alongside, references to sustainability and zero carbon priorities, there is specific reference in one policy to ensuring that PBSA schemes are adaptable to other uses. This is a criterion that has been adopted in relation to the assessment of co-living schemes in Manchester and could be equally applied to PBSA.
- The use of s106 contributions to mitigate identified effects of PBSA on infrastructure capacity could be more clearly referenced in policy.

Appendix A – PBSA Pipeline Site Assessment Proformas

PBSA Scheme (& Operator):	Cambridge Street Circus
Status:	Pre-Planning (early feasibility/ capacity work undertaken)
Status Rating:	Amber
 Key: - Blue = MMU Campus - Yellow = UoM Campus - Orange = RNCM Partially located within the MMU Campus, adjacent to the John Dalton Complex and Faculty of Business and Law.	
Site Description and Existing Use	- The site is currently comprised of the Cambridge Street Junction which is a roundabout that intersects Cambridge Street which runs north to south and sits beneath the Mancunian Way flyover which cuts across the site east to west. The circular island feature within the middle is comprised of pathways connecting to underpasses which lead north, south, east and west of the junction. There are a number of trees and some grassed verges within the site. - It is within the city centre, and partly falling within the Deansgate Ward (to the north of the Mancunian Way) and partly in the Hulme Ward (to the south of the Mancunian Way).
Planning History	No relevant planning history.
Land Ownership	The site is owned by Manchester City Council.
Adjacent Land Uses & Impact Considerations	- Immediately to the north east is the MMU John Dalton West development, comprising a new building for MMU's Science and Engineering department (due to complete in Q3 2023). Beyond this is the remainder of the John Dalton complex as well as a residential-led community with supporting retail and leisure uses. - Immediately to the north west is Unite Students Medlock House and Parkway Gate student accommodation blocks. Further beyond this is First Street South with the two plots closest to the site comprising a co-living development which started construction in March 2022 (2,224 units in up to 45 storeys). - Immediately to the south west of the site is the residential community of Hulme which is comprised of low-rise family housing. Further to the south along Cambridge Street there is some small scale student accommodation including Cambridge House and Chester House. - Immediately to the south east of the site is MMU's Campus, with the closest buildings being the Faculty of Business and Law and Cambridge Hall student accommodation.

Surrounding Heights / Datum	• Unite Students – New Medlock House to the north (9 storeys). • Unite Students – Parkway Gate to the north (up to 18 storeys). • Hulme residential community (between 3 to 5 storeys). • MMU Campus - up to 9 storeys but closer in relative height to taller residential development due to the relatively greater floor-to-floor heights in academic buildings compared to residential buildings.
Regeneration Context & Relevant Planning Considerations	• The site is located within Oxford Road Spatial Framework (endorsed by MCC Executive in March 2018) area. This document highlights the need to address the Higher Cambridge Road roundabout, which currently presents an intimidating and unwelcoming connection between Manchester Metropolitan Universities' All Saints Campus and First Street.
Site Specific Planning Policy Considerations	• Core Strategy: SO1, SO2, SO5, SO6, SP1, EC3, CC6, CC7, CC8, CC9, CC10, T1, T2, T2, EN1, EN2, EN3, H12, EN14, EN15, EN16, EN17, EN18, EN19, DM1, DM2, PA1 • Saved UDP Policies DC18, DC19, DC20, DC2
University support or part of either UoM or MMY redevelopment plans	• TBC
Heritage	• Site is not located within or close to a conservation area. • No listed buildings on site. There are 12 listed heritage assets within 250m with the closest one being Grade II Listed Cambridge Mill (approx. 70m north).
Flood Risk and Drainage	• Flood Zone 1 – Low risk
Transport and Access	<u>Proximity to key destinations:</u> • 6 mins walk to UoM Campus (0.3 miles) • 2 mins walk to MMU Campus (160 yards) • 7 mins walk to RNCM (0.4 miles) • 6 mins walk to Oxford Road (0.3 miles) • 13 mins walk to city centre heart / St Peters Square (0.6 miles) • 8 mins walk to Oxford Road Station (0.4 miles) • 17 mins walk to Piccadilly Station (0.8 miles) <u>Accessibility:</u> • Closest convenience store located 1 minute walk (85m) north. • Restaurants, bars and other leisure uses located within a 5 – 10 mins walk north, predominantly along Oxford Road. • Adjacent to Mancunian Way (Ring Road) for quick vehicular access. However, routing of access both pedestrian and vehicular will be partially impacted temporarily during construction period. • Frequent buses run along Oxford Road (6 mins walk) as well as access to key cycling routes. • Existing pedestrian access between the site is comprised of underpasses.
Ground Conditions	• No information currently available.
Ecology	• No ecological designations on the site. • No Tree Preservation Orders. • c.20 trees currently on site - note the 3:1 typical MCC tree replacement ratio.
Noise	• Adjacent to Mancunian Way / position on current junction – traffic noise impacts into the proposed development will need to be addressed through appropriate mitigation as part of design development process and carefully coordinated with ventilation proposals and also strategies to avoid overheating. There are a large number of residential proposals and PBSA in close proximity to the Mancunian Way which would indicate that this is achievable.
Air Quality	• This site is located within the Manchester Air Quality Management Area and therefore any development proposals would need to ensure air quality impacts are minimised and mitigated through the construction and operation of the proposed development.
Green and Blue Infrastructure	• The Manchester Green and Blue Infrastructure Strategy (2015) identifies the potential for new buildings at First Street to be at increased density in order to create space for green and blue infrastructure provision..
Daylight and Sunlight	• Given the relative adjacency to residents in Hulme (within 3 to 5 storey buildings around Newcastle Street and Loxford Street), any form of development coming forward on this site is likely to step down in scale as it interfaces with this community to the extent that is required in order to minimise sunlight and daylight impacts on residents, consistent with the a city centre / edge of city centre area and taking into account best practise

	guidance.
Wind microclimate	Given the adjacency to highways and pedestrian / cycling routes, it will be essential to ensure that the proposed design does not give rise to any safety issues from a wind microclimate perspective (as well as considering pedestrian comfort matters).
Townscape and Visual Impact	There is an opportunity to create a development which sits either adjacent to or on axis with a number of key vehicular routes around the city centre. It will also sit within a group of taller buildings as a back drop from the adjoining lower rise neighbourhood of Hulme. Townscape and Visual Impacts, on the basis that a well designed proposals is put forward, are unlikely to result in a reason for refusing a planning application on this site.
Capacity (indicative)	Hodder and Partners have undertaken a feasibility study on behalf of Urban Splash and produced a design that indicates the site could accommodate circa. 750 bedspaces within two towers of 30 and 17 storeys.
Buildability, Construction Logistics and Infrastructure Capacity (limitations)	- A key issue with this development is whether it is possible logistically to build it. This is given its relatively small size (and therefore constraints with regard to setting up construction compounds etc) and the ability to establish appropriate construction site access etc in views of its adjacency on all sides to the strategic vehicular network. - However, Kier – a tier 1 contractor – has undertaken an initial construction feasibility study which suggests that there is a deliverable plan; however this would involve some disruption: - The closures of the subways, this would require alternative routes to be agreed prior to commencement and would necessitate stopping up - The inner traffic lane of the roundabout would need to be closed for the duration of the build contract and the installation of a temporary haul road and ramp (with the final location determined once more detail is ascertained) would be required. - Service and drainage diversion as required. - Removal of existing earth mounds and hard standings. - The study indicates that a site compound would need to be formed off site adjacent to residential properties in Hulme (see diagram below) with the potential retained use of Loxford Street Subway for controlled operative access to the main site. Potential site compound, trees to be removed and reinstated upon completion Temporary fencing / hoarding with Biometric gates to be installed to prevent unauthorised access. - Proposals will need to incorporate excellent pedestrian connections for students and for the wider public which are safe and which represent a marked improvement on the current subways. - Also, there will be a need to ensure the correct/ suitable infrastructure is in place to make - pedestrian and cycle connections safe, easy and attractive.
Viability Issues	- The Feasibility study undertaken by Urban Splash and Hodder and Partners to determine site's capacity and also deliverability of the scheme for PBSA, would appear to suggest that there is a scheme of sufficient critical mass and land value uplift, (on a site with little existing use value) to suggest that there is a viable scheme. - Distinct from the regulatory function of the Local Planning Authority, the City Council has the opportunity to utilise its land ownership to both support and influence its chosen development partner with regard to the development outcomes it would like to achieve. This should support viability whilst also ensuring that new development contributes towards its own assessment – as well as those of the Universities – with regard to the - types of student accommodation that is required in the City.

Deliverability Timescales	• Current Status: We understand that discussions are ongoing but that neither Urban Splash or any other development partner has been agreed. On this basis, indicative timescales are provided below: • Procurement of development partner and contractual matters – 6 to 12 months. • Design development, consultation and preparation of an application for full planning permission, complete with Environmental Impact Assessment – 8 to 12 months. • Planning application determination period: circa 4 months. • Stopping Up: to take place under the town and country planning act concurrently with the planning application process. • Pre-construction – 6 to 12 months • Contractor procurement and entering into contract. • Pre-commencement conditions and obligations (as applicable) • Enabling works (e.g. closure of subways and rerouting, removal of trees, new temporary opening on carriageway, service and drainage diversion (as required)) • Construction period: c. 36 months (the site logistics plan would suggest that the site would come forward in one phase) • Estimated duration: c. 5 to 6 years
Key Findings and Recommendations	• The Site is an existing roundabout with no existing use value, which falls within the ownership of Manchester City Council. This presents the city council with the possibility of using their land assets to support the viability of a scheme that positively addresses quantitative and qualitative need for PBSA as part of the city's forward planning process. • A feasibility study by Hodder and Partners on behalf of Urban Splash suggests that the site could accommodate a scheme of significant scale – approx. 750 bedspaces; however, this has not yet been tested through the planning process. • A constraint to development is the site's proximity to the Mancunian Way / Cambridge Street Junction; however, a construction logistics feasibility study by Tier 1 contractor Kier has indicated that there is a deliverable scheme. This would involve disruption to strategic highways over a period of time and a proposed construction compound adjacent to existing residential properties in Hulme. • The site is currently used as a subway and provides important pedestrian connections. Any proposed scheme will continue to need to maintain / enhance safe pedestrian connections for students and the general public. • Should the city council be minded to take this opportunity forward, as a means of adding to PBSA supply, then we would recommend the following: ○ Undertake independent scrutiny of the scheme's feasibility from a construction logistics perspective and what this would mean in terms of temporary disruption to Manchester and its residents. ○ Should the city council determine that this first step can be appropriately managed, then a development brief should be drafted and consulted upon with the universities. This should then form the basis of a developer procurement process with the chosen developer being tested on their ability to deliver and meeting the brief.

PBSA Scheme (& Operator):	Cambridge Halls, Manchester Metropolitan University
Status:	Pre-planning (identified for development by MMU)
Status Rating:	Amber

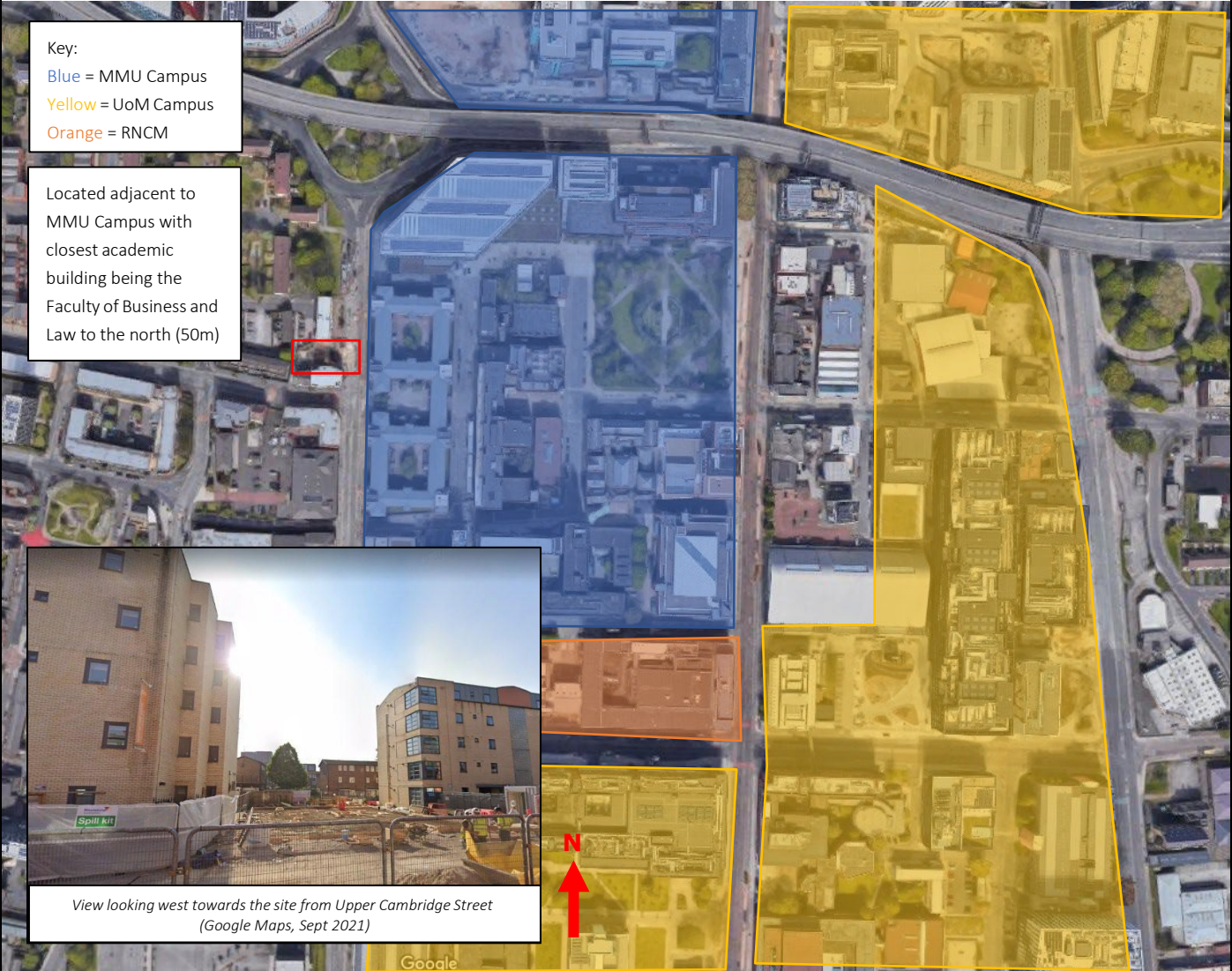


Site Description and Existing Use	- The site is currently comprised of the MMU Cambridge Halls student residence which includes three blocks of four storeys around three courtyards. - Located within Hulme Ward adjacent to Higher Cambridge Street and within the MMU Campus (denoted in blue), not far from All Saints Park. - Bounded by MMU Faculty of Business and Law building to the north, Lower Chatham Street to the east, Boundary Street West to the south and Higher Cambridge Street to the west.
Planning History	- LPA Ref: 047472/FO/CITY2/95 - Approved 20 October 1995 (implemented) - Description: <i>Erection of a four storey student residential building comprising 92 self contained student flats totalling 780 study bedrooms, and 4 one bedroom warden flats and associated landscaping.</i>
Land Ownership	Manchester Metropolitan University
Adjacent Land Uses & Impact Considerations	- Immediately to the west of the site is student accommodation (Cambridge House and Manchester House), further beyond is the residential community of Hulme comprising of low-rise housing; however, this is a significant distance away from the site and the closest residential properties are orientated away from the site. Impacts on residential communities / residential amenity issues are not considered to be a major issue for the redevelopment of this site therefore, in practical terms. - MMU Academic buildings are located immediately to the north and south of the site with the Faculty of Business and Law and the School of Digital Arts. MMU's Student Union is also located immediately to the south of the site. To the east is the Cavendish Halls Student Accommodation. - The Mancunian Way and Cambridge Street Junction is located approximately 100m to the north. - All Saints Park is located approximately 100m to the east.

Surrounding Heights / Datum	• MMU Faculty of Business building is 9 storeys high to the north (nb. Academic floor to ceiling heights are much greater than residential). • Student accommodation to the west (on the opposite side of Higher Cambridge Street) is between 4 and 5 storeys high. • The SODA Building is 6 storeys to the south of the site. Adjacent to this is also the School of Architecture which is 7 storeys.
Regeneration Context & Relevant Planning Considerations	• The Site/ building has been identified for redevelopment as part of the MMU Estates Strategy (2017-2027). The Strategy highlights the need for major refurbishment and the opportunity to increase density. ◦ The Strategy also highlights the need for development to be in walking distance to the university, affordable and enable university influence over control of security and pastoral care. • The site is located within the Oxford Road Spatial Framework (endorsed by MCC Executive in March 2018) area and has been identified for planned investment (as above).
Site Specific Planning Policy Considerations	• Core Strategy: SO1, SO2, SO5, SO6, SP1, EN1, EN2, EN4, EN6, EN9, EN14, EN15, EN16, EN17, EN18, EN19, T1, T2, DM1 and H12. • Saved UDP Policies DC20 and DC26.
University support or part of either UoM or MMY redevelopment plans	• Yes
Heritage	• Not located within or near any conservation areas and contains no heritage assets on site. • 9 listed heritage assets within 250m of the site with the closest being Grade II Listed St Augustine's Church (15m to the east) and Grade II Listed Ormond Building (15m to the east)
Flood Risk and Drainage	• Flood Zone 1 (low risk)
Transport and Access	<u>Proximity to key destinations:</u> • 3 mins walk to UoM Campus (0.1 miles) • Within the MMU Campus • 4 mins walk to RNCM (0.2 miles) • 3 mins walk to Oxford Road (0.1 miles) • 14 mins walk to civic quarter / St Peters Square Metrolink stop (0.7 miles) • 10 mins walk to Oxford Road Train Station (0.5 miles) • 17 mins walk to Piccadilly Train and Metrolink Station (0.8 miles) • Quick access to Mancunian Way (100m north) <i>Cambridge Halls – view from Cavendish Street (Google, Maps, August 2021)</i> <u>Accessibility:</u> • Closest convenience store located 1 minute walk (36m) west and Spar 50m south. • Restaurants, bars and other leisure uses located within a 5 – 10 mins walk east, predominantly along Oxford Road and Cavendish Street • Adjacent to Mancunian Way (Ring Road)(50m north) for quick vehicular access. • Frequent buses run along Oxford Road (5 mins walk) as well as access to key cycling routes. Buses also run along Higher Cambridge Street adjacent to the site.
Ground Conditions	• No information available. However, site is currently being used as student accommodation for MMU.
Ecology	• No ecological designations on site. • No Tree Preservation Orders on site. • C. 12 trees currently on site - note the 3:1 typical MCC tree replacement ratio.
Noise	• MMU's Business School acts as a barrier to the noise pollution of Mancunian Way highway to the North of the site.
Air Quality	• This site is located within the Manchester Air Quality Management Area.
Green and Blue Infrastructure	• Manchester's Green and Blue Infrastructure Strategy identifies the following opportunities: ◦ Green cycle routes and street tree planting on Higher Cambridge Street. ◦ Potential to enhance links between parks such as All Saints Park and the city centre to improve access to green space
Daylight and Sunlight	• Redevelopment is not going to give rise to any sunlight and daylight impacts on Hulme residential community given the distances involved, even with a scheme of greater scale.

Townscape and Visual Impact	Views from All Saints Park will be important in considering any impact on the setting of nearby listed buildings. There is a significant opportunity also through redevelopment of the site to introduce a significantly improved frontage onto Higher Cambridge Street (the current frontage does not positively contribute to the creation of vibrant streetscape).
Capacity (indicative)	- Capacity to deliver c. 1500 bedspaces (across two blocks, four towers ranging between 9 -14 storeys). This would be a net increase of 720 bedspaces taking into account the 780 on site. Construction likely to be undertaken in a phased manner to lessen the impact of the initial reduction in PBSA numbers that would be an inevitable consequence of redeveloping the site. - Based on feasibility study undertaken in 2019 by 5Plus for MMU.
Infrastructure Capacity (limitations)	- Opportunity to provide cycling routes along Higher Cambridge Street. - There is an existing route through the site which connects Cambridge Street and Stretford Road with the heart of the All Saints Campus. This is an important desire line. It also contains a TfGM cycleway along this.
Buildability / Construction Logistics	Non – envisaged although may be complicated if MMU requires a phased decant and delivery of the scheme.
Viability Issues	- Feasibility study has been undertaken to determine viability of the scheme in 2019 by 5Plus for MMU. - Relocation of students / need to accommodate students typically living on site elsewhere during demolition and construction phases. Need to find alternative accommodation. - Need to maintain desire line / TfGM cycleway along this.
Deliverability Timescales	Based on most recent conversations with MMU (and our interpretation of planning timescales): - MMU business case approval. This academic year. - Developer partner procurement (OJEU) – 12 months - Planning application preparation: c.6 – 12 months. - Determination period: c. 4 months: 3 to 4 months - Pre-construction conditions, demolition and enabling works contract and implementation. Plus main contract procurement – 12 months - Construction period: 2 years. <u>Estimated duration: 5 to 6 years</u>
Key Findings and Recommendations	- Identified as a key opportunity site within the context of Man Met's estate in terms of addressing their PBSA needs. - At this stage the scheme is still subject to business case approval from the University, which we have been advised will take place this academic year. - The proposals have not been formally tested through the planning process; however, feasibility studies have been progressed for the site which show that a scheme of this density could be appropriately accommodated on the site, within the context of planning policy and site specific planning considerations. A pre-application meeting has taken place with the LPA where feasibility options for the site received positive endorsement in principle. - Redevelopment will require the short term relocation of student bedspaces lost during construction and a phased approach may also be considered to reduce the extent of relocation. - There are no specific actions for MCC in the context of this site other than in their ultimate capacity as Local Planning Authority where they can support the positive planning of the site and the timely consideration of any future planning application.

PBSA Scheme (& Operator):	Church Inn, 84 Cambridge St by Alumno
Status:	Planning approved: nearing completion
Status Rating	Green



Site Description and Existing Use	- The Site is located on the southern edge of the city centre boundary and is bounded by Cambridge House Student Accommodation to the north, Upper Cambridge Street to the east, Homes for Students Manchester House and Cavendish Street to the south and low-rise housing to the west. - The site is currently under construction for student accommodation with the main structure and facade well progressed (see planning history). - Prior to this, the site was formerly occupied by the Church Inn public house which was demolished in 2021.
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Planning History	• (LPA ref. 121857/FO/2018) – Status: Withdrawn 11 September 2019 - o Description: Erection of a twelve-storey purpose built student accommodation building with three storey element to rear comprising 82 units with roof top terrace and associated landscape and highway works, following demolition of existing structures - o The Committee was minded to refuse the application due to concerns regarding the negative impact of the proposed development on neighbouring properties resulting in a loss of amenity, overlooking and reduction in daylight. • (LPA ref. 125654/FO/2019) – Status: Approved: 1 May 2020 (Under construction) - o Description: Erection of a nine-storey purpose built student accommodation building comprising 62 units and associated landscape and highway works, following demolition of existing structures - o The applicant returned with a revised scheme that is reduced in height. • The Committee minded to refuse on the same basis (as above) as well as the 'unsatisfactory proposals' for access and for the servicing and removal of waste, and where the bins for the building were to be sited. Approved 1 May 2020. - o The application was later approved in May 2020 on the basis the applicant addressed the issues from the previous application.
Land Ownership	• The site is currently owned by Breeva II Student Accommodation Ltd who purchased the land on 5 January 2021 from TBI 2000 Ltd. • The entity is part of the Barings Real Estate European Value-Add Fund II, being used by Alumno to purchase the land to develop.
Adjacent Land Uses & Impact Considerations	• Immediately to the north of the site is Cambridge House student accommodation and Loxford Gardens. Just beyond this is the Mancunian Way and Cambridge Street junction. • Immediately to the east is Cambridge Halls student halls (other side of Cambridge Street – subject to potential redevelopment) and further beyond is MMU's main campus, All Saints Park and Oxford Road. • Immediately south of the site is Opal Hall Student Accommodation with a mixture of other student accommodation and low-rise family housing further southwards. • Immediately to the west of the site is a small convenience store and low-rise family housing. Further west down Cavendish Street is additional student accommodation.
Surrounding Heights / Datum	• Low-rise family housing to the west of the site (up to three storeys) • Five storeys student accommodation blocks to the immediate north, east and south of the site.
Regeneration Context & Relevant Planning Considerations	• The site is located within Oxford Road Spatial Framework (endorsed by MCC Executive in March 2018). The framework makes no specific reference to the site, however more generally it seeks the following when considering new development in the study area: - o Promotes an increase in density and densification - o Promotes the need to accommodate more student housing in the area
Site Specific Planning Policy Considerations	• Core Strategy: SO1, SO2, SO5, SO6, SP1, EN1, EN2, EN4, EN6, EN9, EN14, EN15, EN16, EN17, EN18, EN19, T1, T2, DM1 and H12. • Saved UDP Policies DC20 and DC26.
University support or part of either UoM or MMY redevelopment plans	• Yes
Heritage	• Not located within or near any conservation areas and contains no heritage assets on site. • There are 5 listed heritage assets within 250m of the site, with the closest being the Grade II Listed St Augustines Church approx. 100m away.
Flood Risk and Drainage	• Site located in Flood Zone 1 (low risk)

Transport and Access	<u>Proximity to key destinations:</u> • 150m to Mancunian Way • 11 mins walk to Oxford Road Station (0.5 mile) • 4 mins walk to Oxford Road (0.2 mile) • 13 mins walk to Deansgate Station / Metrolink (0.6 mile) • 15 mins to city centre core / St Peter's Square (0.7 mile) <u>Accessibility:</u> • Closest convenience store located adjacent (36m) to the west and Spar 60m south. • Restaurants, bars and other leisure uses located within a 5 – 10 mins walk east, predominantly along Oxford Road and Cavendish Street • Adjacent to Mancunian Way (Ring Road)(60m north) for quick vehicular access. • Frequent buses run along Oxford Road (5 mins walk) as well as access to key cycling routes. Buses also run along Higher Cambridge Street adjacent to the site and Cavendish Street. • National Cycle Route (NCR) 6 is located approximately 140m west from the site, and the segregated / shared cycle route on Oxford Road is approximately 320m each of the site.
Ground Conditions	• Development is well progressed and site has therefore been remediated.
Ecology	• No ecological designations on site. • No Tree Preservation Orders.
Noise and Vibration	• The approved noise study states noise can be controlled to ensure that internal average noise levels would be within an acceptable limit and therefore there are no impacts.
Air Quality	• This site is located within the Manchester Air Quality Management Area.
Green and Blue Infrastructure	• The MCC Green and Blue Infrastructure Strategy identifies the following opportunities: ◦ Green cycle routes and street tree planting on Higher Cambridge Street. ◦ Potential to enhance links between parks such as All Saints Park and the city centre to improve access to green space
Noise and Vibration	• Approved Noise Impact Study concludes that internal and external noise levels are MCC compliant.
Daylight and Sunlight	• Approved daylight / sunlight assessment concludes the development will have a limited impact on the neighbouring daylight and sunlight amenity and are complaint.
Townscape	• The proposal is modest in scale within the context of taller buildings which have recently been constructed and approved in the local area, including the 19-storey Crowne Plaza hotel and the Manchester School of Architecture
Capacity (indicative)	• 62 PBSA beds as per planning permission 125654/FO/2019.
Infrastructure Capacity (limitations)	• An Opportunity to provide cycling routes along Higher Cambridge Street.
Buildability / Constriction Logistics	• N/A
Viability Issues	• N/A
Deliverability Timescales	Current Status: planning permission granted, under construction. • Planning Permission: granted May 2020 • Construction Period: ongoing. • Targeted completion date: 2023 <u>Estimated duration:</u> c. 1 year.
Key Findings and Recommendations	• Infill site – planning permission granted. • Bound by existing student accommodation to the north and south. • Planning permission granted in May 2020 – currently under construction. • 62 units to be delivered by c. Alumno Group

PBSA Scheme (& Operator):	Deansgate South by Fusion
Status:	Planning Approved - no start on site
Status Rating	Green



Site Description and Existing Use	• Located at Deansgate south, adjacent to Owen Street. Located within the Great Jackson Street Regeneration area which is a newly emerging residential neighbourhood characterised by tall buildings. • Currently a vacant site, largely comprising hardstanding. Previously used for car parking. • Closely bounded by an existing apartment block to the north, Deansgate to the south and east, Hulme Street to the south and Bridgewater viaduct to the west. • There is a ramp located to the northern boundary providing access to underground parking associated with the adjacent residential block to the north. The site can also be accessed off Deansgate at the southern corner.
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Planning History	Prior to the PBSA application in 2021, a number of planning permissions have been granted on the site for residential development; however, none of those schemes came forward. • <u>LPA ref. 110730/FO/2015/C1 - Approved 4 March 2016</u> ◦ <i>Erection of a 13-storey building (plus basement level) comprising 53no. one and two bedroom apartments (Use Class C3), a commercial unit (Use Classes A1/ A2/ A3/ A4/ B1/D1), associated car parking, landscaping and vehicular and pedestrian access.</i> • <u>LPA ref. 115591/FO/2017 – Status: Approved 2 June 2017</u> ◦ <i>Description: Erection of a 13-storey building comprising 53 residential apartments (Use Class C3a) together with ground floor commercial unit (135 sqm) (Use Classes A1 / A2 / A3 / A4 / B1a or D1), landscaping, loading bay and pedestrian access. (this application was also subject to an NMA later that year</i> • <u>LPA ref. 129406/FO/2021 – Status: Refused 4 June 2021</u> ◦ <i>Description: Full planning permission for a 28-storey purpose built student accommodation building (Sui Generis)</i> ◦ 534 bedspaces in 28 storey development ◦ Planning application refused, reasons listed below: - Principle of use - Design quality – inadequacy of the proposed building materials - Urban design – impact on surrounding building and the lack of open space around the building. - Impact on nearby Listed Buildings - Impact on the Conservation Area - Wind environment • 17/12/2021 - Appeal against refusal lodged. • 17/05/2022 - Appeal decision – appeal allowed - scheme approved. Reason below: ◦ Would not harm the character of, or the significance of heritage assets ◦ not have a significant adverse effect on the amenities of residents of Deansgate Quay. ◦ There is a quantitative and qualitative need for the proposed PBSA scheme which would be in an appropriate location relative to UM and MMU campuses ◦ There are no significant comfort or safety concerns for pedestrians or cyclists. The proposed development accords with CS policies H12 and EN2 in particular, and with the up-to-date development plan.
Land Ownership	• Fusion (Deansgate (Manchester) Limited)
Adjacent Land Uses & Impact Considerations	• Site is within a predominanetly residential area. • Residential block immediately to the north of the Site. • Deansgate Square residential community immediately to the east. • More broadly, the Great Jackson Street SRF (2018) area extends to the south – an area undergoing significant change with a number of high density residential schemes of significant height. • Immediately to the north and west of the site is the Bridgewater Viaduct, beyond this is a vacant parcel of land under construction for two residential apartment buildings (including the Castle Wharf development). • To the north of the site is a 7 storey residential building. • To the east of the site is Deansgate Square, a scheme of four multi-storey apartment buildings, ranging in height from 37 storeys to 64 storeys.
Surrounding Heights / Datum	• Deansgate Square to the south (ranges between 39 to 64 storeys) • Castle Wharf to the north (up to 21 storeys) • Transition has planning permission for development up to 31 storeys. • 7 storey residential building immediately north along with Knott Mill and associated masterplan which has a finer grain and lower scale existing / proposed.
Regeneration Context & Relevant Planning Considerations	• Site falls within the Great Jackson Street Regeneration Framework (2018). The permitted scheme has been approved not being consistent with this document.
Site Specific Planning Policy Considerations	• Planning permission has been granted via appeal. The key policy under consideration for this scheme was Policy H12 and the move from residential as per the previous permissions to Purpose Built Student Accommodation.
University support or part of either UoM or MMU redevelopment plans	• Scheme already consented

Heritage	- Not located within a Conservation Area, however it is adjacent to the southern boundary of the Castlefield Conservation Area that runs along the A56. - There are 15 heritage assets within 250m of the with the closest being the Grade II listed Electricity Junction Box in Castlefield canal basin approx. 30m away
Flood Risk and Drainage	Flood Zone 1 (low risk)
Transport and Access	<u>Proximity to key destinations:</u> 5m walk to Deansgate Train Station / Metrolink (0.2 miles) to the north 11 mins walk to Oxford Road (0.5 miles) 11 mins walk to city centre core / St Peter's Square (0.5 mile) 11 mins walk to Oxford Road Train Station (0.5 mile) 21 mins walk to UoM Main Campus (1 mile) 12 mins walk to the MMU campus (0.6 miles) <u>Accessibility:</u> - Closest convenience store (Sainsburys) located 4 minute walk (300m) east - Restaurants, bars and other leisure uses located within Deansgate a 5 – 10 mins walk east but also along Deansgate and Castlefield both within 5-10 minutes' walk. - The main retail and leisure core of the City Centre is located to the north of the site, within a 15 minute walk or 5 minute tram journey. - Adjacent to Deansgate for quick vehicular access into city centre and ring road (Mancunian Way). - Number of bus stops are located in close proximity to the site on both sides of the A56 as well as along Whitworth Street to the north of the site. - The site benefits from good levels of nearby recreational cycle routes along the Bridgewater Canal. - First Street is located 500m to the east of the site and provides a mix of commercial, residential, retail and leisure use. - The neighbourhood of Hulme is located further south of the site along with the Birley Fields Manchester Metropolitan University (MMU) Campus. The campus is a 15-minute walk from the site (0.7 miles). - Other MMU faculty buildings within close proximity to the site include the Manchester Business School, the MMU Library and the Manchester School of Art, all of which are a 15 – 20-minute walk.
Ground Conditions	The approved ground conditions report concludes there is a moderate /low potential for the site to be contaminated due to its previous industrial use, however this will be remediated prior to redevelopment.
Ecology	- No ecological designations on site. - No Tree Preservation Orders. - No trees on site
Noise	Approved noise report concludes no impacts in regard to noise and that the development will comply with MCC standards
Air Quality	This site is located within the Manchester Air Quality Management Area
Green and Blue Infrastructure	- The MCC Green and Blue Infrastructure Strategy identifies the following opportunities: - Enhanced blue corridors create safe, attractive green routes for a walkable/cyclable city, health benefits and accessible 'lunch hour' green space for city workers
Daylight and Sunlight	The approved daylight / sunlight study concludes no significant impacts.
Townscape and Visual Impact	The approved TVIA study concludes no significant impacts.
Wind Microclimate	- Identified incidents of off-site significant adverse wind safety impacts. The safety issues identified would have serious potential consequences for the general public – uncertainty around inability to suitably mitigate. - LPA decision notice (dated 4 June 2021): "failed to demonstrate that the mitigation measures put forward are capable of implementation and no alternatives have been put forward". - The appeal decision to grant planning permission comes with a planning condition (Condition 3) which requires details of mitigation measures to provide a safe and comfortable wind environment in and around the site for pedestrians and cyclists Associated with this condition is the need to provide a viability assessment for - any associated tree planting that is required in this regard, within the public realm.
Capacity (indicative)	534 PBSA bedspaces as per planning permission 129406/FO/2021.
Infrastructure Capacity (limitations)	Servicing and refuse collections will be made from the lay-by on Deansgate South, with building management responsible for moving bins out to the street in a phased manner, maintaining thoroughfare along the pedestrian footpath at all times.

Buildability / Constriction Logistics	N/A
Viability Issues	The inability to deliver the historic residential planning permissions on the site could (anecdotally) indicate that this is a difficult site to develop. There are certainly constraints given the size of site and inevitably construction logistics will have challenges.
Deliverability Timescales	- Current status: Planning permission granted in 18 May 2022, following successful appeal. The appeal documentation from the applicant states that "The Appellants have secured funding and would deliver the scheme as a joint venture with their investment partner. If consented, the build programme would start in Summer 2023 with a September 2025 opening envisaged." - Whilst there is no evidence to date of pre-commencement conditions having been submitted, there is still sufficient time for this to happen prior to summer 2023.
Key Findings and Recommendations	- Planning permission has been granted via appeal for a 28 storey PBSA scheme that would deliver 534 units. - The applicant's supporting documentation indicates completion of the scheme by August 2025. - We have assumed this as a robust part of the PBSA pipeline; however, the longer the time that passes without implementation, the more doubt that could be passed over the deliverability of this site. In particular, there are two notes of caution with this site: - It is a small and constrained site where previous applicants have struggled to deliver the planning permissions that have been granted. Concerns over viability could therefore be raised by those wishing to challenge the position. - Significant wind microclimate issues have been identified both from a pedestrian safety and comfort perspective. As such, there is a condition precedent on the planning permission requiring mitigation measures to be identified and approved by the LPA. It is further noted that there may be viability challenges in relation to tree planting within the public highway (with this tree planting deemed likely to be one of the necessary mitigation measures, to the extent that it is a focus of the planning condition). - It is our assumption that MCC will not be minded to make any proactive effort themselves to facilitate PBSA on this site given that they did not support the principle of this development in the first place.

PBSA Scheme (Vita Student):	Plot 10b, First Street
Status:	Pre-planning
Status Rating:	Amber



Site Description and Existing Use	- Site located at Manchester City Centre's southern gateway, within the First Street Development Framework (DF) area. - The site is vacant and comprises predominantly hardstanding. - Plot 10b forms one section of the broader Plot 10 First Street development site with the adjacent Plot 10a subject to concurrent proposals for the creation of a highly sustainable office building. - Bounded by River Street to the north and east, Hulme Street to the south and Newcastle Street / Plot 10a to the west. - Previously occupied by low-rise warehouse units – demolished in the early c.2000s.
Planning History	LPA ref: 130608/FO/2021 – application for a temporary events space (withdrawn).
Land Ownership	The site is owned by Ask Real Estate, who we understand is in advanced discussions with Vita Group to sell the plot for PBSA development.

Adjacent Land Uses & Impact Considerations	- Falls within the 'First Street Central' area of First Street, which is the commercial heart of the Development Framework area. - North of the site is James Grigor Square, Number One First Street office building and a Vita Student building. Beyond are cultural and leisure uses set around Tony Wilson Place, including HOME Manchester and the Melia Inside Hotel. - Immediately east is Macintosh Mills, comprising residential apartments within a converted Grade II Listed mill building, and further is Macintosh Village, an established residential community with other PBSA and commercial and academic uses associated with the city centre / Oxford road Corridor Area. - Plot 11 of the First Street masterplan is located immediately south of the site, where 2,224 co-living units are currently under construction. Further beyond are Unite student accommodation buildings (New Medlock House and Parkway Gate). - West of the Site, beyond Plot 10a, are further development sites primarily identified for commercial offices. Construction is underway on an 11-storey office on Plot 9a, to be occupied in full by the GPA. Planning permission is in place for two office buildings on One City Road and the Premier Inn site bounded by Medlock Street and the Mancunian Way is subject to emerging proposals (pre-planning) for commercial office and PBSA.
Surrounding Heights / Datum	- The First Street Development Framework identifies building heights of up to 17 commercial storeys in First Street Central. Plot 9a, under construction, rises to 11 commercial storeys. - Within First Street North the heights rise up to 11 storeys (Vita Student 11 storeys, No.1 and No.8 are 9 storeys) - Further west, heights rise significantly to 31 storeys (River Street tower), and beyond that up to 65 storeys (Deansgate Square / Great Jackson Street). - To the south, emerging heights rise to 45 storeys on the under construction Plot 11 First Street development. Unite Student beyond are at 18-storeys. - Macintosh Mills immediately to the east is a 6-storey mill building, rising to 5-storeys where it faces the site. Cambridge Mill beyond is 6-storeys. - There is a cluster of tall buildings in close proximity to Oxford Road Station (existing and approved) including One Cambridge Street, Student Castle, Great Marlborough Street PBSA, Artisan Heights, Hotspur Press and associated tower and the Circle Square developments, all forming part of the Manchester's Southern Arc of higher density development. - This juxtaposition of heights between modern tall developments and low / medium rise residential buildings, including listed buildings, requires sensitive consideration when bringing forward proposals at scale in this area.
Regeneration Context & Relevant Planning Considerations	- Site located within the boundary of both the Oxford Road Spatial Framework (endorsed by MCC Executive in March 2018) and the First Street Development Framework (endorsed by MCC Executive in 2018, and subject to a further addendum in July 2020) - Generally, the Oxford Road SRF seeks the following when considering new development in the study area: - Promotes an increase in density and densification where that can be justified and alongside enhanced architecture and place making strategies. - Promotes the need to accommodate more student housing in the area, where in accordance with Core Strategy Policy H12. - More specifically, the Site is identified within the First Street Development Framework as being located within First Street Central, - identified for commercial office development.
Site Specific Planning Policy Considerations	- Core Strategy: SO1, SO2, SO5, SO6, SP1, EC3, CC6, CC7, CC8, CC9, CC10, T1, T2, T2, EN1, EN2, EN3, H12, EN14, EN15, EN16, EN17, EN18, EN19, DM1, DM2, PA1 - Saved UDP Policies DC18, DC19, DC20, DC2

University support or part of either UoM or MMY redevelopment plans	Yes – support from MMU principally on the basis of commitments to deliver ‘affordable’ PBSA.
Heritage	- Site not located within a Conservation Area and does not contain any listed heritage assets. 9 listed heritage assets located within 250m of the site, with the closest being Grade II Listed Macintosh Mill immediately to the west. Any forthcoming application will require careful consideration with regard to built heritage; however, the setting of these assets from the west is already characterised by modern development across First Street.
Flood Risk and Drainage	- The portion of the site to the north is located within Flood Zone 2 (medium risk) whilst the remainder is Flood Zone 1 (low risk). Within a critical drainage zone. This is common in Manchester City Centre and has not ever resulted in any insurmountable issues with regard to the planning process or viability. - An application for enabling drainage works has been submitted by the site owner to facilitate development.
Transport and Access	<u>Proximity to key destinations:</u> 9 mins walk to UoM Campus (0.5 miles) 2 mins to MMU Campus (0.1 miles) 11 mins walk to RNCM (0.5 miles) 5 mins walk to Oxford Road (0.2 miles) 12 mins walk to city centre heart / St Peter’s Square (0.6 miles) 7 mins walk to Oxford Road Station (0.4 miles) 15 mins walk to Piccadilly Station (0.7 miles) 8 mins walk to Deansgate Station / Metrolink (0.4 miles) - Mancunian Way (80m west) <u>Accessibility:</u> - Closest convenience store (Sainsbury’s) located 1 minute walk (127m to the north). - Restaurants, bars and other leisure uses located within a 5 mins walk north, predominantly along Oxford Road and within First Street North. - Close to Mancunian Way (Ring Road) for quick vehicular access. - Frequent buses run along Oxford Road (5 mins walk).
Ground Conditions	EIA Scoping Report submitted in November 2022 advises that there are anticipated to be no identified negative adverse significant effects with regards to ground conditions that would require assessment within an EIA.
Ecology	- No ecological designations on the site. - No Tree Preservation Orders. - No trees on site.
Air Quality	This site is located within the Manchester Air Quality Management Area which is an area where proactive management measures are encouraged to address national air quality objectives.
Noise	No significant sources of noise that cannot be mitigated through design. The use itself will be Purpose Building Managed Student Accommodation. Therefore, noise emissions should not represent a major impediment to development of the site.
Green and Blue Infrastructure	The MCC Green and Blue Infrastructure Strategy (2015) identifies the buildings at First Street for increased density to create space for green and blue infrastructure.
Daylight and Sunlight	The scheme may result in the loss of some daylight/sunlight to neighbouring properties, specifically Plot 11 First Street and MacIntosh Mills.
Townscape and Visual Impact	The scheme may impact the townscape however the area is characterised by large-scale modern development and there are existing high rise developments within the vicinity
Capacity (indicative)	c. 6-700 PBSA bedspaces, as referenced in August 2022 on public consultation website.
Infrastructure Capacity (limitations)	- N/A - The owners of the site have submitted an application for drainage diversions around the site to facilitate future development.
Buildability / Constriction Logistics	N/A

Viability Issues	N/A
Deliverability Timescales	- Status: Public consultation launched (planning application preparation ongoing) - Public Consultation launched August 2022. - Planning application preparation: c.3 months. - Design development ongoing. - Target planning submission Q4 2022. - Determination period: c.4 months. - Target determination Q2 2022 - Pre-construction preparation: c.1-6 months. - Pre-commencement conditions - Any preparatory works, - Construction period: c.2 years. - Estimated duration: c.3 years – Applicant targeting completion to allow occupation for the 25/26 academic year.
Key Findings and Recommendations	- A planning application is being prepared for a PBSA proposal on the site, comprising c. 600 bedspaces, as part of a mixed-use proposition that would also deliver c.300k GIA commercial office building on the adjacent plot and significant areas of public realm. The proposition includes a commitment to deliver 15% units under a nomination agreement with MMU. Public consultation was undertaken in August and October 2022 and the application is currently live and pending determination. - There are no known physical or logistical impediments to delivery. - The site is vacant land within a long-established regeneration area. The First Street Development Framework identifies the site as being capable of accommodating high density buildings of scale, subject to full detailed analysis of impacts and compliance with the relevant development plan policies. It is identified for commercial-led development, although alternative uses may be acceptable where they facilitate delivery of the primary commercial office use. A case has been put forward by the developers to establish this as part of pre-application discussions - There are no specific actions for MCC in the context of this site other than in their ultimate capacity as Local Planning Authority where they can support the positive planning of the site and the timely consideration of the planning application.

PBSA Scheme (& Operator):	Gamecock Pub by Curlew (Alternatives Eighth Property LP)
Status:	Planning Submitted – awaiting determination
Status Rating:	Amber



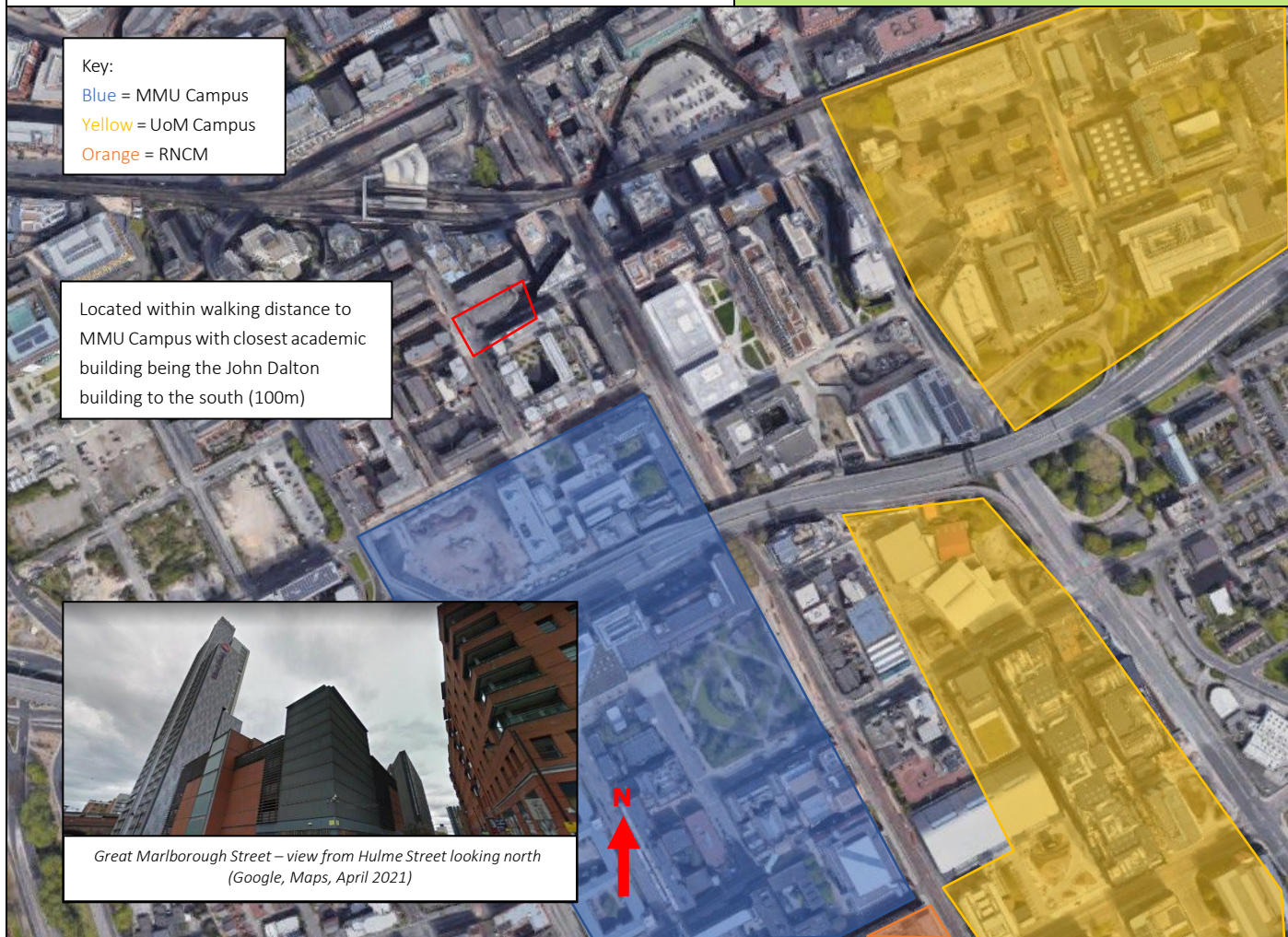
Site Description and Existing Use	• Located within the Hulme Ward. • Bound by Booth Street West to the north, Cornbrook Medical Practice (and associated car parking) to the east, Cooper House (residential block) to the south and Boundary Lane to the west. • Occupied by the former Gamecock Pub (now vacant) and associated external areas (including car park to the west of the site, adjacent to Cornbrook Medical Practice). There are c. 3 trees on site with overgrown self-seeding vegetation along the northern boundary.
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Planning History	• <u>LPA ref: 099285/FO/2012/S1</u> – Status: Refused 24 August 2012 ○ Description: <i>Erection of part 8 part 11 storey building comprising 48 units to provide student accommodation.</i> ○ Refused on grounds of : - Failed to demonstrate demand for PBSA / failed to agree with MMU and/or UoM - Overdominant scale and massing - Failure to provide adequate amenity space - Low quality design - Impact on amenity of local residents - Proposed S106 agreement is likely to result in increased on street parking • <u>LPA ref: 130387/FO/2021</u> – Status: Awaiting final determination. ○ The application was presented to MCC's planning committee on 31 May 2022 on the basis of a <i>part 9 part 13 storey purpose built student accommodation building comprising 261 bed spaces with ancillary amenity space, a ground floor community hub.</i> - MCC's Planning Committee (31 May 2022) resolved to be minded to refuse on the basis that the scale was over dominant and the lack of parking in close proximity to the entrance for those with disabilities
	- The scheme was subsequently reduced in scale to a part 7 part 11 storey purpose built student accommodation (PBSA) building providing 197 bed spaces and reported back to Committee in October 2022 with an officer recommendation to approve. The number of objections to the revised scheme reduced to 25 (from 72 associated with the initial proposals). Members once again however were minded to refuse on the basis of over dominant scale, lack of parking for those with disabilities, and compatibility with the surrounding area from a residential amenity perspective. - For this application to be formally determined, it will need to come back to the Committee with a report from officers recommending reasons for refusal.
Land Ownership	• Manchester City Council (delivered by Curlew)
Adjacent Land Uses & Impact Considerations	• Immediately to the north of the site is Hopton Court apartments • Immediately west of the site is Trinity Court student accommodation • Immediately to the west is Hulme comprising low-rise residential housing • Immediately to the south is Cooper House apartments
Surrounding Heights / Datum	• To the south and north of the site Hopton Court and Cooper house which are 9 storeys in total • To the west is low rise housing rising up to five storeys maximum • To the east is the Hyatt Regency which rises to 16 storeys.
Regeneration Context & Relevant Planning Considerations	• Site located within Oxford Road Spatial Framework (endorsed by MCC Executive in March 2018) area. • The SRF makes no specific reference to the site, however more generally it seeks the following when considering new development in the study area: ○ Promotes an increase in density and densification where that can be justified and alongside enhanced architecture and place making strategies. ○ Promotes the need to accommodate more student housing in the area, where in accordance with Core Strategy Policy H12.
Relevant Development Plan Policies	• Core Strategy: SO1, SO2, SO5, SO6, SP1, EN1, EN2, EN4, EN6, EN9, EN14, EN15, EN16, EN17, EN18, EN19, T1, T2, DM1 and H12. • Saved UDP Policies DC20 and DC26. The LPA have assessed the proposals as being consistent with these policies.
University support or part of either UoM or MMU redevelopment plans	• Yes
Heritage	• Not located in a conservation area and no nearby listed heritage assets within a 250m radius or on the site.
Flood Risk and Drainage	• Flood Zone 1 – (Low risk)

Transport and Access	<u>Proximity to key destinations:</u> • 2 mins walk to UoM Campus (170 yards) • 2 mins walk to MMU Campus (0.1 miles) • 19 mins walk to city centre heart / St Peter's Square Metrolink Stop • 15 mins walk to Oxford Road Rail Station (0.7 miles) • 4 mins walk to Oxford Road (0.2 miles) • 3 mins walk to RNCM (0.1 mile) <u>Accessibility:</u> • Closest convenience store located 3 minute walk (300m) east. • Restaurants, bars and other leisure uses located within a 5-10 mins walk east, predominantly along Oxford Road. • Adjacent to Manunian Way (Ring Road) for quick vehicular access. However, routing of access both pedestrian and vehicular will be partially impacted temporarily during construction period. • Frequent buses run along Higher Cambridge Street (70m north east) as well as Oxford Road (6 mins walk) as well as access to key cycling routes. Transport and highways concerns in relation to car parking issues locally.
Ground Conditions	• Ground conditions report concludes there a limited amounts of contaminants within the made ground; however, these can be easily removed through site remediation.
Ecology	• There are no ecological designations on the site. • The site possesses only common and widespread habitats of little ecological value • No Tree Preservation Orders. • c.3 trees currently on site - note the 3:1 typical MCC tree replacement ratio.
Noise	• The noise assessment concludes operational noise is not likely to be significant due to existing high levels of ambient noise and there being no additional vehicle movements proposed as a result of the proposed development.
Air Quality	• This site is located within the Manchester Air Quality Management Area.
Green and Blue Infrastructure	• The MCC Green and Blue Infrastructure Strategy identifies the following opportunities: ◦ Green cycle routes and street tree planting on Higher Cambridge Street.
Daylight and Sunlight	• Daylight and sunlight concerns – associated with proposed scale of the current proposals for the site (awaiting determination).
Townscape and Visual Impact	• The TVIA (current application depending determination) confirms that the the development would generally integrate well with the height, scale and massing of the evolving townscape in the vicinity of the Site and introduce new activity and vibrancy to the area.
Capacity (indicative)	• 197 PBSA bedspaces as per planning application 130387/FO/2021 (subject to planning approval).
Infrastructure Capacity (limitations)	• Opportunity to provide cycling routes along Higher Cambridge Street.
Buildability / Constriction Logistics	• N/A
Viability Issues	• The proposals have been brought forward by an experienced design team an established PBSA operator with a strong track record. Evidence was provided with the planning application in order to support its deliverability.
Deliverability Timescales	• Subject to planning approval. • If the council were to ultimately approve the application, or, should the applicant secure planning permission by appeal the following timescales would likely apply: • Planning application approved: expected October 2022 (if refused potential appeal process). • Pre-construction preparation: c. 6-12 months (excluding demolition). • Construction period: c. 22 months (including demolition – as per planning application 130387/FO/2021). • Estimated duration: c. 3 years (subject to planning approval). Earliest likely opening September 2025.

Key Findings and Recommendations	- Our own objective assessment it that the planning case for approving this application is very strong. It demonstrably complies with Policy H12 and the development plan as a whole. This is particularly in light of the identified student need, the site's proximity to the University Campuses, the support of MMU and Royal Northern College of Music, the positive track record and credibility of the PBSA provider and given the positive evolution of the scheme to address site specific issues that relate to car parking, scale and residential amenity. - As such, this site cannot be fully discounted at this stage. It has not yet been finally refused and Members should carefully consider that course of action against officer recommendations. Our view would be that it would stand a good prospect of success should the applicant decide to appeal against a future refusal, or, as it stands, against non-determination. - Our recommendation would be for MCC officers to continue to work with the developer, local Members and local residents in order to seek a positive resolution and grant of planning permission for this scheme.
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PBSA Scheme (& Operator):	Great Marlborough Street
Status:	Planning Permission granted
Status Rating	Green



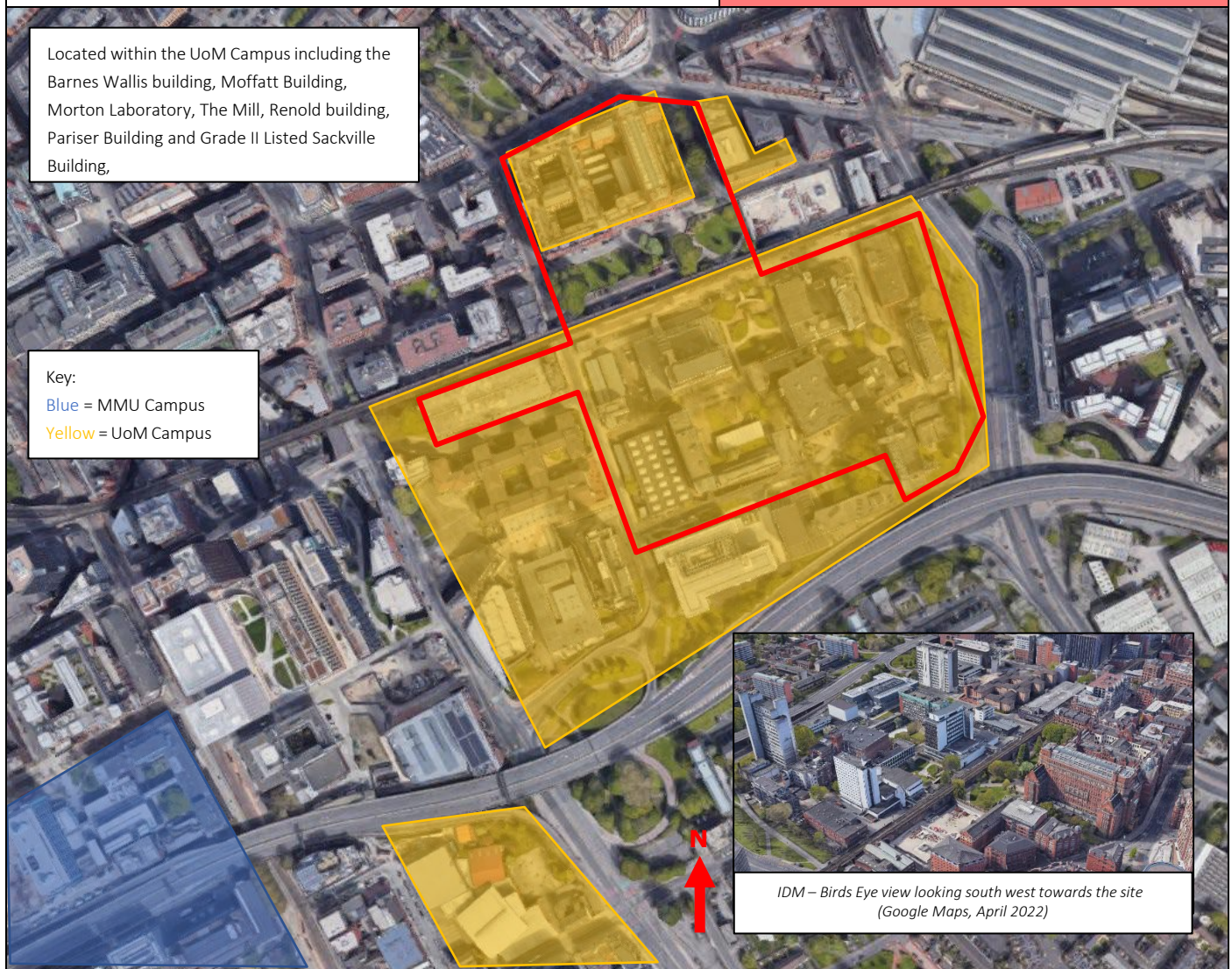
Site Description and Existing Use	- Located in Deansgate Ward. - Bounded by Bridgewater Heights to the north, Artisan Heights to the east, Hulme Street to the south and Great Marlborough Street to the west. - Site currently comprises a multi storey car park (6 storeys) with a single commercial unit on ground floor.
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Planning History	• <u>LPA ref. 063835/FO/CITY3/01</u> – Approved 30 May 2002 (implemented) ○ Description: “Erection of a 395 space multi-storey car park, including commercial unit on ground floor (Use Classes A1, B1, D1), electricity substation and associated works”. The application was approved in 2002 and subsequently implemented to form the site’s current use. • <u>LPA ref. 097749/FO/2011/C1</u> - Approved 11 January 2012 (implemented) ○ Description: “Change of use from shop (Use Class A1) to Marketing Suite (Use Class A2) and installation of a new shop front”. • <u>LPA ref: 121252/FO/2018</u> – Approved 23 July 2021 - ○ Description: “Partial reconfiguration of existing Multi-Storey Car Park (MSCP), including temporary access off Great Marlborough Street, construction of 5 storey external ramps, closure of vehicular access to top level; and construction of new facade; and partial demolition of the surplus part of existing MSCP and erection of a part 55, part 11 storey, part 4
	storey mixed-use building comprising 853 Purpose Built Student Accommodation units (sui generis), ancillary amenity space and support facilities, and 786sqm (GIA) SME incubator workspace (Use Class B1), including public realm improvements and other associated work”
Land Ownership	• Student Castle Investments LLP.
Adjacent Land Uses & Impact Considerations	• Immediately to the west is Macintosh Residential Village comprising of largely mainstream residential buildings (many of which include a significant number of students as their occupiers, based on council tax exemption details), including a number of listed buildings converted into lofts • Immediately to the east is the Holiday Inn Express and Unite Students Artisan Heights student accommodation. • Immediately to the north is Unite Students Bridgewater Heights student accommodation. • To the immediate south is a mixed use development (The Quadrangle) containing apartments, restaurants and places for worship (within the building)
Surrounding Heights / Datum	• Bridgewater Heights to the north (37 storeys) • Artisan Heights to the east (32 storeys) • Quadrangle to the south (9 storeys) • Pearl House to the west (9 storeys)
Regeneration Context & Relevant Planning Considerations	• Site located within Oxford Road Spatial Framework (endorsed by MCC Executive in March 2018) area. • The SRF makes no specific reference to the site, however more generally it seeks the following when considering new development in the study area: ○ Promotes an increase in density and densification where that can be justified and alongside enhanced architecture and place making strategies. ○ Promotes the need to accommodate more student housing in the area, where in accordance with Core Strategy Policy H12.
Development Plan Policy Considerations	• Core Strategy: SO1, SO2, SO5, SO6, SP1, EC3, CC6, CC7, CC8, CC9, CC10, T1, T2, T2, EN1, EN2, EN3, H12, EN14, EN15, EN16, EN17, EN18, EN19, DM1, DM2, PA1 • Saved UDP Policies DC18, DC19, DC20, DC2 • The LPA have assessed the proposals as being consistent with these policies.
University support or part of either UoM or MMU redevelopment plans	• Support from MMU

Heritage	- No Listed Buildings located on or adjacent to the site, nor is it located within a Conservation Area however the Whitworth Street Conservation Area lies approximately 70 metres to the north east. - There are 20 listed heritage assets within 250m of the site, with the closest being the Grade II Listed Dancehouse Theatre, 40m east.
Flood Risk and Drainage	Falls within Flood Zone 2 (medium risk)
Transport and Access	<u>Proximity to key destinations:</u> - Manchester Oxford Road Rail Station is located approximately 135m to the north of the site. - Manchester Piccadilly Train Station and Tram Stop, is approximately 800m to the north-east of the Site. - Less than 100m from Oxford Road. - St Peter's Square Metrolink stop is located approximately 580m to the north. - MMU Campus located 100m to the south. - UoM Campus located 9 mins walk (0.5 mile). <u>Accessibility:</u> - Closest convenience store located 1 minute walk (50m) east. - Restaurants, bars and other leisure uses located within a 2 mins walk north, predominantly along Oxford Road. - Frequent buses run along Oxford Road (2 mins walk) as well as access to key cycling routes.
Ground Conditions	Ground conditions report concludes there a limited amounts of contaminants within the made ground however these can be easily removed through site remediation.
Ecology	- No ecological designations on the site. - No Tree Preservation Orders. - No trees on site.
Noise	The approved noise report concludes that with the appropriate specification of the proposed building facades (e.g. glazing), road traffic and railway noise from local sources, can be controlled to ensure an internal living environment at the proposed development appropriate for residential occupation.
Air Quality	This site is located within the Manchester Air Quality Management Area which is an area where proactive management measures are encouraged to address national air quality objectives.
Green and Blue Infrastructure	The MCC Green and Blue Infrastructure Strategy identifies the buildings at First Street for increased density to create space for green and blue infrastructure.
Daylight and Sunlight	The scheme will result in the loss of some daylight/sunlight; however, the LPA has reviewed the submitted technical assessments and concluded that overall these effects fall within the relevant guidelines.
Townscape and Visual Impact	The approved TVIA concludes the development will provide a beneficial impact on the local townscape.
Capacity (indicative)	850 PBSA beds, as per planning permission 121252/FO/2018
Infrastructure Capacity (limitations)	N/A
Buildability / Constriction Logistics	The applicant has been working with a tier one contractor throughout the applicaiton process and has prepared detailed evidence around construction logistics and construction, in order to prove that the scheme can be delivered in an acceptable way. This includes maintaining access to retained car parking spaces during the construction process.
Viability	The applicant has confirmed that the proposals are viable during the planning application process.

Deliverability Timescales	- The construction process is estimated to take 4.5 years. - Preconstruction - including car park remodelling, partial demolition, detailed design and discharge of conditions – up to 12 months. - Construction – 3.5 years.
Key Findings and Recommendations	With planning permission granted and an associated legal challenge by Judicial Review cleared, it can be anticipated that the proposed development will proceed to construction.

PBSA Scheme:	ID Manchester
Status:	Pre-Planning
Status Rating:	Red



Site Description and Existing Use	- Located within the Piccadilly Ward and sits within the Southern Gateway. - ID is currently occupied of a number of UoM academic buildings (see below) but these will decant into Manchester Engineering Campus Development (MECD) from 2023 onwards. - Bound by Fairfield Street and London Road to the north and east, Mancunian Way to the south and Sackville Street to the west.
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Planning History	- The site was created in the 1960s for the University of Manchester Institute of Science and Technology (UMIST). In 2004, it became formally recognised as part of the University of Manchester, with its main building renamed as the Sackville Building. - Following the completion of MECD (LPA ref: 111758/FO/2016/C1) in May 2021, the buildings on site have become surplus to requirement. <u>LPA ref: 068277/00/2003/C2</u> – Approved 24 July 2003 (lapsed) - Description: <i>Erection of 6 storey laboratory building, with basement parking for 118 vehicles and surface level parking for 22 vehicles.</i> <u>LPA ref: 096303/FO/2011/C1</u> – Approved 12 July 2011 - Description: <i>Landscaping and public realm works including refurbishment of steps and ramps, new planted areas, new street furniture and planting 14 new trees after the removal of 3 existing trees.</i>
Land Ownership	University of Manchester, predominant landowner (/ Bruntwood SciTech)
Adjacent Land Uses & Impact Considerations	- North west of the site is Piccadilly Station. - The IQ Granby Row Masterplan being brought forward by IQ Student is to the west of the site. This includes a number of existing buildings such as Lambert House, Cedar House, Capcis House and Fairfield Hall student accommodation. Although construction has currently stalled, the IQ Echo Street development includes three buildings (26, 19 and 13) storeys for 403 co-living units and 242 student bedspaces. - To the west and south west of the site is the Granby Row which comprises of predominantly residential and serviced apartment buildings with some commercial uses. - Immediately north / north-east of the site is the Macdonald Manchester Hotel and Unite Students Piccadilly Point and Mill Point student accommodation. Further beyond this is Mayfield Park and regeneration site. - Immediately to the east is the Mancunian Way and Manchester Graphene Engineering Innovation Centre. Beyond the Mancunian Way are the residential communities of Ardwick and Brunswick. The Ardwick Strategic Regeneration Framework envisages a mix of commercial and residential uses. - Immediately to the south the Manchester Institute of Biotechnology, John Garside building, Department of Mechanical, Aerospace and Civil Engineering - Also, to the south is the IQ Charles Street being brought forward by IQ Student. It currently consists of the Pendulum Hotel, Weston Halls and Ibis Hotel. The draft Charles St SRF envisages a high density mixed-use area with some considerable height for PBSA, residential, ground floor commercial and leisure and entertainment spaces. It also highlights opportunity for health and wellbeing facilities.
Surrounding Heights / Datum	- The IQ Granby Row area to the north includes existing buildings with heights rising to eight storeys. The stalled IQ Echo Street development will rise to 26 storeys. - To the north, heights rise up to 19 storeys (Unite Students Piccadilly Point) - To the east, heights rise to a maximum of 9 storeys (Lockton Court) although the area is generally more low-rise family housing (2-4 storeys). - To the immediate south, heights rise to 13 storeys (Faraday Tower). The IQ Charles Street masterplan to the south envisages buildings of up to 48 storeys.

Regeneration Context & Relevant Planning Considerations	- The site falls within the endorsed North Campus SRF (2017). - The scheme will combine high quality public realm with a mixture of technology, learning and research facilities, residential neighbourhoods and office campuses. - Indicative heights rise to up to 24 storeys - Site located within Oxford Road Spatial Framework (endorsed by MCC Executive in March 2018) area. - The SRF makes no specific reference to the site, however more generally it seeks the following when considering new development in the study area: - Promotes an increase in density and densification where that can be justified and alongside enhanced architecture and place making strategies. - Promotes the need to accommodate more student housing in the area, where in accordance with Core Strategy Policy H12. - Falls adjacent to the Victoria Park, Charles Street and Granby Row Development Framework (draft for consultation in June 2020, not formally endorsed).(please cross refer to the Echo Street, Charles Street and Granby Row Pro formas - In June 2021, UoM announced a new joint venture with Bruntwood SciTech to redevelop the campus for an applied innovation district. It is understood that the JV is preparing a revised masterplan for the site, which will be subject to a refreshed SRF covering the campus to replace the 2017 document.
Site Specific Planning Policy Considerations	- Core Strategy: SO1, SO2, SO5, SO6, SP1, EC3, CC6, CC7, CC8, CC9, CC10, T1, T2, EN1, EN2, EN3, H12, EN14, EN15, EN16, EN17, EN18, EN19, DM1, DM2, PA1 - Saved UDP Policies DC18, DC19, DC20, DC2
University support or part of either UoM or MMU redevelopment plans	Part of UoM redevelopment plans
Heritage	- Part of the site to the north lies within the Whitworth Street Conservation Area. - Site contains three designated heritage assets: Grade II Listed Railway Viaduct, Grade II Listed Sackville Building and Grade II Listed Sculptural Wall. - Historic England feedback on the 2017 SRF indicates that the post-war campus south of the viaduct is considered to be a non-designated heritage asset. 46 listed heritage assets located within 250m of the site, with the closest being Grade II Listed Granby House and Orient House immediately to the west.
Flood Risk and Drainage	A majority of the site is located to the within Flood Zone 1 (low risk), however part of the site (MSCP to the west) is partially located within Flood Zone 2 (medium risk).
Transport and Access	<u>Proximity to key destinations:</u> - Within the UoM Campus 6 mins to MMU Campus (0.3 miles) 10 mins walk to RNCM (0.5 miles) 6 mins walk to Oxford Road (0.3 miles) 13 mins walk to city centre heart / St Peters Square (0.6 miles) 9 mins walk to Oxford Road Station (0.4 miles) 1 min walk to Piccadilly Station (0.1 miles) - Quick access to Mancunian Way (adjacent to south) <u>Accessibility:</u> - Closest convenience store located 6 minute walk (300 m) west (Tesco Express). - Restaurants, bars and other leisure uses located within a 6 mins walk west, predominantly along Oxford Road. - Close to Mancunian Way (Ring Road) for quick vehicular access. - Frequent buses run along Oxford Road (6 mins walk) as well as access to key cycling routes nearby.

Ground Conditions	No information currently available
Ecology	- No ecological designations on the site. - No Tree Preservation Orders.
Air Quality	This site is located within the Manchester Air Quality Management Area which is an area where proactive management measures are encouraged to address national air quality objectives.
Noise	Potential noise impacts from Mancunian Way to the south and east from the road traffic along the Mancunian Way and London Road.
Green and Blue Infrastructure	The North Campus SRF highlights an opportunity to enhance existing public green spaces and create more high quality city centre spaces. It also highlights an opportunity to create more green corridor infrastructure.
Daylight and Sunlight	The scheme may result in the loss of some daylight/sunlight to neighbouring properties, particularly to the north-west in Granby Row residential community, although it is understood some of the properties directly overlooking the site are in a serviced apartment use.
Townscape and Visual Impact	The scheme may impact the townscape; however, there are existing high rise developments within the vicinity.
Capacity (indicative)	No feasibility / capacity work has been undertaken to date.
Infrastructure Capacity (limitations)	TBC – subject to further feasibility / design work.
Buildability / Constriction Logistics	N/A
Viability Issues	- North Campus SRF (2017) does not identify PBSA as a use within the site as indicated on the masterplan. Bruntwood Sci tech has also not identified this within ID Manchester. - TBC – subject to further feasibility / design work.
Deliverability Timescales	- Current Status: Pre-Planning. New / revised SRF for ID Manchester to be produced – work ongoing. - Timescales for delivery subject to Bruntwood Sci-Tech and UoM delivery strategy / programme: - Masterplan approval: c. Q4 2022 (c. 4 months) - SRF endorsed: c. Q3/Q4 2023 (c. 12 months) - Estimated duration (whole SRF area completed): c. 15 years
Key Findings and Recommendations	- Heritage - site contains three Grade II Listed assets and is partially located within the Whitworth Street Conservation Area. - Various plots across the masterplan could accommodate a PBSA building. The entire site is within the single ownership of the UoM. - North Campus SRF (2017) does not identify PBSA as a use within the site as indicated on the masterplan. - The UoM and Bruntwood Scitech are progressing plans for an internationally significant applied innovation district. Vision for ID Manchester is focused on delivery a mixed-use neighbourhood for businesses – to co-locate businesses, access to key talent pools and knowledge ups and access to transport and digital connectivity. This would be delivered over the next 10-15 years. - A revised masterplan is currently being prepared and will anticipate will be subject to a refreshed SRF. - We understand that PBSA is not currently identified by the landowner and JV as a desired component of the innovation district.

PBSA Scheme (& Operator):	IQ Echo Street – IQ Student
Status:	Planning Permission Validated – Under determination
Status Rating:	Amber



Site Description and Existing Use	- The Site is located within the city centre in the Piccadilly Ward, to the southwest of Piccadilly Station. The site is roughly rectangular in shape and bounded by Granby Row, Echo Street, the Manchester, South Junction and Altrincham railway viaduct and Vimto Gardens. - It includes Chandos Hall, Echoes Day Nursery, a workshop and individual lock-up garages, all of which have been demolished. There are level changes across the site with the eastern half level with Granby Road and Echo Street. - Chandos Hall was constructed in 1962 as a purpose built student hall of residence rising to 16 storeys and set within a “moat” formed by the different site levels. Echoes Day Nursery occupies a single storey building that has a large external play area. It provided around 50 places for children who are, predominantly, the dependents of UoM employees. The nursery has since been relocated onto Charles Street. - Construction began on site in September 2018 with groundworks / piling undertaken prior to stalling. Since construction began on the current permission (118267/FO/2017), the applicant / operator IQ has been acquired by global investment firm Blackstone. At present the site remains hoarded up and construction has stalled.
Planning History	118267/FO/2017 Approved 1 June 2018 Construction stalled. - Description: Full planning permission for the demolition of existing buildings on site and their replacement with a mixed use (sui generis) development comprising 3 towers ranging in height (from 14, 20 and to 25 storeys (including lower ground floor level) and intermediary link buildings and providing: 403 units of Co-Living

	<i>residential accommodation with associated shared amenity spaces; 94 units of purpose built student accommodation with associated shared amenity spaces; ground floor commercial floor space and children's day nursery together with cycle parking, recycling and refuse bin storage, associated plant and public realm enhancements to Granby Row, Echo Street, Cobourg Street and Back Acton Street</i> • 136874/FO/2023 Application validated 2 May 2023 To be determined. ◦ Description: <i>Erection of 3 interlinked towers ranging from 27, 21 and 16 storeys together with intermediary link buildings (15 and 11 storeys) to form Purpose Built Student Accommodation (Sui Generis) with associated amenity space and external landscaping and other associated works</i>
Land Ownership	• The site is owned by Blackstone via their trading name of IQ Student.
Adjacent Land Uses & Impact Considerations	• To the north of the site is a mixture of student accommodation including Lambert House, Fairfield Hall and Cedar House. There are also residential blocks further to the north west. • To the east of the site there is Capcis House / Bainbridge House comprising commercial uses (within IQ Student leasehold). • To the south is a railway viaduct with UoM Barnes Wallis just behind it. • To the west is Vimto Park, the Grade II Listed Sackville Building and residential uses along Granby Row. • Other nearby uses include the McDonald Hotel on the opposite side of London Road. • The site is in close proximity to Piccadilly Station.
Surrounding Heights / Datum	• Student and residential apartment blocks to the north (Fairfield Hall, Cedar House and Lamber House (up to 8 storeys) • Barnes Wallis building in ID Manchester / UoM Campus to the south (Wright Robinson up to 15 storeys) • Low-rise commercial buildings at Bainbridge House (up to 3 storeys). Note that Bainbridge House is highlighted for a landmark, tall development in the IQ Victoria Park, Charles Street and Granby Row development framework (Draft for consultation June 2020).
Regeneration Context & Relevant Planning Considerations	• Falls within the Victoria Park, Charles Street and Granby Row Development Framework (draft for consultation in June 2020, not formally endorsed). • The draft framework was prepared following the granting of the 2017 planning permission for the IQ Echo St proposals (planning permission ref: 118267/FO/2017). The draft framework reflects the 2017 consented scheme and identifies the further regeneration potential of a wider area (2 further pro formas – Charles Street and Granby Row cover this area). • The SRF makes no specific reference to the site, however more generally it seeks the following when considering new development in the study area: ◦ Promotes an increase in density and densification where that can be justified and alongside enhanced architecture and place making strategies. ◦ Promotes the need to accommodate more student housing in the area, where in accordance with Core Strategy Policy H12. • Adjacent to the ID Manchester regeneration area which proposes the creation of an innovation district in the city centre. Revised masterplanning proposals are being worked up for ID which will build upon the North Campus SRF (2017). • The ID masterplanning process is likely to demand a refresh of the Victoria Park, Charles Street and Granby Row Development Framework and will require the council to support constructive dialogue between key stakeholders.
Site Specific Planning Policy Considerations	• Core Strategy: SO1, SO2, SO5, SO6, SP1, EC3, CC6, CC7, CC8, CC9, CC10, T1, T2, T2, EN1, EN2, EN3, H12, EN14, EN15, EN16, EN17, EN18, EN19, DM1, DM2, PA1 • Saved UDP Policies DC18, DC19, DC20, DC2

University support or part of either UoM or MMU redevelopment plans	MMU and UoM consulted during community engagement
Heritage	- The site is located within the Whitworth St Conservation Area but does not contain any listed buildings on site. - There are 11 listed heritage assets within 250m of the site, with the closest being the adjacent (to the south) Grade II Listed Manchester South Junction and Altrincham Railway Viaduct and Grade II Listed Sackville Building approx. 100m away.
Flood Risk and Drainage	Flood Zone 1 (low risk)
Transport and Access	<u>Proximity to key destinations:</u> 75m to Piccadilly Train Station and metrolink stop 7 mins walk to Oxford Road (0.4 miles) 13 mins walk to city centre core / St Peter's Square (0.6 mile) 9 mins walk to Oxford Road Station (0.4 mile) - Falls within the northern part of the UoM's Campus 15 mins walk to (0.7 miles) MMU Campus <u>Accessibility:</u> - Closest convenience store (Sainsburys) located 1 minute walk (75m) north. - Restaurants, bars and other leisure uses located within Piccadilly Station (1 minute walk) a 5 – 10 mins walk north east and north west. - Adjacent to London Road (Ring Road) for quick vehicular access onto Mancunian Way (ring Road) - Frequent buses at Piccadilly Station (1 min walk) as well as access to key cycling routes.
Ground Conditions	Development is well progressed, including piling and site has therefore has been remediated.
Noise	Possible noise impacts from railway viaduct, London Road and train station. Mitigated through building design.
Ecology	- No ecological designations on the site. - No Tree Preservation Orders. - No trees on site.
Air Quality	This site is located within the Manchester Air Quality Management Area
Green and Blue Infrastructure	The MCC Green and Blue Infrastructure Strategy identifies that the north campus area should establish the corridor as a living laboratory for the development of research on the benefits of GI.
Daylight and Sunlight	The scheme will result in the loss of some daylight/sunlight; however, it has been considered that overall, these effects are limited as this falls within the relevant guidelines.
Townscape and Visual Impact	The approved TVIA concludes the development will provide a beneficial impact on the local townscape.
Capacity (indicative)	c. 1,224 PBSA bedspaces, as per planning permission 136874/FO/2023
Infrastructure Capacity (limitations)	N/A
Buildability / Constriction Logistics	N/A
Viability Issues	N/A
Deliverability Timescales	- Status: Planning application validated 2 May 2023 (under determination) - Based on latest construction programme: - Determination period: c. 4 months - Target determination: Q3 2023 - Pre-construction preparation: c.1-6 months - Construction period (remaining): c. 36 months. - Estimated duration: c. 3.5 years. – Applicant targetting completion to allow occupation for the 26/27 academic year.

Key Findings and Recommendations	• Planning permission (118267/FO/2017) previously granted for 242 PBSA bedspaces, supported with co-living units. Scheme stalled and new proposals submitted (see below). • Planning application submitted (136874/FO/2023) by the same applicant / operator as the previous permission for a full PBSA development with , capturing the units previously allocated for co-living. • Timescales for delivery subject to ensuring target determination. Current timescales a 3 year construction period with the applicant aiming to target completion to allow occupation for the 26/27 academic year. • Our recommendation would be for MCC officers to continue to work with the developer, local Members and local residents in order to seek a positive resolution and grant of planning permission for this scheme.
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PBSA Scheme (& Operator):	IQ Masterplan: Charles Street
Status:	Pre-Planning
Status Rating:	Amber



Site Description and Existing Use	- Located within Piccadilly Ward, to the southwest of Piccadilly Station. - Bound by Charles Street to the north, Sackville Street to the east, UoM's Department of Mechanical, Aerospace and Civil Engineering to the south and Princess Street to the west. - Located within the northern part of UoM's Campus. - Site comprises Pendulum Hotel (southeast portion), Weston Halls of Residence (to the northeast / north - with Echoes Day Nursery on ground floor) and Princess Street Ibis Hotel (to the northwest). - A culverted section of the River Medlock runs beneath the southern area of the site.
Planning History	<u>LPA ref: 035997</u> – Approved 29 March 1990 (implemented) - Description: <i>Erection of a part 5, part 6 storey student accommodation block incorporating conference facilities</i> <u>LPA ref: 118062/FO/2017</u> – Approved 16 March 2018 (implemented) - Description: <i>Change of use of ground floor unit to incorporate Echo's Day Nursery – relocated from the IQ Echo Street site in order to facilitate the redevelopment of that site</i>
Land Ownership	Under a long leasehold interest (which we understand is sufficient for them to develop the site), IQ own land comprising the Weston Hall and Pendulum Hotel buildings; the freehold of this site is owned by UoM. The surface car park area to the west is also owned by the UoM. The IBIS Hotel to the north-west is owned by Accor Investments.

	 Framework Area iQ Long Leasehold University of Manchester Accor Invest Freehold
Adjacent Land Uses & Impact Considerations	• Immediately to the north is the Charles Street MSCP which is identified as one of 6 car parks serving the UoM campus.. Beyond the railway viaduct is the Granby Village residential community. • To the east of the site is the UoM's North Campus which is the subject of plans to create ID Manchester, a new neighbourhood and innovation district following creation of a JV partnership between the university and Bruntwood Sci-tech. Immediately to the south of the ID site is the Graphene Engineering Innovation Centre (GEIC). • To the immediate south is the Department of Mechanical, Aerospace and Civil Engineering, and the Faraday Tower (UoM educational buildings). • To the west is Princess House and Montana House apartment blocks as well as the recently completed Circle Square development just beyond, which includes student accommodation, residential apartments, commercial floorspace, ground floor active uses (including F&B) and Symphony Park (an open green space). • The site acts as a significant barrier to movement between Oxford Road – Circle Square – ID Manchester – Piccadilly and redevelopment of the site would offer the city important opportunities to establish good physical and functional connections between these areas.
Surrounding Heights / Datum	• Granby Village (residential) to the north typically rises between 4 - 10 storeys • Buildings within the UoM Campus to the east rises up to 8 storeys. • Faraday Tower (UoM educational building) to the south rises to 13 storeys. • Vita Living North (residential apartment block) within Circle Square to the west rises to 37 storeys.

Regeneration Context & Relevant Planning Considerations	- Falls within the Victoria Park, Charles Street and Granby Row Development Framework, a draft version of which has been consulted upon but not formally endorsed by the city council. - The draft framework was prepared following approval of the IQ Echo Street proposals (planning permission ref: 118267/FO/2017) and relates to an area largely owned by IQ. - It identifies the Charles Street area as having the scope to provide a combination of new PBSA, residential accommodation and a range of commercial and social spaces such as bars, restaurants and retail facilities at ground floor level alongside generous new areas of public realm. - It states that density could be significantly increased at the site and taller buildings could be appropriate. Indicative heights range to a maximum of 48 storeys. - The framework identifies the release of land within Victoria Park, currently operated as PBSA by IQ, to a Registered Provider (RP) for the provision of affordable / key worker housing, prior to completion of the first phase of development within the Charles Street or Granby Row Development Areas. It notes that the Victoria Park site could accommodate up to 300 homes of a variety of styles and sizes (including houses and apartments) of mixed tenure (e.g. shared ownership, affordable rent and social rent) along with associated areas of public open space and facilities for car and cycle parking. The site has the potential to provide 10% of the city's remaining affordable housing target to 2025, and accommodation could be targeted at key workers. - It is our understanding that IQ has subsequently invested on their PBSA facilities at Victoria Park (891 bedspaces), and to that extent there has been a departure from the draft development framework strategy. - Site located within Oxford Road Spatial Framework (endorsed by MCC Executive in March 2018) area. - The SRF makes no specific reference to the site, however more generally it seeks the following when considering new development in the study area: - Promotes an increase in density and densification where that can be justified and alongside enhanced architecture and place making strategies. - Promotes the need to accommodate more student housing in the area, where in accordance with Core Strategy Policy H12. - The North Campus SRF (2017) does not include any specific provision for the site, but the adjacent MSCP owned by MCC to the north is identified for a residential tower (whilst maintaining parking facilities). - The North Campus SRF is currently under review as part of the ID Manchester initiative. It is also anticipated that the Victoria Park, Charles Street and Granby Row Development Framework will also be refreshed / incorporated into this thinking.
Site Specific Planning Policy Considerations	- Core Strategy: SO1, SO2, SO5, SO6, SP1, EC3, CC6, CC7, CC8, CC9, CC10, T1, T2, T2, EN1, EN2, EN3, H12, EN14, EN15, EN16, EN17, EN18, EN19, DM1, DM2, PA1 - Saved UDP Policies DC18, DC19, DC20, DC2
University support or part of either UoM or MMU redevelopment plans	TBC
Heritage	- Not located within a Conservation Area but is located c. 50m south of the Whitworth Street Conservation Area. - No heritage assets on the site 17 listed heritage assets within 250m of the site, with the closest being the Grade II listed Lass o Gowrie Public House (c. 50m west).
Flood Risk and Drainage	A majority of the site falls within Flood Zone 2 (medium risk) and the southern section of the site falls within Flood Zone 3 (high risk). Parts of the site to the north and west are within Flood Zone 1 (low risk)

Transport and Access	<u>Proximity to key destinations:</u> • 6 mins walk to Piccadilly Train Station and Metrolink stop (0.3 miles) • 5 mins walk to Oxford Road (0.3 miles) • 12 mins walk to city centre core / St Peter's Square Metrolink stop (0.6 mile) • 8 mins walk to Oxford Road Train Station (0.4 mile) • 10 mins walk to MMU Campus (0.5 miles) • 11 mins walk to RNCM (0.5 miles) • Falls within UoM Campus and also within easy access to MMU's campus <u>Accessibility:</u> • Closest convenience store located 3 minute walk (200m) west. • Restaurants, bars and other leisure uses located within a 5 – 10 mins walk north, predominantly along Oxford Road or within Circle Square. • 100m to Mancunian Way (Ring Road) for quick vehicular access. • Frequent buses run along Princess Street (western boundary) as well as access to key cycling routes.
Ground Conditions	• No ground conditions information currently available.
Ecology	• No ecological designations on the site. • No Tree Preservation Areas. • c.3 trees currently on site - note the 3:1 typical MCC tree replacement ratio.
Noise	• Possible noise impacts from heavy traffic along Princess St to site.
Air Quality	• This site is located within the Manchester Air Quality Management Area which is an area where proactive management measures are encouraged to address national air quality objectives.
Green and Blue Infrastructure	• The MCC Green and Blue Infrastructure Strategy identifies that the north campus area should establish the corridor as a living laboratory for the development of research on the benefits of GI. • The IQ Framework identifies the creation of a significant amount of public realm within the heart of the development site.
Daylight and Sunlight	• The scheme may result in the loss of some daylight/sunlight to neighbouring properties.
Townscape and Visual Impact	• The scheme may impact the townscape however there are existing high rise developments within the vicinity.
Infrastructure Capacity (limitations)	• Potential loss of a nursery onsite – would need to be relocated to enable development. • A culverted section of the River Medlock runs beneath the southern area of the site; easements for which will need to be respected during the design process.
Buildability / Constriction Logistics	• N/A
Capacity (indicative)	• 2,550 to 2,850 bedspaces (across Plots 1-5) as per draft the Victoria Park, Charles Street and Granby Row Development Framework (not endorsed).
Viability Issues	Relocation of the nursery and hotel (which is operated by IQ and shown as moving to Bainbridge House as part of redevelopment proposals for that site in the Development Framework). Other than that, there are no specific known major constraints that would suggest any particular viability issues.
Deliverability Timescales	Status: Timescales unknown and <i>subject to IQ / Blackstone progressing. From commencement, indicative timescales would be as follows:</i> • Refresh of the Development Framework – will need to be considered in conjunction with the ID masterplan and on the basis of IQ's decision to refurbish their PBSA at Victoria Park, rather than selling to an affordable housing provider. – 12 months • Planning application preparations – 12 to 18 months • Determination periods: c. 4 months (16 weeks EIA app, 13 weeks major app) • Phased Construction 3-8 years. <u>Estimated duration:</u> First phases in 5 years to completion over 10 years.

Key Findings and Recommendations	• The site is within to UoM campus and in close proximity to MMU’s campus. • Located adjacent to the ID Manchester regeneration area and has potential (through redevelopment) to drive better connectivity and linkages through the area between Oxford Road and Piccadilly. • Identified for up to 2850 PBSA bedspcaes (significantly more than the existing 521 bedscapes at Western Hall) as part of a masterplanning study and SRF for the site. This was endorsed for consultation by MCC but ultimately this process has not been takem forward through to completion. • A key principle established within the Development Framework is the connection between PBSA delivery and intensification within this site and IQ’s release of PBSA within the Victoria Park area to a Registered Provider in order to facilitate the delivery of affordable housing. It is our understanding however that IQ has refurbished their Victoria Park residences meaning that this established principle has been foregone. • Nonetheless, the site still remains a strong opportunity to build PBSA supply in line with Policy H12. • As for site 9, our recommendations are: ○ to maintain dialogue with IQ and revisit the current SRF in light of the position in Victoria Park, but also taking into account the emerging ID Masterplan proposals and Manchester’s up to date position in PBSA need. ○ The emerging ID masterplan will hopefully act as a catalyst to this process and encourage discussions with IQ to be re-opened.
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PBSA Scheme (& Operator):	IQ Masterplan: Granby Row Site (should be read in conjunction with the Echo Street Pro forma which covers part of this site in more detail)
Status:	Pre-Planning
Status Rating:	Amber



Site Description and Existing Use	• Located within Piccadilly Ward, in a prominent location immediately to the southwest of Piccadilly Station and close to Mayfield and ID regeneration areas. • Bounded by Fairfield Street to the north, South Pump Street and London Road to the east, railway viaduct to the south and Minshull Street South and Coburg Street to the west. • Granby Row intersects the site east-west, and Echo Street intersects the site south-north. • It comprises: Echo Street – A Co-Living / PBSA development (construction stalled); Bainbridge House - largely vacant office building; Lambert / Fairfield House – IQ PBSA; Warehouse One – Student Accommodation. • The site is close to the University campuses and the principal retail and leisure areas of the city centre, and has historically provided student accommodation.
Planning History	• <u>LPA ref: 118267/FO/2017</u> - Approved 1 June 2018 (construction stalled) (cross refer to Echo Street Pro forma) • <u>LPA ref:043215/DF/CMDC/93</u> Fairfield House - Approved 14 May 1993 (implemented) ◦ Description: <i>Proposed student residential accommodation, following demolition of an existing building.</i>

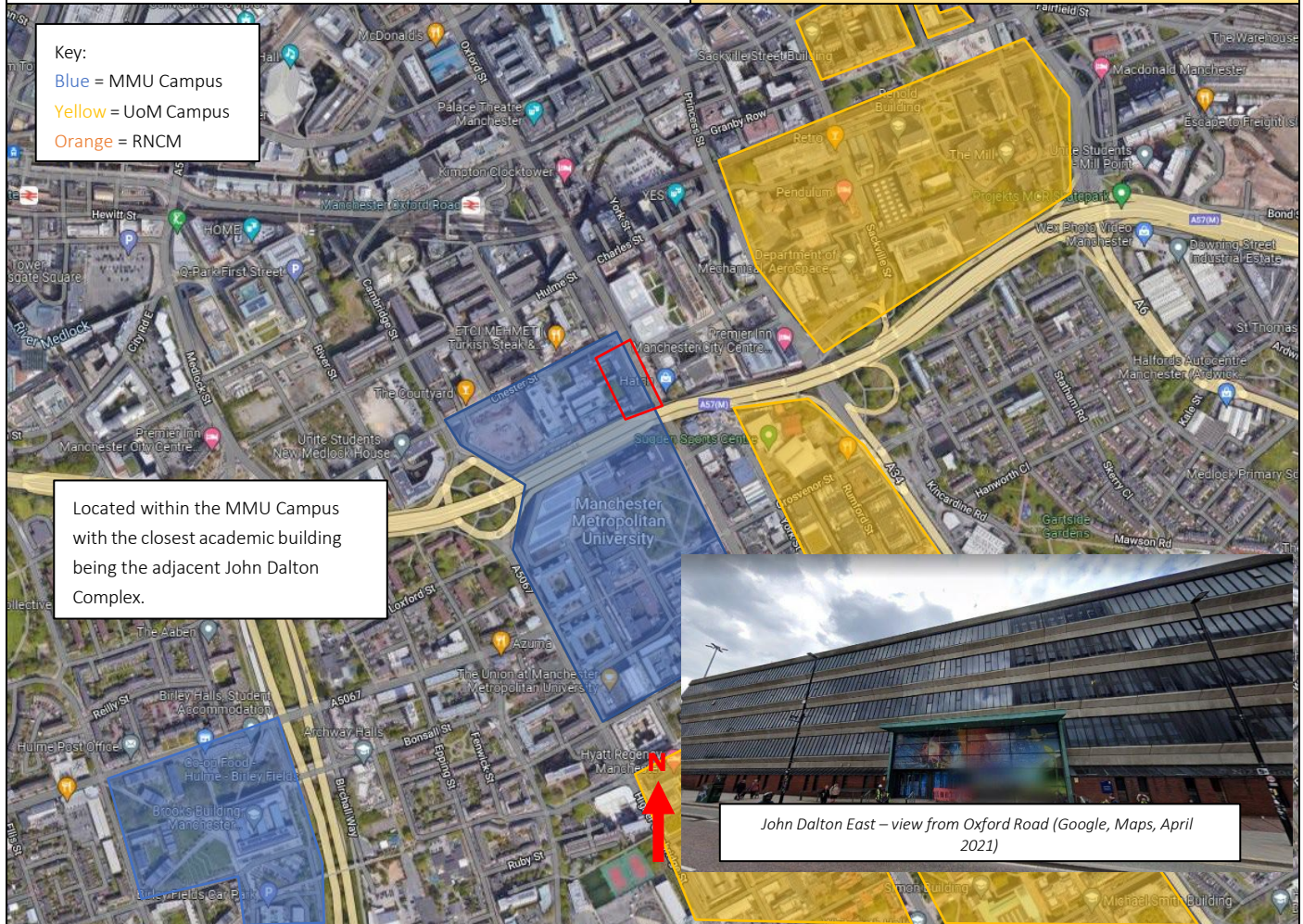
Land Ownership	• IQ currently hold a 150 year long-lease for Bainbridge House. (Private owners of the site retained the freehold interest). IQ own the freehold of Echo Street, Lambert / Fairfield House and Warehouse One.
Adjacent Land Uses & Impact Considerations	• To the north there are a mixture of uses, predominantly residential with supporting commercial uses. The Grade II* Listed London Road Fire Station is adjacent to the northern boundary. • Immediately to the east is Manchester Piccadilly and the Mayfield Regeneration site (site not located within or immediately adjacent). • Immediately to the south is the railway viaduct with the UoM Campus (north) beyond. • To the immediate west is Grade II Listed Sackville Building (University of Manchester building) and Vimto Gardens, an important green space locally. • More generally, Granby Row is a long standing, established residential community in Manchester City Centre.
Surrounding Heights / Datum	• The buildings to the north rise up to a maximum of 16 storeys including Kampus and Colony Piccadilly. • The existing MacDonald Hotel to the east rises to 10 storeys. • Barnes Wallis building in ID Manchester / UoM Campus to the south (15 storeys) • The Sackville Building to the west rises to 10 storeys. The draft framework for the site suggest that this area has the capacity to support higher density development and to provide a landmark eastern gateway into the ID site: <i>"The Granby Row framework area is in the Whitworth Street Conservation Area, where the boundary of the Oxford Road Corridor meets the Piccadilly and Mayfield SRF areas, and within the 'Southern Arc' of higher density development extending from the Great Jackson Street area in the west to Mayfield in the east. The framework area is bounded by Fairfield Street and London Road, and occupies a prominent location, adjacent to Piccadilly Station and Mayfield. The site holds the potential to provide a landmark eastern gateway into ID Manchester, the Charles Street framework area, Circle Square and First Street."</i>

Regeneration Context & Relevant Planning Considerations	- Falls within the Victoria Park, Charles Street and Granby Row Development Framework (draft for consultation in June 2020, not formally endorsed). - The draft framework was prepared following approval of the IQ Echo Street proposals (planning permission ref: 118267/FO/2017) and relates to an area largely owned by IQ. - Sets out guiding principles for the delivery of a 55 storey building in place of Bainbridge House comprising a hotel (circa 250 rooms) and co-living accommodation (770 -950 bedspaces). - Sets out principles that would activate Granby Row through the introduction of ground floor commercial uses (500 sq.m) at Lambert House and Fairfield House, together with enhancements to the surrounding public realm. - Identifies an opportunity for the provision of modest roof-top extensions to Lambert House and Fairfield House along with elevational enhancements which would better complement character and quality architecture of the Whitworth Street Conservation Area (capable of delivering 30-60 additional PBSA bedspaces). - Site located within Oxford Road Spatial Framework (endorsed by MCC Executive in March 2018) area. - The SRF makes no specific reference to the site, however more generally it seeks the following when considering new development in the study area: - Promotes an increase in density and densification where that can be justified and alongside enhanced architecture and place making strategies. - Promotes the need to accommodate more student housing in the area, where in accordance with Core Strategy Policy H12. The North Campus SRF is currently under review as part of the ID Manchester initiative. It is also anticipated that the Victoria Park, Charles Street and Granby Row Development Framework will also be refreshed / incorporated into this thinking.
Site Specific Planning Policy Considerations	- Core Strategy: SO1, SO2, SO5, SO6, SP1, EC3, CC6, CC7, CC8, CC9, CC10, T1, T2, EN1, EN2, EN3, H12, EN14, EN15, EN16, EN17, EN18, EN19, DM1, DM2, PA1 - Saved UDP Policies DC18, DC19, DC20, DC2
University support or part of either UoM or MMU redevelopment plans	TBC
Heritage	- Located within the Whitworth Street Conservation Area. - No listed heritage assets on the site. 24 heritage assets within 250m of the site, the closest being: - London Road Police and Fire Station (grade II*) - Train shed to Piccadilly (grade II) - Good Yard to Piccadilly (grade II) - Institute of Science and Technology (Sackville Building) (grade II) - Manchester South Junction and Altrincham Railway Viaduct (grade II)
Flood Risk and Drainage	Flood Zone 1 (low risk)

Transport and Access	<u>Proximity to key destinations:</u> • Adjacent to Piccadilly Train Station • 8 mins walk to Oxford Road (0.4 miles) • 13 mins walk to city centre core / St Peter's Square (0.7 mile) • 9 mins walk to Oxford Road Station (0.4 mile) • 10 mins walk to MMU Campus (0.5 miles) • 16 mins walk to RNCM (0.8 miles) • Falls within UoM Campus <u>Accessibility:</u> • Closest convenience store (Sainsburys) located 1 minute walk (75m) north. • Restaurants, bars and other leisure uses located within Piccadilly Station (1 minute walk) a 5 – 10 mins walk north east and north west. • Adjacent to London Road for quick vehicular access onto Mancunian Way (Inner Ring Road) • Frequent buses at Piccadilly Station (1 min walk) as well as access to key cycling routes.
Ground Conditions	• No ground conditions information currently available however site is currently used for residential accommodation / student accommodation.
Noise	• Possible noise impacts from railway viaduct, London Road and train station; however, there are precedents of other successful residential developments in this location.
Ecology	• No ecological designations on the site. • No Tree Preservation Orders. • No trees on site.
Air Quality	• This site is located within the Manchester Air Quality Management Area which is an area where proactive management measures are encouraged to address national air quality objectives.
Green and Blue Infrastructure Strategy	• The MCC Green and Blue Infrastructure Strategy identifies that Increasing the density of new development in certain locations can create space for green and blue infrastructure and also identifies the opportunity to establish the corridor as a living laboratory for the development of research on the benefits of green infrastructure.
Daylight and Sunlight	• Only likely to be relevant to Bainbridge House which does not have any immediately obvious adjacencies to sensitive receptors. Looking at precedents in Manchester City Centre it is not envisaged that this will be an insurmountable issue.
Townscape and Visual Impact	• Will need to be considered carefully for a scheme the scale of Bainbridge House. The rooftop PBSA extensions will need to be carefully designed along with the proposed elevational enhancements to enhance the character and enclosure of the street and be presented along with development aspirations to activate and enhance the ground floor / public realm.
Capacity (indicative)	• Beyond the Echo Street opportunity (refer to that specific pro forma) there capacity has been identified for a maximum of c.60 additional PBSA bedspaces through rooftop extension to Lambert House and Fairfield House (existing PBSA).
Infrastructure Capacity (limitations)	• N/A
Viability Issues	• We are not aware of any detailed feasibility studies to assess whether the cost of adding additional stories is viable. Likely to principally depend on whether the existing building can accommodate such further development without significant and costly structural work to the building. • There will also be continuity of trading and detailed phasing to consider as this may relate back to the overall life cycle of the existing building.
Deliverability Timescales	Given the proposals relate to the enhancement of existing buildings with modest roof extensions, and other enhancements to the external appearance and ground floor activation, it may be possible for those schemes to come forward prior to a Development Framework being endorsed with the earliest possible delivery timescale for 2024/25 academic year.

Key Findings and Recommendations	- Relatively limited proposals for PBSA (maximum of 60 bedspaces). - Given the more limited nature of the proposals, they should be capable of coming forward before a revised Development Framework. - Our initial recommendation is to discuss with IQ and further understand their likely plans and timing for delivery.
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PBSA Scheme (& Operator):	John Dalton East – MMU
Status:	Pre-Planning
Status Rating:	Amber



Site Description and Existing Use	- Located in the Deansgate Ward adjacent to Oxford Road to the east and just too the north of ther Mancunian Way flyover. - Bounded by Chester Street to the north and John Dalton Central to the west. - John Dalton East is currently occupied by MMU’s Faculty of Science and Engineering with a replacement Science and Engineering Building currently under construction to the west of the Site. - Existing building is five storeys high and contains two internal courtyards. - Existing building can be accessed from Chester Road and Oxford Road.
Planning History	No relevant planning history.
Land Ownership	Manchester Metropolitan University
Adjacent Land Uses & Impact Considerations	- Mixed-use development (The Quadrangle) immediately to the north including student accommodation, commercial units and residential accommodation. Further beyond is the Great Marlborough Street development identified for 853 bedspaces within a 55 storey tower / MSCP. - To the east is Circle Square which includes high density student accommodation, apartments and office development as well as the Manchester Technology Centre and Symphony Park. - Below the Manunian Way to the east is Hatch (F&B). - To the south is the Mancunian Way overpass with the MMU Campus just beyond, including the Law School, Library and All Saints Park. - Immediately to the west is the MMU John Dalton West development, comprising a new building for MMU’s Science and Engineering department (due to complete in Q3 2023).

Surrounding Heights / Datum	- Circle Square development (comprising 11 buildings) to the east (rises from 14 up to 38 storeys), including a Vita PBSA building which rises up to 18 stories in part. - Student Castle to the north rises up to 33 storeys, Artisan Heights (Unite) rises to 32 stories and the Great Marlborough Street planning permission (under judicial review) approves a 55 storey tower for 853 bedspaces. No.1 Cambridge Street, a residential scheme, rises to 29 and 22 stories respectively across two towers. - John Dalton Tower (10 storeys) and John Dalton West is 7 storeys - MMU Faculty of Business and law is 10 storeys
Regeneration Context & Relevant Planning Considerations	- Identified within the MMU Estate Strategy 2017-2027 as a potential redevelopment opportunity, given the level of investment that would be needed to retian the existing building. - It identifies that there is an opportunity for a greater scale of the development than what is there right now given the evolution of the surrounding context, especially the density and scale of development at Circle Square, which is directly opposite the site. - Site located within Oxford Road Spatial Framework (endorsed by MCC Executive in March 2018) area. - The SRF makes no specific reference to the site, however more generally it seeks the following when considering new development in the study area: - Promotes an increase in density and densification whare that can be justified and alongside enhanced architecture and place making strategies. - Promotes the need to accommodate more student housing in the area, where in accordance with Core Strategy Policy H12.
Site Specific Planning Policy Considerations	- Core Strategy: SO1, SO2, S05, S06, SP1, EC3, CC6, CC7, CC8, CC9, CC10, T1, T2, T2, EN1, EN2, EN3, H12, EN14, EN15, EN16, EN17, EN18, EN19, DM1, DM2, PA1 - Saved UDP Policies DC18, DC19, DC20, DC2
Heritage	- Not located within a conservation area. Whitworth Street Conservation Area is 160m to the north. 17 listed heritage assets within 250m of the site, with the closest being the Grade II Listed Dancehouse Theatre and the Grade II Listed Sir John Dalton Statue both c. 20m to the north.
Flood Risk and Drainage	Flood Zone 1 (low risk)
Transport and Access	<u>Proximity to key destinations:</u> 2 mins walk to UoM Campus (0.1 miles) - Falls within MMU Campus 5 mins walk to RNCM (0.2 miles) 8 mins walk to city centre heart / St Peters Square (0.4 miles) 4 mins walk to Oxford Road Station (0.2 miles) 12 mins walk to Piccadilly Station (0.5 miles) - Located along the Oxford Road bus corridor <u>Accessibility:</u> - Closest convenience store (Tesco Express) located across Oxford Road (c15m). - Restaurants, bars and other leisure uses located within a 5 mins walk north, predominantly along Oxford Road. - Adjacent to Mancunian Way (Ring Road) for quick vehicular access. - Frequent buses run along Oxford Road (adjacent) as well as access to key cycling routes.
Ground Conditions	No information currently available.
Ecology	- No ecological designations on the site. - No Tree Preservation Orders. - c.9 trees currently on site - note the 3:1 typical MCC tree replacement ratio, plus future 10% BNG requirement likely to become a statutory requirement in august next year.
Noise	Potential noise impacts from adjacent Mancunian Way, but lots of precedents for residential development with similar proximity.
Air Quality	This site is located within the Manchester Air Quality Management Area which is an area where proactive management measures are encouraged to address national air quality objectives.
Green and Blue Infrastructure	The MCC Green and Blue Infrastructure Strategy (2015) identifies an opportunity for the site to enhance links between All Saints Park and the City Centre to improve access to green space
Daylight and Sunlight	Any redevelopment will need to consider effects on the Quadrangle residential development to the north; however, this does not appear to be insurmountable through a properly considered re-masterplanning of the site.
Townscape and Visual Impact	The scheme may impact the townscape however there are existing high rise developments within the vicinity.
Capacity (indicative)	An early feasibility study for this site had indicated a possible 36 storey scheme with 800 bedspaces, albeit within a slightly different area of the John Dalton site. Given the scale of neighbouring PBSA, this does not seem to be a unreasonable assumption.

Infrastructure Capacity (limitations)	Infrastructure requirements are factored into MMU's estates strategy and coordinated with the Oxford Road Corridor Partners. This approach has seen significant levels of infrastructure investment in recent years
Viability Issues	The existing site is coming to the end of its life and is identified as an opportunity for redevelopment. There are no known abnormal on the site.
Deliverability Timescales	- Status: Pre-planning, identified in MMU Estates Strategy (2017-2027). - Minimum timescales as set out below: - MMU business case approval. This academic year. Developer partner procurement (OJEU)– 12 months Planning application preparation: c.6 – 12 months. Determination period: c. 4 months: 3 to 4 months - Pre-construction conditions, demolition and enabling works contract and implementation. Plus main contract procurement – 12 months - Construction period: 2 years. Estimated duration: 5 to 6 years
Key Findings and Recommendations	- Owned by MMU and currently occupied by MMU's Faculty of Science and Engineering and identified for redevelopment, as facilitated by John Dalton West, a new building for MMU's Science and Engineering department (due to complete in Q3 2023). - Very early days and there are no firm proposals that we are aware of for this site and no masterplanning / feasibility study work appears to have been undertaken. Timescales therefore unknown at this stage and likely to be a minimum of 5 to 6 years. - Our assessment is that there would be an opportunity to locate a tall PBSA building as part of a wider redevelopment of John Dalton East, which could provide in the order of 500+ bedspaces. Height likely to be appropriate as part of a carefully masterplanned approach to the Site, and as part of a wider mixed use development. There are a number of taller buildings in the vicinity. - Environmental considerations (e.g., air quality, noise) given immediate adjacency to Mancunian Way) and some residential amenity considerations given proximity to the Quadrangle. - Our recommendation is for regular dialogue to take place with MMU as part of their ongoing estates planning process to ensure that the university's PBSA requirements can be addressed appropriate in the context of local planning policy and other material considerations, with high density, but place based solutions encouraged in line with the recommendations of the Oxford Road Strategic Spatial Framework.

PBSA Scheme (& Operator):	McDougall Centre, University of Manchester
Status:	Pre-Planning
Status Rating:	Amber



Site Description and Existing Use	- Located within Manchester Science Park (MSP) and in close vicinity to the University of Manchester (UoM) campus. MSP largely comprises commercial, research and technology space. - Bounded by Burlington Street to the north, Pencroft Way to the east, low rise warehousing to the south and Greenheys Lane to the west. - The Royal Northern College of Music and MMU Campus are also within a short walking distance from the site. - Currently comprises the McDougall Centre which was previously used as a sports centre for the UoM. Part of the building is currently used by the UoM Islamic Society as a prayer hall. - Immediately to the west (at the north west corner of the MSP site) is a car garage / MOT testing centre. - The remainder of the site in vacant.
Planning History	No relevant planning history.
Land Ownership	University of Manchester
Adjacent Land Uses & Impact Considerations	- Immediately north of the site is Burlington Heights residential apartment block and other residential blocks. Further north is a mix of uses including the Trinity Church of England High School and Sports Centre, and associated sports pitches. - Immediately east of the site is MSP office accommodation including the Bright Building and Williams House. - Immediately to the south of the site there is low rise commercial floorspace, include research and development space, laboratories and the Base building (office accommodation) as well as areas of existing surface car parking. - To the south west of the site there are a number of small scale, low quality commercial premises including a car garage and takeaway. - To the west and southwest of the site, on the opposite side of Greengey Lane is the Greenheys residential neighbourhood which is comprises of low-rise dwellings and apartments.

Surrounding Heights / Datum	- To the north, heights rise up to ten storeys - Burlington Square apartments. - To the east, heights rise up to a maximum of four storeys (Bright Building).
	- To the south of the site there is low rise R&D buildings and the Base building which rises up to five storeys. - To the west and south west the low-rise residential accommodation typically comprises 2-3 storey houses and apartment blocks. There are a number of residential blocks further beyond, the closest which rises to 9 storeys i.e. Fulton Court (9 storeys) and Duffield Court (14 storeys) - MSP SRF Update (2018) references the increased scale of surrounding developments and the prominence of the site on the corner of Burlington Street and Boundary / Greenheys Lane.
Regeneration Context & Relevant Planning Considerations	- Site located within Oxford Road Spatial Framework (endorsed by MCC Executive in March 2018) area. - The SRF highlights MSP as an area suitable for increased density - Site located within Manchester Science Park SRF Update area (endorsed by MCC Executive in September 2019). - Identifies potential for a purpose-built student residential accommodation (PBSA) scheme on the vacant McDougall Centre site, which would provide accommodation for, and be managed by, UoM - The McDougall Centre site provides an opportunity for increased density, as identified within the Oxford Road Corridor Spatial Plan. - Initial feasibility work identifies capacity for a student residential development of between 6 and 10 storeys, reflecting the increased scale of surrounding developments and the prominence of the site on the - corner of Burlington Street and Boundary / Greenheys Lane.
Site Specific Planning Policy Considerations	- Core Strategy: SO1, SO2, SO5, SO6, SP1, EN1, EN2, EN4, EN6, EN9, EN14, EN15, EN16, EN17, EN18, EN19, T1, T2, DM1 and H12. - Saved UDP Policies DC20 and DC26.
University support or part of either UoM or MMY redevelopment plans	Yes
Heritage	- Site is not located within a conservation area. - Site does not contain any listed heritage assets. - There are 3 listed heritage assets located within 250m of the Site with the nearest being the Grade II Listed Pharmacy Department of UoM being 125m north.
Flood Risk and Drainage	The site is largely within Flood Zone 1, however part of the site falls within Flood Zone 2 (medium risk) along Burlington Street to the northern boundary.
Transport and Access	<u>Proximity to key destinations:</u> 7 mins walk to MMU Campus (0.4 miles) - Adjacent to the UoM Campus 7 mins walk to RNCM (0.4 miles) 7 mins walk to Oxford Road (0.3 miles) 24 mins walk to city centre heart / St Peters Square (1.2 miles) 20 mins walk to Oxford Road Station (1 mile) 26 mins walk to Piccadilly Station (1.3 miles) <u>Accessibility:</u> - Closest convenience store located 1 minute walk (36m) west. - Restaurants, bars and other leisure uses located within a 10 mins walk north and east, predominantly along Oxford Road. - Adjacent to Greenheys Lane for quick vehicular access onto Princess Parkway. - Frequent buses run along Boundary Lane (2 mins walk) and Higher Cambridge Street (5 mins walk) as well as access to key cycling routes. - Located on a key pedestrian route from UoM to Hulme and adjacent to existing student residential uses.
Ground Conditions	No ground conditions information available.
Ecology	- No ecological designations on site. - No Tree Preservation Orders. C. 28 trees currently on site - note the 3:1 typical MCC tree replacement ratio. - Any proposals will need to be cogniscent of future BNG (10%) statutory requirement currently expected to be in force August 2023.

Air Quality	Part of the site to the west is located within the Manchester AQMA which is an area where proactive management measures are encouraged to address national air quality objectives.
Green and Blue Infrastructure	The framework identifies the need for provision of new tree-planting and other measures to support bio-diversity.
Daylight and Sunlight	Proposals may result in the loss of some daylight/sunlight to neighbouring properties. This will need to be carefully assessed within the sensible, defensible parameters consistent with a Central Manchester context.
Townscape and Visual Impact	The scheme may impact the townscape however there are existing high rise developments within the vicinity.
Other Residential Amenity Issues	Early consideration of potential noise, refuse management, privacy, rights of light, and wind environment, would be required in order to ensure that the amenity of existing residents in Hulme and Moss Side is carefully considered.
Capacity (indicative)	- Initial feasibility work undertaken as part of Manchester Science Park SRF Update (2018) identifies capacity for the McDougall Centre site to accommodate three buildings for PBSA. <u>Plot 42-J:</u> 5 storeys plus ground floor for commercial 1,406 sqm (GIA per floor) <u>Plot 42-Ka:</u> 7 storeys plus ground floor for commercial 987 sqm (GIA per floor) <u>Plot 42-J:</u> 9 storeys plus ground floor for commercial 1,393 sqm (GIA per floor) - c.800 – 1000 PBSA bedspaces based on early feasibility work undertaken by BDP.
Infrastructure Capacity (limitations)	- N.B. As part of MSP SRF Update (2018) technical work undertaken by BDP (public realm), Curtins (Highways) and Hilson Moran (sustainability and energy) to support deliverability of indicative Masterplan. - Indicative proposals contained within the SRF masterplan include: - Dedicated one-way servicing routes are proposed at the periphery of the site: - Northern servicing route indicated to be a loop on the northern side, serving all of the buildings in the northern area of MSP. This - route would be accessed from Burlington Street.
Buildability / Construction Logistics	N/A
Viability Issues	There does not appear to be any obvious viability issues.
Deliverability Timescales	- Status: Pre-planning. - Part of 10 year 'future phases' programme set out in MSP SRF Update (2018). No further / more recent information available on proposed timescales. Subject to UoM. - Planning application preparation: c. 6 – 8 months. - Initial Key Design Studies (e.g. feasibility) prior to design development. - Determination period: c. 4 months. (16 weeks EIA app, 13 weeks major app) - Pre-construction preparation: c. 6-9 months (including demolition). - Pre-commencement conditions - Any preparatory works. - Construction period: c. 3 years. - Estimated duration: c.4.5 years + additional months subject to UoM programme/ strategy.

Key Findings and Recommendations	- The Site is owned by UoM Manchester and has been identified by them as a possible location for a PBSA scheme in order to meet their future needs. The existing Prayer Hall will need to be relocated as part of any proposals. - The Site has therefore been identified as an opportunity for PBSA within the endorsed 2018 MSP SRF, with proposals also required to provide primary active frontages along key routes including Greenheys Lane, as well as activating the new public realm. - Feasibility studies by BDP have been prepared in support of the SRF and underpin the capacity assessment. - Moving forward, planning proposals will need to be carefully interrogated and justified in relation to their scale, construction and operational management, and more generally in relation to their potential impact on the amenity of existing residents. Any application will require a carefully considered process of community consultation and engagement. - Our recommendation is to maintain dialogue with UoM and encourage them to bring forward this site. Also, as the application is in close proximity to Hulme residents and will face scrutiny, there will be a role for MCC to seek to support constructive dialogue. Ultimately the LPA will need to assess planning proposals on their specific merits with regard to the development plan and other material considerations.
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PBSA Scheme (& Operator):	St Gabriel's, Oxford Place
Status:	Planning Application submitted October 2022 and pending determination.
Status Rating:	Amber

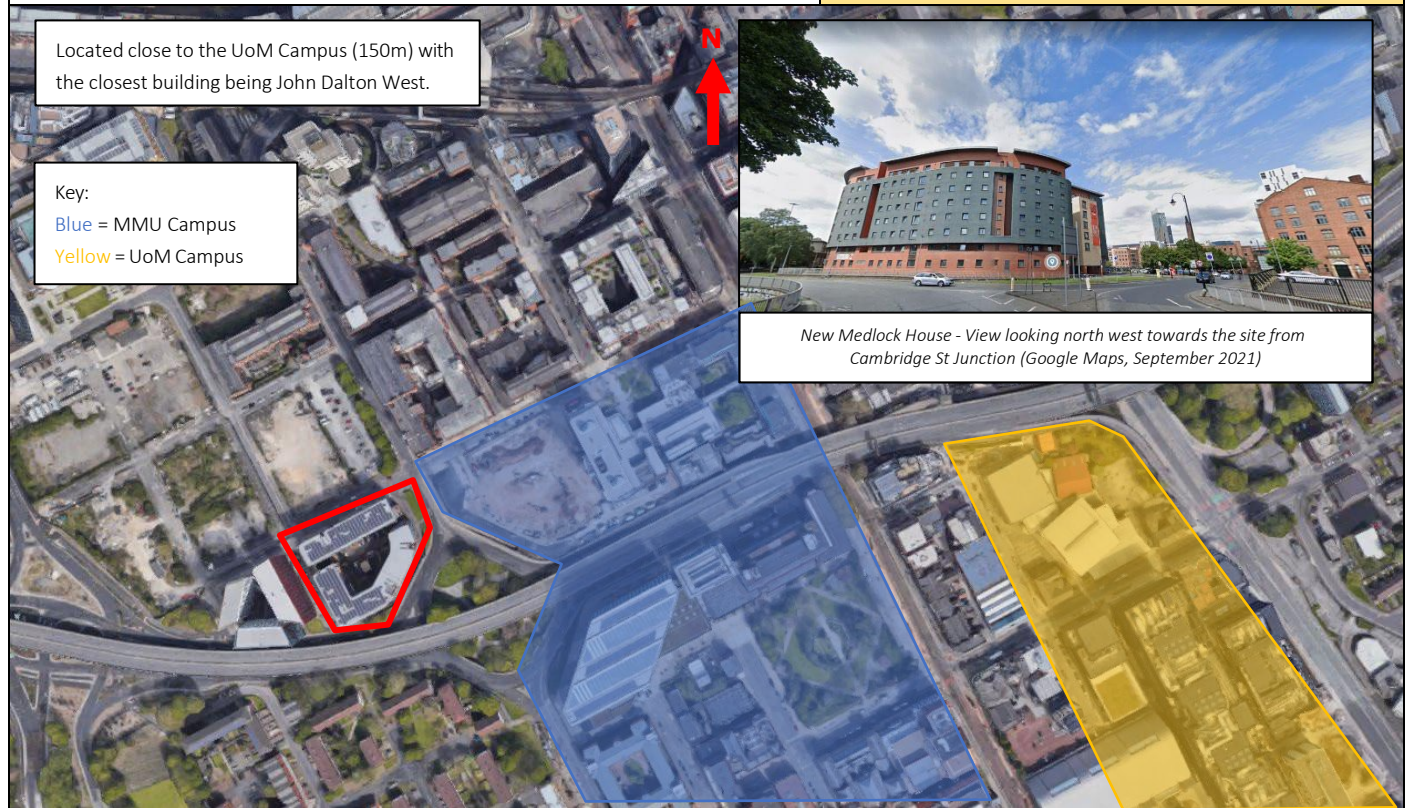


Site Description and Existing Use	- Located in the Ardwick Ward. The Rusholme Ward boundary runs along Rusholme Place to the south. - The site fronts Oxford Place and is bounded by Oxford Place to the south, 5 and 7 Oxford Place to the east, 11 Rusholme Place to the west and the rear of apartments (Melrose Apartments) to the north. To the north-western corner of the site is a development site under construction comprising the erection of a 7 storey building for use as flexible office, research and development and educational Space (with ground floor ancillary retail uses, known as 'City Labs 4.0') - Currently comprises the former St Gabriel's Hall student accommodation – this includes Woodthorpe Hall and the original St Gabriel's Lodge and church. - Previously used as female only PBSA (UoM) - currently vacant. - The front of the site comprises areas of hardstanding and soft landscaping, with a tree lined perimeter to the southern boundary. Vehicular and pedestrian access is served from Oxford Place.
Planning History	Planning application submitted on behalf of McLaren Property and The Sisters of the Cross and Passion, in October 2022 for the demolition of the derelict modern extension to St Gabriel's Lodge and St David's Church; to facilitate erection of two four-storey blocks that book-end the site. Woodthorpe Hall and the original St Gabriel's Lodge and church to be retained. Overall, providing c. 319 student bedspaces.
Land Ownership	The Sisters of Cross and Passion
Adjacent Land Uses & Impact Considerations	In terms of the immediate surroundings, the site is mixed use in nature, comprising residential buildings, including a concentration of student accommodation, retail, office, and educational uses. A short distance to the west
	is Rusholme district centre – a busy neighbourhood centre which runs north to south along Oxford Road/Wilmslow Road, with a primary focus on food and drink uses
Surrounding Heights / Datum	- MFT Audiology Centre (2 storeys) and Melrose Apartment block (five storeys). - Properties to the east rise between 1 and 3 storeys. - Hulme Hall (student accommodation) to the south rises to 3 storeys. - To the west is Rusholme Place and Wilmslow Park Student Accommodation (up to 8 storeys). - A number of planning permissions have been granted in the vicinity of the site ranging between 4 and 7 commercial storeys.
Regeneration Context & Relevant Planning Considerations	- The site is located within the Oxford Road Spatial Framework (endorsed by MCC Executive in March 2018) area. - The SRF makes no specific reference to the site, however more generally it seeks the following when considering new development in the study area: - Promotes an increase in density and densification where that can be justified and alongside enhanced architecture and place making strategies. - Promotes the need to accommodate more student housing in the area, where in accordance with Core Strategy Policy H12.
Site Specific Planning Policy Considerations	- Core Strategy: SO1, SO2, SO5, SO6, SP1, EN1, EN2, EN4, EN6, EN9, EN14, EN15, EN16, EN17, EN18, EN19, T1, T2, DM1 and H12. - Saved UDP Policies DC20 and DC26.
University support or part of either UoM or MMU redevelopment plans	TBC
Environmental Considerations / Technical Constraints	
Heritage	- Located within the Victoria Park Conservation Area - Located within 250m radius of 9 listed heritage assets. The closest being the Grade II Listed Brook House c. 140m east; however, none of the buildings are statutorily listed and there are no heritage designations which form either part of the site or that would be immediately affected.
Flood Risk and Drainage	Flood Zone 1 (low risk)

Transport and Access	<u>Proximity to key destinations:</u> • 9 mins walk to UoM Campus (0.5 miles) • 19 mins walk to MMU Campus and RNCM (1 mile) • 32 mins walk to city centre heart / St Peters Square (1.5 miles) • 28 mins walk to Oxford Road Station (1.4) • 35 mins walk to Piccadilly Station (1.7 miles) • 2 mins walk to Oxford Road (150 yards) <u>Accessibility:</u> • Closest convenience store located 3 minute walk (200m) west along Oxford Road. • Restaurants, bars and other leisure uses located within a 3-6 mins walk west, predominantly along Oxford Road. • Frequent buses run along Oxford Road (3 mins walk) as well as access to key cycling routes.
Ground Conditions	• Moderate to low risks have been identified which are not unusual for this type of development and can be mitigated.
Ecology	• No ecological designations on the site. • No Tree Preservation Orders. • Large quantity of trees currently on site - note the 3:1 typical MCC tree replacement ratio.
Air Quality	• This site is close but not located within the Manchester Air Quality Management Area
Noise	• n/a
Green and Blue Infrastructure	• The MCC Green and Blue Infrastructure Strategy emphasis the need to retain and enhance green infrastructure. Noting the large number of existing trees on the site.
Daylight and Sunlight	• An assessment submitted with the planning application advise that the development demonstrates a high level of compliance with the guidance set-out in the BRE Report and endorses the development in terms of daylight and sunlight amenity.
Townscape and Visual Impact	• The scheme may impact the townscape however there are existing high rise developments within the vicinity.
Capacity (indicative)	• 319 PBSA bedspaces.
Infrastructure Capacity (limitations)	• N/A
Buildability / Construction Logistics	• N/A
Viability Issues	• The applicants's submitted viability appraisal states: <i>"The Applicants are committed to delivering the scheme and have carefully designed the scheme to ensure that it is deliverable. The application is supported by a Viability Statement prepared by AY to demonstrate that the quantum of development proposed is the minimum necessary to bring forward the development, to justify demolition of non-designated heritage assets and the scale of new buildings; and to demonstrate that the scheme is deliverable. The appraisal within the Viability Statement generates a profit to ensure the scheme is deliverable in accordance with Policy H12, however, the Statement also demonstrates in financial terms that the proposed scheme is the minimum necessary to create a viable / deliverable scheme. The alternative scenarios tested unequivocally prove that the two new buildings are fundamental to ensuring a deliverable scheme, without these elements the scheme would be unviable and therefore not deliverable."</i>

Deliverability Timescales	The submitted viability statement is based on the following timescale assumptions, which can be referred to (subject to planning) for the purpose of this report: • Start on site in September 2023. • 3 months lead in /mobilisation to construction of buildings 3 and 4, including demolition. • 18 months construction programme for the new build elements (buildings 3 and 4). Start on site in January 2024. • 3 months lead in / mobilisation for refurbishment of St Gabriel's and Woodthorpe Hall – starting February 2024 • 12 month refurbishment works (St Gabriel's and Woodthorpe Hall) commencing in May 2024. In short, all of this would point to a target of opening for the beginning of the academic year in 2025. <u>Estimated duration:</u> 2.5 to 3 years
Key Findings and Recommendations	• Area to the south of Hathersage Road is principally characterised by residential uses, comprising mix of student accommodation and owner occupier dwellings. • The scheme provides PBSA in a mixed use area close to the Universities and the high frequency Oxford Road bus corridor. • The site is currently derelict following the cessation of its former use as student accommodation. • The proposed development will regenerate the site, removing poor quality buildings whilst retaining and refurbishing the site's non-designated heritage assets. • There are no obvious, incurmountable development management issues and the applicants have submitted viability evidence which shows that the scheme is deliverable. • There would appear to be a good prospect of planning permission being granted and should that be the case, the applicant is targeting completion for the beginning of the academic year in 2025. • Our recommendation is to continue to progress the application through to determination. Should this scheme be approved then it would shift to green.

PBSA Scheme:	Unite Students New Medlock House
Status:	Pre-feasibility stage
Status Rating:	Amber



Site Description and Existing Use	• Located within Deansgate Ward and sits within the Southern Gateway immediately to the south of the First Street Development Framework area. • Bounded by Chester Street, Cambridge Street, Mancunian Way to the south and Wilmott Street. Cambridge Street junction is located immediately to the southeast • Currently comprises Unite Student New Medlock House student accommodation - 146 student apartments within c.8 storey building.
Planning History	• LPA ref: 058574/FO/CITY3/00 - Approved 6 July 2000 (implemented) • Description: Erection of 8 storey student accommodation in 146no. apartments with 230m2 of retail at ground and first floor
Land Ownership	• Unite Students
Adjacent Land Uses & Impact Considerations	• First Street Development Framework area to the north of the site. The plot immediately to the north which is owned by Manchester City Council has been identified for commercial development or possibly housing, where that would contribute to Manchester's overall needs in terms of ensuring a balanced housing supply in line with Core Strategy Policy H1 Overall Housing Provision. • Immediately to the north and west is First Street Plot 11 which is under construction as a co-living scheme. • The area to the north and east is mixed use comprising largely residential uses and PBSA. The MMU campus is also in close proximity on the opposite side of the Cambridge Street junction. • Beyond the Mancunian Way to the south is residential accommodation for the established community in Hulme. • Immediately to the site to the west is Unite Students Parkway Gate scheme.

Surrounding Heights / Datum	• Within First Street heights are expected to rise to 45 storeys once First Street South (Plot 11) is completed. • To the west, heights rise to 31 storeys (River Street), and beyond that up to 65 storeys (Deansgate Square / Great Jackson Street). • To the south in Hulme, heights rise between 3-4 storeys. • To the immediate east, heights rise to 8 storeys (John Dalton Building)
	• Parkway Gate rises to 18-storeys. • Macintosh Mills immediately to the east is a 6-storey mill building, rising to 5-storeys where it faces the site. Cambridge Mill beyond is 6-storeys. • More generally, there is a cluster of tall buildings in close proximity to Oxford Road Station (existing and approved) including One Cambridge Street, Student Castle, Great Marlborough Street PBSA, Artisan Heights, Hotspur Press and associated tower and the Circle Square developments, all forming part of the Manchester's Southern Arc of higher density development. • This juxtaposition of heights between modern tall developments and low / medium rise residential buildings, including listed buildings, requires sensitive consideration when bringing forward proposals at scale in this area.
Regeneration Context & Relevant Planning Considerations	• The site is located within the Oxford Road Spatial Framework (endorsed by MCC Executive in March 2018) area. • Generally it seeks the following when considering new development in the study area: • Promotes an increase in density and densification where that can be justified and alongside enhanced architecture and place making strategies. • Promotes the need to accommodate more student housing in the area, where in accordance with Core Strategy Policy H12.
Site Specific Planning Policy Considerations	• Core Strategy: SO1, SO2, SO5, SO6, SP1, EC3, CC6, CC7, CC8, CC9, CC10, T1, T2, T2, EN1, EN2, EN3, H12, EN14, EN15, EN16, EN17, EN18, EN19, DM1, DM2, PA1 • Saved UDP Policies DC18, DC19, DC20, DC2
University support or part of either UoM or MMU redevelopment plans	• Unknown
Buildability / Construction Logistics	• Unknown
Heritage	• Site not located within a conservation area and does not contain any listed heritage assets. • 9 listed heritage assets located within 250m of the site, with the closest being Grade II Listed Cambridge Mill immediately to the east.
Flood Risk and Drainage	• Flood Zone 1 (low risk). Within the City's critical drainage zone
Transport and Access	<u>Proximity to key destinations:</u> • 6 mins walk to UoM Campus (0.3 miles) • 2 mins walk to MMU Campus (160 yards) • 7 mins walk to RNCM (0.4 miles) • 6 mins walk to Oxford Road (0.3 miles) • 13 mins walk to city centre heart / St Peters Square (0.6 miles) • 8 mins walk to Oxford Road Station (0.4 miles) • 17 mins walk to Piccadilly Station (0.8 miles) <u>Accessibility:</u> • Closest convenience store located 1 minute walk (85m) north. • Restaurants, bars and other leisure uses located within a 5 – 10 mins walk north, predominantly along Oxford Road. • Adjacent to Mancunian Way (Ring Road) for quick vehicular access. However, routing of access both pedestrian and vehicular will be partially impacted temporarily during construction period. • Frequent buses run along Oxford Road (6 mins walk) as well as access to key cycling routes. • Proximity to ring road – highways considerations during demolition and construction phases.

Ground Conditions	No ground conditions information currently available; however, the site is currently developed for PBSA.
Ecology	- No ecological designations on the site. - No Tree Preservation Orders. - c.2 trees currently on site - note the 3:1 typical MCC tree replacement ratio.
Air Quality	Located within Manchester Air Quality Management Area which is an area where proactive management measures are encouraged to address national air quality objectives.
Noise	There would be no change in land use but would still need to be mitigated through design given proximity to the Mancunian Way.
Green and Blue Infrastructure	The MCC Green and Blue Infrastructure Strategy identifies the buildings at First Street for increased density to create space for green and blue infrastructure.
Daylight and Sunlight	The scheme may result in the loss of some daylight/sunlight to neighbouring properties to Hulme in the south; however, there is a significant separation distance, so impacts are unlikely to be significant. Other existing residential buildings in the area appear to have windows facing away from the development. Consideration will need to be given to the relationship of this Site to the MCC owned land to the north (which falls within the First Street Development Area) especially if that building were to come forward for residential use.
Townscape and Visual Impact	The scheme may impact the townscape however the area is characterised by large-scale modern development and there are existing high rise developments within the vicinity
Capacity (indicative)	- No feasibility / capacity work has been undertaken to date. - Potential to deliver additional height on site (c. 30 storeys) - subject to feasibility work. - Current: 146 student apartments within c.8 storey building. – on that basis a slimmer c.30 storey building could conservatively deliver c.450 additional bedspaces.
Infrastructure Capacity (limitations)	N/A
Viability Issues	Given that the existing site operates successfully for PBSA (and is only circa 20 years old), a significant uplift in density (and therefore land value) would be required to make redevelopment a viable proposition. There would be a significant loss of revenue over a minimum period of the 3 -4 years (to obtain planning permission and redevelop)
Deliverability Timescales	In the event that a proposal is actually forthcoming. - The planning process – application to determination would take approx 12 months. - Should planning be granted then a building of this scale would take 2 to 3 years minimum to deliver. Will need to be timed in order minimise loss of trading within the existing PBSA.

Key Findings and Recommendations	• Principle of PBSA on site established – existing PBSA on site. • Opportunity to increase density on site. Located at a key gateway site at the south of the city centre with our initial analysis indicating scale appropriate in this location given position on the ring road, gateway position into the city centre. • Potential to deliver additional height on site (c. 30 storeys) - subject to feasibility work. • Result in net increase in number of PBSA bedspaces – possible 300 PBSA bedspaces plus. • However, notwithstanding this planning potential, we cannot at this stage consider this to be a reliable part of the pipeline until such time as Unite confirm that redevelopment (with consequent loss of trading) is a viable proposition and something that they could satisfy their funders / investors about. • In terms of recommendation, MCC could instigate discussions with Unite to understand the future plans and ascertain their appetite to undertake a feasibility study into the potential for redevelopment as PBSA.
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PBSA Scheme (& Operator):	Upper Brook Street Masterplan
Status:	Pre-application
Status Rating:	Amber



Site Description and Existing Use	- The Upper Brook Street masterplan area covers several land ownership, with PBSA proposals likely to be focused within two of those ownerships as part of a mixed use development, namely the former Williams car showroom and former Citroen Garage – both located on Upper Brook Street. - The land is located within the Ardwick Ward. - Former Williams site is accessed from Inchley Road to the south and by Kincardine Road to the northeast. - Former Citroen garage accessed via Kincardine Road to the east. - The wider UBS masterplan site includes the MCC owned Elizabeth Yarwood Court residences, the Hello Student Accommodation (The Chapel) and specialist Tai Wu (formerly Tai Pan) restaurant and W.H. Lung Supermarket.
Planning History	Planning history pertaining to former car show room use only.
Land Ownership	- Williams Jaguar Garage – Manchester City Council (MCC) Freehold; Williams Jaguar Leasehold. - Williams BMW Approved Used Car Garage – MCC Freehold; Williams BMW Leasehold. - Former Citroen Garage – McLaren Property (UBS 1) Limited Freehold.
Adjacent Land Uses & Impact Considerations	- Located directly adjacent to an area of the UoM estate (to the west) that is identified as being a cluster for activity and growth within the Science, Research and Innovation sectors. This area is home to National Graphene Institute (NGI), Manchester Engineering Campus Development (MECD) and Sir Henry Royce Institute - To the north west is Circle Square, a mixed use, high density new city centre neighbourhood. - To the north is ID Manchester (for University North Campus) regeneration site and beyond that are the Piccadilly and Mayfield regeneration areas. The UBS represents a significant opportunity to connect the Oxford Road Corridor into North Campus, Piccadilly and Mayfield, and East Manchester beyond, completing a regeneration arc through Ardwick and opening up employment, leisure and cultural opportunities to local residents. - The UBS site is located within Ardwick, a ward which is home to vibrant and diverse communities, but which also contain pockets of deprivation. MCC has already delivered a number of significant regeneration initiatives within Ardwick, including the transformation of the former Plymouth Grove estate with new housing alongside a neighbourhood centre. - The wider surrounding area comprises low rise residential uses to the east and south, which is the focus of the Brunswick PFI Masterplan. There is an existing 5/6 storey student residential block, Kincardine Court, immediately to the east of the site and adjacent to Gartside Gardens. In the wider area, there are also a number of community, leisure and cultural uses, including Gartside Gardens, Brunswick Park, Elizabeth Gaskell's House, Victoria Baths, Manchester Museum, The Whitworth, The Pankhurst Centre and Manchester Aquatic Centre.
Surrounding Heights / Datum	The residential Brunswick neighbourhood is characterised by low-rise dwellings setting a datum of 2 to 4 storeys. This is broken in a few instances by mid-rise blocks of flats of up to 9 storeys. Within the site, there are several car dealerships of single storey, double height; a cash and carry with associated restaurant at 3 storeys, the two storey Mawson Hotel, and a single storey community building; which set a low-rise condition. Amongst this setting, the former Unitarian Chapel stands out at circa 28m in height. On the opposite side of Upper Brook Street, a series of institutional landmark buildings of scale set a significantly higher datum, notably the Henry Royce building under construction at circa 46m high. The tallest building within the MECD

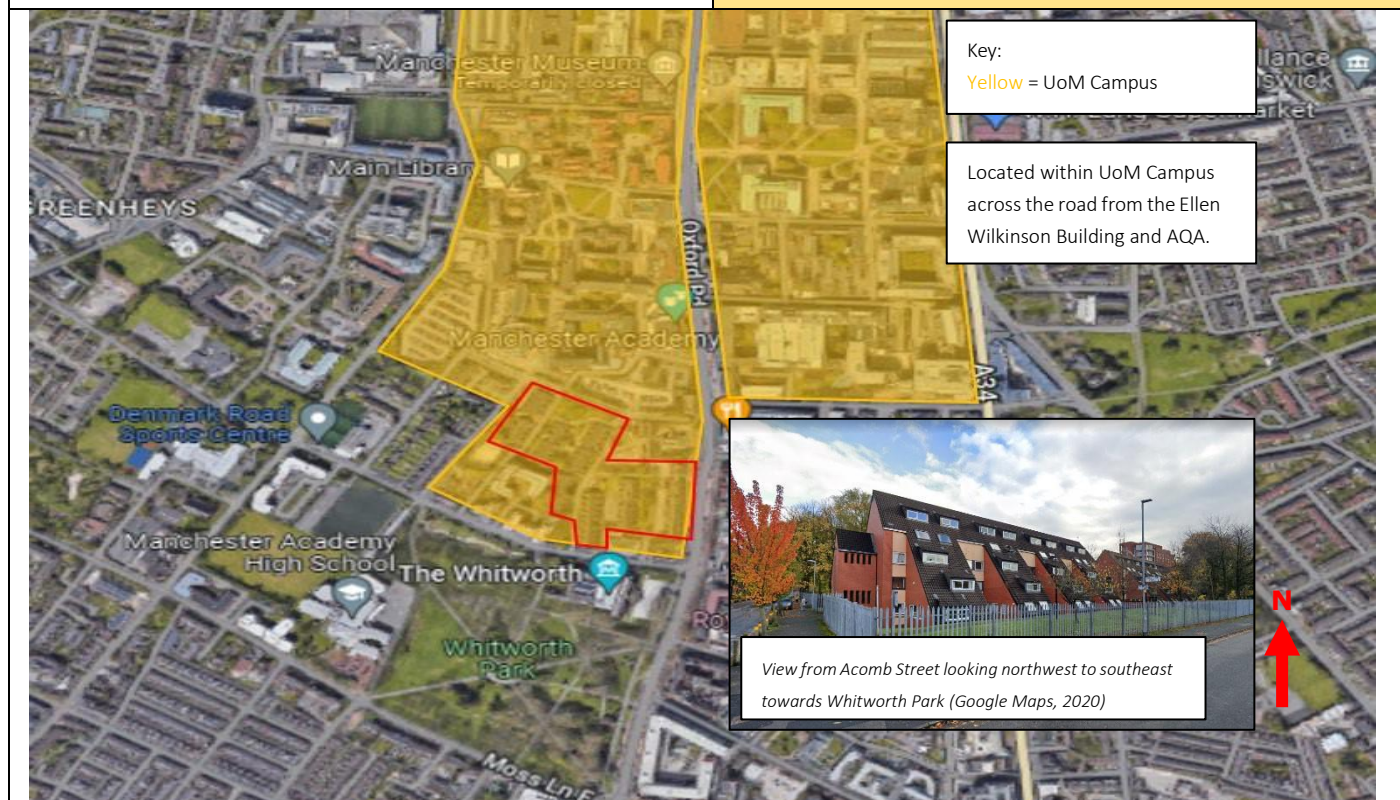
	campus is the MEC Hall; which rises to 7 storeys and is 200m in length.
Regeneration Context & Relevant Planning Considerations	- The sites fall within the Oxford Road Corridor Strategic Regeneration Framework Guidance (endorsed by MCC in September 2019). This refreshed SRF was created to provide updated guidance in particular to the wider Upper Brook Street site(s). - It identifies the site for employment-led development. - The wider site is not suitable for tall buildings and a general height datum of 6 to 10 commercial storeys should be set. Height should gradually move down south through Kincadine Road. - Williams site (a) identified as an appropriate location for a prominent building. - There would only be scope for new PBSA, if it can be demonstrated that this is in full compliance with Core Strategy Policy H12, and will help to unlock employment-generating commercial uses across the wider site. - It is considered that the most appropriate location for PBSA would be as part of a cluster adjacent to the existing schemes at the Former Unitarian Chapel (Hello Student Accommodation – The Chapel) and Kincardine Court (Unite Students).
Site Specific Planning Policy Considerations	- Core Strategy: SO1, SO2, S05, S06, SP1, EC3, CC6, CC7, CC8, CC9, CC10, T1, T2, T2, EN1, EN2, EN3, H12, EN14, EN15, EN16, EN17, EN18, EN19, DM1, DM2, PA1 - Saved UDP Policies DC18, DC19, DC20, DC2
University support or part of either UoM or MMY redevelopment plans	Unknown
Heritage	- The UBS site is not located within a Conservation Area nor is it adjacent to any Conservation Areas boundaries. - There are two Listed Buildings within the wider UBS site: Grade II* former Unitarian Chapel (said to be the first Gothic Nonconformist chapel) and the Grade II Listed Mawson Hotel which is a disused public house with a 1920s interior. There are a number of other Grade II Listed Buildings within the wider UoM and Manchester Met estates; however, these are located at some distance from the UBS site and are unlikely to be affected by the development proposals.
Flood Risk and Drainage	The site is largely located within Flood Zone 1 (low risk), however a small portion of the site to the site is identified as Flood Zone 2 (medium risk). The Site is located within a critical drainage zone.

Transport and Access	<u>Proximity to key destinations:</u> • 9-10 mins walk to MMU Campus (0.4 miles) • Adjacent to the UoM Campus • 8-9 mins walk to RNCM (0.4 miles) • 7-8 mins walk to Oxford Road (0.4 miles) • 18-19 mins walk to city centre heart / St Peters Square (0.8 miles) • 12-13 mins walk to Oxford Road Station (0.6 miles) • 12-13 mins walk to Piccadilly Station (0.5 miles) • Quick access to Mancunian Way to the north. <u>Accessibility:</u> • Closest convenience store located 3-5 mins walk west. • Restaurants, bars and other leisure uses located within a 3 mins walk west, predominantly along Oxford Road. • Along Upper Brook Street for quick vehicular access onto inner ring road. • Frequent buses run along Oxford Road (3 mins walk) and Upper Brook Street as well as access to key cycling routes. <u>Connectivity:</u> • The Oxford Road Corridor Strategic Regeneration Framework Guidance (2019) identifies the following key priorities for the wider Upper Brook Street site: ○ The existing primary pedestrian route and recently upgraded crossings across Upper Brook Street will be retained as a key north to south route; there is scope to further enhance these crossings and ensure that the UBS site feels functionally part of the Oxford Road Corridor. ○ New development should have a 3 metre set back from the footpath along Upper Brook Street ○ Opportunity to realign Kincardine Road to facilitate longer range north to south cycle connectivity between Princess Street and Levenshulme. ○ New development must contribute towards the creation of an enhanced interface with the existing Brunswick residential community, along the length of Kincardine Road, creating a further key north to south pedestrian and cycle route
Ground Conditions	• No information currently available.
Ecology	• No ecological designations on the site. • No Tree Preservation Orders. • c.7 trees currently on Williams site (a).
Air Quality	• This site is located within the Manchester Air Quality Management Area which is an area where proactive management measures are encouraged to address national air quality objectives.
Noise	• Possible noise impacts from heavy traffic along Upper Brook Street (A34) to site; however, there is existing PBSA and residential development adjoining the site which has addressed this issue. Any development will need to carefully consider noise and other amenity impacts on local communities.
Green and Blue Infrastructure	• The Oxford Road Corridor Strategic Regeneration Framework Guidance (2019) identifies the following key priorities for the wider Upper Brook Street site: ○ New development should extend and further activate Gartside Gardens and Brunswick Street, facilitate natural surveillance and enhance the amenity value of the park. ○ Enhance east to west connections and integrate new public realm with existing, including the upgraded Gartside Gardens and new Brunswick Park. ○ There is an opportunity to extend the landscape influence of the upgraded Gartside Gardens into the wider site and beyond to Upper Brook Street and Oxford Road, through new public realm and provision of a traffic-calmed green route along Kincardine Road, which opens up the space to the existing community and breaks down the barrier of the existing built form.

Daylight and Sunlight	Potential daylight impacts on the adjoining Ardwick residential community which is comprised of low-rise housing.
Townscape and Visual Impact	<i>Potential townscape impacts due to increase in built environment between low-rise housing in Hulme and the site. Key considerations are set out within the current regeneration framework:</i> <i>"The townscape to the west of the site is characterised by high-quality and green public realm, framed by grand institutional architecture of scale. This townscape has seen positive contributions of architectural merit in recent years, and several valuable architectural additions forthcoming. In contrast, the Brunswick neighbourhood has a residential urban character, composed of modest domestic architecture. The improved public realm creates a pleasant environment, with Gartside Gardens acting as an attractive and open focal point for the community.</i> <i>The site occupies a buffer zone between these distinct character areas, composed of diverse architecture of varying quality and value. The commercial buildings have long sections of inactive and defensive frontages, creating a poor public realm. Several disused or vacant buildings further diminish the character, creating an uninviting townscape.</i> <i>The car showrooms predominantly address Upper Brook Street to showcase products, resulting in blank elevations defining the interface with the Brunswick neighbourhood. The orientation and sensory quality of the environment gives the perception of a barrier between the academic environment and community, and the residential environment and community.</i> <i>The lack of buildings addressing Kincardine Road creates a sense of non-place or industrial hinterland. The striking architecture of the restored Grade II* former Unitarian Chapel stands out from the setting as a notable landmark of considerable value to place. Similarly, the Grade II Listed Mawson Hotel offers a unique and significant contribution to place, linking the site with it's past as remaining evidence of the area's historic community, culture and architecture."</i>
Capacity (indicative)	- We understand that ongoing masterplanning and pre-application discussions, post endorsement of the 2019 SRF, have identified that the site could accommodate 1,500 PBSA bedspaces, in principle, as part of a wider use commercial developmentc.1000 PBSA bedspaces. - Consideration of impacts on existing communities, and MCC's investment in those communities will have a key influence on whether comprehensive redevelopment proposals for the Site, including PBSA, can secure Planning Permission.
Infrastructure Capacity (limitations)	The Oxford Road Corridor Strategic Regeneration Framework Guidance (2019) identifies that as a result of the increased level and density of development on the wider site, there is a need to establish whether a primary substation will be required. If needed then suitable location needs to be identified.
Buildability / Construction Logistics	Will require sensitive construction management with regard to minimising impact on local communities. Adjoining developers should coordinate and work together in this regard; however, there are no obvious insurmountable or unusual issues.
Viability Issues	N/A
Deliverability Timescales	Timescales to submit for planning unknown so we have assumed 12 months with a 3 to 4 year period to completion. The earliest completion of PBSA on this Site is therefore likely to be for academic year beginning in September 2026.
Key Findings and Recommendations	This is a significant opportunity to bring forward circa 1500 PBSA bedspaces and in so doing, support mixed use regeneration. We understand that pre-application discussions are underway and that

	the planning process is a significant potential risk to the delivery of this site, with a key issue being the potential for objections from the local community at Ardwick. • In addition, we understand that the PBSA development will only be allowed to come forward as part of a wider mixed use commercial development, consistent with Development Plan policy and the SRF for the site. • In addition, there is a need for a degree of collaboration between different land owners in order to establish a cohesive masterplan for the UBS site as a whole, noting that some elements (including Tai Wu and W.H. Lung are likely to continue in their current operation for many years as they are successful businesses. • Our recommendation is for MCC to proactively use the planning process and their land ownership interests to facilitate comprehensive mixed use development of the site with the right outcomes.
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PBSA Scheme (& Operator):	Whitworth Park Halls of Residence, University of Manchester
Status:	Pre-planning: Identified for redevelopment with development framework
Status Rating:	Amber



Site Description and Existing Use	• Currently occupied by existing Whitworth Park Halls of Residence - eight blocks of student accommodation (each rising to five storeys). The existing block fronting Oxford Road comprises of accommodation on the upper floor with retail units at ground floor level. The current facilities are reaching the end of their life and do not generally meet with the expectations of students (or their parents). • Located off Oxford Road, in Ardwick Ward. Hulme Ward is located to the north and south with Dilworth Street forming the southern boundary. • Bounded by Dilworth Street to the north, Oxford Road to the east, Denmark Road to the south and Acomb Street to the west. • Whitworth Art Gallery and Whitworth Park located to the south. Manchester Royal Infirmary campus lies beyond Oxford Road.
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Planning History	- LPA ref: 026992 - Approved: 3 Sept 1986 (implemented) - Description: <i>Erection of a five storey building to form an 89 bedroom student residence block</i> - LPA ref: 039009 - Approved: 11 July 1991 (implemented) - Description: <i>Erection of a hall of residence for 128 students</i> - LPA ref: F05775 Approved (date unknown) (implemented) - Description <i>Full planning permission application for student housing for 70 students in flat units, public house including publicans flat, 2 bank units (Phase 1) and offices for British Council (Phase 1).</i>
Land Ownership	University of Manchester (UoM).
Adjacent Land Uses & Impact Considerations	- To the north of the site is the Dilworth Street surface level car park and the UoM Campus, including the Ellen Wilkinson Building, AQA and the Contact Theatre. To the north east is Grove House student accommodation offices. - The Manchester Royal Infirmary campus lies beyond Oxford Road to the east of the site along with City Labs 1.0 - To the immediate south is the UoM Denmark Road Halls of Residence, the UoM Denmark Road Building and Manchester Sickle Cell Centre. Further south of the site includes the Whitworth Building forming part of UoM Estate as well as Whitworth Park and the Manchester Academy High School (and sports grounds) and Grace Church. - The west of the site comprises low-rise family housing within Greenheys and Greenheys Community Car Park.
Surrounding Heights / Datum	- The UoM buildings to the north rise up to seven storeys. - Buildings within the Manchester Royal Infirmary campus to the east rise up to a maximum of five storeys. - The Whitworth Building to the south rises to 3 storeys. - The student accommodation to the south west rises up to 9 storeys however the low-rise family housing to the west rises to two storeys
Regeneration Context & Relevant	- The site is located within the Oxford Road Spatial Framework (endorsed by MCC Executive in March 2018) area. - The SRF identifies the site for “intensification of <i>Whitworth Park student residential development</i>”
Site Specific Planning Policy Considerations	- Core Strategy: SO1, SO2, SO5, SO6, SP1, EN1, EN2, EN4, EN6, EN9, EN14, EN15, EN16, EN17, EN18, EN19, T1, T2, DM1 and H12. - Saved UDP Policies DC20 and DC26.
University support or part of either UoM or MMY redevelopment plans	Yes
Heritage	- Not located within a conservation area - No listed heritage assets on the site itself. 12 listed heritage assets within 250m of the site with the closest being the Whitworth Art Gallery (Grade II) and the Grade II* listed Grove House (student accommodation) - potential to impact on the setting of the Grade II* Listed building as it is adjacent to north east.
Flood Risk and Drainage	Flood Zone 1 (low risk). Located within a critical drainage zone.
Transport and Access	<u>Proximity to key destinations:</u> 14 mins walk to MMU Campus (0.7 miles) - Adjacent to the UoM Campus 14 mins walk to RNCM (0.7 miles) - Located on Oxford Road 25 mins walk to city centre heart / St Peters Square, including St Peter’s Square tram stop – provides connections across GM (1.2 miles) 21 mins walk to Oxford Road Station (1.1 miles) 27 mins walk to Piccadilly Train Station and tram stop (1.3 miles) – providing local, regional and national connections <u>Accessibility:</u> - Closest convenience store located 1 minute walk (100m) north (Sainsbury’s) - Restaurants, bars and other leisure uses located within a 5 – 10 mins walk north, predominantly along Oxford Road. - Frequent buses run along Oxford Road as well as access to key cycling routes.
Ground Conditions	No information available but the site is already developed for PBSA.
Ecology	- No ecological designations on the site. - No Tree Preservation Orders. - Large quantity of trees currently on site - note the 3:1 typical MCC tree replacement ratio.

Green and Blue Infrastructure	The MCC Green and Blue Infrastructure Strategy identifies Oxford Road as an opportunity to deliver green cycle routes and street tree planting. Furthermore. The site should be designed to enable greater access to Whitworth Park.
Air Quality	Part of the site which sits along Oxford Road (the block with commercial units) is located within the Manchester Air Quality Management Area which is an area where proactive management measures are encouraged to address national air quality objectives.
Noise	No significant noise quality impacts that cannot be mitigated given there would be no proposed change of land use.
Capacity (indicative)	Site currently occupied by c. 1200 PBSA bedspaces and we understand that there is potential to increase that to 1534, according to initial feasibility studies. This is on the basis of an increased density PBSA scheme ranging from 10 to 14 storeys in height, a move that will free up land for further investment by the UoM in their academic facilities and an important future imperative of their estate masterplan given finite available land resources within the Corridor Manchester area.
Infrastructure Capacity (limitations)	Strategy for relocation of students required prior to anticipated start on site.
Buildability / Constriction Logistics	A large site that is likely to require phased delivery over time and a sensitive construction management plan given proximity to noise and other disamenity sensitive residents and noise sensitive uses within the UoM campus.
Viability Issues	Unknown at this stage.
Timescales	Status: Not known – minimum of 5 years assumed.
Key Findings and Recommendations	- The site is capable of taking a higher density of development and we understand that feasibility studies are being progressed for redevelopment of the site with an increase of circa 334 bedspaces over and above the current facilities. The current buildings are reaching the end of their life and are in need of modernisation. - Ongoing dialogue is required with the UoM in order to support the proper planning of the site and meet the opportunity to address quantitative and qualitative demand for PBSA.

PBSA Scheme (& Operator):	One Medlock Street (Premier Inn)
Status:	Planning Application Submitted (not validated)
Status Rating:	Amber



Site Description and Existing Use	- Located at One Medlock Street, bound by River Street to the north, Mancunian Way to the south, Medlock Street to the east and Medlock Street Junction to the southeast. - Located within Deansgate Ward. - Currently occupied by a 5 storey Premier Inn hotel with associated surface car parking (113 spaces).
Planning History	- LPA ref: 055877/FO/CITY3/99 – Approved 5 October 1999 (implemented) - Description: <i>Erection of 196 No. bedroom hotel with ancillary public restaurant/bar and associated external car parking.</i> - LPA ref: 050859/OO/CITY3/96 – Approved 11 September 1998 - Description: <i>Erection of building(s) for Non Food Retail Use, Office and Restaurant Use, with associated car parking, servicing, and hard and soft landscaping.</i>
Land Ownership	Whitebread and Dominvs Group – bringing forward current proposals.
Adjacent Land Uses & Impact Considerations	- Immediately to the north of the site comprises City South and One City Road (both residential). - To the northeast is No.8 First Street, a commercial office building. - Immediately east of the site comprises of a number of vacant brownfield plots, characterised by vegetation and areas of hardstanding (First Street plots 10 & 11). First Street Plot 11 is located to the southeast of the site on the opposite side of Medlock Street, also fronting Medlock Junction). - To the south, beyond Mancunian Way is low rise residential accommodation. - Immediately to the west is River Street Tower student accommodation, beyond which is Great Jackson Street Plot G.
Surrounding Heights / Datum	- City South rises to between 4 – 8 storeys immediately to the north. - One City Road rises to 11 storeys immediately to the north. - No.8 First Street rises to 17 storeys to the north east. - River Street Tower rises to up to 32 storeys (and part 10, part 5 storey) - Residential accommodation on the southern side of Mancunian Way rises to 3 storeys. - First Street Co-living scheme rises to 45 storeys. - Much of the context to the north and west of the site is the Great Jackson Street area which is characterised by tall buildings. Great Jackson Street Plot G rises to 56 storeys.
Regeneration Context & Relevant Planning Considerations	Site located within Oxford Road Spatial Framework (endorsed by MCC Executive in March 2018) area.
	- The SRF makes no specific reference to the site, however more generally it seeks the following when considering new development in the study area: - Promotes an increase in density and densification where that can be justified and alongside enhanced architecture and place making strategies. - Promotes the need to accommodate more student housing in the area, where in accordance with Core Strategy Policy H12. - Site is identified within the First Street Development Framework Addendum 2020 (endorsed by MCC in July 2020). - First Street Central is primarily identified for commercial-led mixed use development with a focus on high density Grade A office accommodation. Other uses may be permitted where they can facilitate the delivery of commercial office space on the plot. - Identifies the site for taller buildings, either for hotel or residential use. - Identifies need to be outward facing, maximising active frontages and enhancing townscape when approaching the roundabout to the south. - Identifies that the site could accommodate a large footprint office building. - References that alternative uses may be appropriate where commercial floorspace can be demonstrated on the plot and where meeting the Council's planning and regeneration policies and objectives.
Site Specific Planning Policy Considerations	- Core Strategy: SO1, SO2, SO5, SO6, SP1, EC3, CC6, CC7, CC8, CC9, CC10, T1, T2, T2, EN1, EN2, EN3, H12, EN14, EN15, EN16, EN17, EN18, EN19, DM1, DM2, PA1 - Saved UDP Policies DC18, DC19, DC20, DC2
Heritage	- Not located within a conservation area and no listed buildings on the site. - There are two listed buildings within 250m of the site: Grade II Listed Former Cotton Mill (on west side of Junction with Cambridge Street) and the Grade II Listed Mill chimney stack (on west side of junction with Cambridge Street), both located c.200-250m to the east of the site.
Flood Risk and Drainage	Flood Zone 1 (low risk)

Transport and Access	<u>Proximity to key destinations:</u> • 13 mins walk to UoM Campus (0.6 miles) • 10 mins walk to MMU Campus and RNCM (0.5 mile) • 13 mins walk to city centre heart / St Peters Square (0.6 miles) • 11 mins walk to Oxford Road Station (0.6 miles) • 20 mins walk to Piccadilly Station (1 mile) • 10 mins walk to Oxford Road (0.5 miles) <u>Accessibility:</u> • Closest convenience store located 5 minute walk (200m) north along Medlock. • Restaurants, bars and other leisure uses located within a c.5 mins walk north/ northeast (at First Street) and to the northwest (at Deansgate Square). • A bus service runs along Medlock Street (3 mins walk). • Access to key cycling routes along Oxford Road and to the west towards the Great Jackson Street area.
Ground Conditions	• No information available. Current use as hotel and surface level car parking and therefore contains no uses which may lead to known significant contamination.
Ecology	• No ecological designations on the site. • No Tree Preservation Orders.
Air Quality	• Located within the Manchester Air Quality Management Area which is an area where proactive management measures are encouraged to address national air quality objectives.. • Careful consideration required, including in relation to proposed ventilation, given site's adjacency to Mancunian Way.
Noise	• Potential noise considerations and associated mitigation given site's adjacency to Mancunian Way.
Green and Blue Infrastructure	• Current proposals (as per public consultation) include three main areas of public realm – including a pocket park.
Daylight and Sunlight & Wind	• Consideration required to neighbouring residential buildings immediately to the north and west of the site – potential daylight and sunlight impacts. Subject to further testing as part of ongoing planning application process. • Wind effects in combination with adjoining tall buildings will need to be carefully considered.
Townscape and Visual Impact	• The site is located at the southern gateway of the city centre on a main junction. Presents an opportunity for increased scale and massing on the site, as set out in the First Street Development Framework Addendum (2020).
Capacity (indicative)	• c.1000 PBSA bedspaces, as per public consultation launched September 2022 by Whitebread and Dominvs Group. ◦ C.1000 bedspaces within one PBSA buildings across 37 storeys • Workspace is also proposed within the eastern section of the site, fronting Medlock Street – 13 storey building with c. 36,000 sqm commercial floorspace.
Infrastructure Capacity (limitations)	• TBC – will be reviewed during the planning process. There is a significant amount of high density development happening in the vicinity.
Viability Issues	• This is a very high density scheme which will significantly increase land value over and above the existing hotel.
Deliverability Timescales	• Status: Planning Pending – public consultation launched September 2022 (planning application submitted but not yet validated). • Once validated, the application should take circa 16 weeks to determine. • If it is approved, then construction may realistically start within 12 months with a construction period of circa 3 years. • Estimated duration: c.4-5 years

Key Findings and Recommendations	- There are Site's in closer proximity to the University Campuses in better locations for PBSA. - It is noted that there is a PBSA scheme next door (River Street tower); however, that scheme was approved under special circumstances given that the site had been subjected to a stalled development with a partially completed concrete frame only on the site, and there had been a number of failed attempts to bring the site forward for other (non-PBSA uses). The scheme that has been delivered offered a way forward for the site. - The scheme must go through a formal planning process and there can be no guarantee at this stage that it will be approved. There is a significant risk of objection from members of the adjoining residential communities. - The immediate action for the LPA to assess the submitted planning application against the development plan and other material consideration in order to consider whether it merits their support. It is marked as amber pending that consideration and the determination of the planning application.
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PBSA Scheme (& Operator):	88-90 Carmoor Road, Host Student Housing
Status:	Awaiting determination - Planning application validated November 2022
Status Rating:	Amber



Site Description and Existing Use	- Located in the Ardwick Ward. - Bound by the West Indian Community Centre to the north, Carmoor Road to the east, commercial premises to the south and student accommodation to the west. - Existing uses on the site includes a garage workshop, four vacant residential flats in a single building and a building used previously as a private day nursery which is also now vacant. None of the buildings are of any architectural merit or are subject to statutory protection. - It would appear from planning application documentation that the existing garage occupier has found alternative premises already.
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Planning History	• <u>LPA ref. 022428</u> – Status: Approved 25 October 1984 ◦ Description: <i>Change of use from Sunday School to a house with an office in ground floor rear room</i> • <u>LPA ref. 031676</u> – Status: Approved 14 July 1988 ◦ Description: <i>Conversion of dwellinghouse into four self-contained flats</i> • <u>LPA ref. 063481/FO/NORTH2/01</u> – Status: Approved 14 January 2002 ◦ Description: <i>Use of premises as a children’s day nursery for 32 children with single storey rear extension and use of car-parking in adjacent community centre</i> • <u>LPA ref. 105110/FO/2014/N2</u>– Status: Withdrawn ◦ Description: <i>Installation of proposed district heating network comprising of laying of pipes under highway</i> • <u>LPA ref. 135576/FO/2022</u> – Status: Validated 23 November 2022 (Under determination) ◦ Description: <i>Erection of part three storey, part 6 storey purpose-built student accommodation (sui generis) with 172 beds in a mix of studio and cluster units, together with ancillary facilities, shared amenity space, site access and other associated works following demolition of existing buildings</i>
Land Ownership	• Pat Rafter Garage (with the application being brought forward by Tiger Developments).
Adjacent Land Uses & Impact Considerations	• North of the site comprises the West Indian Community Centre and associated car park. • Opposite the site is the Octagon House office building, a private car park and an electricity sub-station. Octagon House is a multi-level office building of significant scale and massing. There is an extant commitment for an energy centre on part of the existing Octagon House car park. • Immediately to the south is commercial premises with residential accommodation on the upper floors fronting Hathersage Road. • Immediately to the north west is Unite Students Brook Hall student accommodation. There is additional separate student accommodation to the south west. • St Mary’s Hospital occupies a significant site to the west side of Upper Brook Street.
Surrounding Heights / Datum	• Brook Hall to the north is 7 storeys. • Octagon House is 5 storeys to the east. • West Indian Community Centre is 2 storeys to the immediate north. • Commercial premises to the south are 2-3 storeys. • Student block to the south west is 3 storeys. • Overall, layout, scale and massing locally is varied but it is generally to a suburban scale and relatively low-rise.
Regeneration Context & Relevant Planning Considerations	• The Site falls within the central area of Manchester as identified in the Core Strategy. It sits just outside of the defined city centre, just beyond the Corridor Manchester sub-area of the city centre. It is also just outside of and within easy walking distance of the defined Oxford Road Corridor regeneration area.
Site Specific Planning Policy Considerations	• Core Strategy: SO1, SO2, SO5, SO6, SP1, EN1, EN2, EN4, EN6, EN9, EN14, EN15, EN16, EN17, EN18, EN19, T1, T2, DM1 and H12. • Saved UDP Policies DC20 and DC26.
University support or part of either UoM or MMU redevelopment plans	• The current application is by a letter from University of Manchester offering qualified support on the basis that indicative rents include an affordable option. It states that full support for the scheme will be dependent on the rent profile offered on completion of the development in 2025.
Heritage	• Located approx. 250m north of the Victoria Park Conservation Area • Located within 250m radius of 5 listed heritage assets. The closest being the Grade II* Listed Victoria Baths c. 160m east.
Flood Risk and Drainage	• Flood Zone 1 (low risk) and within a critical drainage area.
Transport and Access	<u>Proximity to key destinations:</u> • 9 mins walk to UoM Campus (0.5 miles) • 19 mins walk to MMU Campus and RNCM (1 mile) • 32 mins walk to city centre heart / St Peter’s Square (1.5 miles) • 28 mins walk to Oxford Road Station (1.4) • 35 mins walk to Piccadilly Station (1.7 miles) • 7 mins walk to Oxford Road (0.4 mile) <u>Accessibility:</u> • Closest supermarket located 7 minute walk (0.4 miles) west along Oxford Road. • Restaurants, bars and other leisure uses located within a 7-10 mins walk west, predominantly along Oxford Road. • Frequent buses run along Oxford Road (7 mins walk) as well as access to key cycling routes.

Ground Conditions	Phase 1 Desktop Study of app ref: 135576/FO/2022 identifies a moderate risk due to site's existing uses. It is anticipated that some minor remedial measures may be necessary depending on the nature of the ground conditions. Additional Phase 2 Ground Investigation to be undertaken.
Ecology	- No ecological designations on the site (source: Preliminary Ecological Appraisal under app ref: 135576/FO/2022) - No Tree Preservation Orders. - No trees currently on site. - Bat Survey (source: app ref: 135576/FO/2022) concludes a single emergence survey is recommended to be undertaken on the nursery building between May and August 2023.
Air Quality	This site is not located within the Manchester Air Quality Management Area
Noise	A noise assessment has been submitted with the application which concludes that the noise effects can suitably be managed with the use of good acoustic design being a principal consideration throughout the project life.
Green and Blue Infrastructure	The MCC Green and Blue Infrastructure Strategy emphasis the need to retain and enhance green infrastructure.
Daylight and Sunlight	The live application is accompanied by a daylight and sunlight assessment report, prepared by Avison Young. This advises that the proposed development is acceptable on daylight and sunlight grounds with regard to its impact on the amenity of adjoining properties.
Townscape and Visual Impact	The scheme is taller than its immediate surroundings, as it rises to 6 storeys; however, the distribution of massing across the site does appear to have been considered and a justification has been put forward within the application documentation.
Capacity (indicative)	c.172 PBSA bedspaces, as per planning application ref. 135576/FO/2022.
Infrastructure Capacity (limitations)	TBC
Buildability / Construction Logistics	Will require sensitive construction management with regard to minimising impact on local communities and adjoining occupiers.
Viability Issues	TBC
Deliverability Timescales	- Status: Under determination – Validated late November 2022. - Determination period: c. 4 months. (16 weeks EIA app, 13 weeks major app) - Potentially determined by around March / April 2023 - Subject to planning, there would appear to be a target to build and occupy for the beginning of the academic year in September 2025. - Estimated duration: 3 years.
Key Findings and Recommendations	- Requires demolition of nursery and garage to enable redevelopment. - Existing PBSA accommodation immediately north west (Brook Hall) and south west (Darbshire House). - Planning application validated November 2022 for 172 student bedspaces. - A proportion of the PBSA units are intended to be the subject of a nomination agreement with the University of Manchester. - There would appear to be a good prospect of delivery, should the application be supported. - Completion expected 2025 with occupation September 2025 (based on approval of planning application in early 2022); however, we have not coded as green until such time as planning permission has been granted.

PBSA Scheme (& Operator):	466-472 Moss Lane East
Status:	Pre-Planning – under determination
Status Rating:	Amber



Site Description and Existing Use	• Site comprises 0.19 hectares and is located 150m west of Oxford Road, with Whitworth Park to the north, across Moss Lane East. • The site is currently comprises of two detached buildings known as The Beeches (Grade II Listed) and a villa at 470-472 Moss Lane East. An associated car park is located directly to the rear.
Planning History	• The Site is subject to a live application for Purpose Built Student Accommodation: • 135544/FO/2022 Validated 24 November 2022 Under determination ◦ Description: <i>"Erection of part nine, part eight, part seven storeys building for use as purpose built student accommodation and conversion of 466-468 to purpose built student accommodation use with link, associated landscaping, access and cycle parking following demolition of 470 - 472 Moss Lane East"</i> • Further back, the Site's Planning History relates largely to the existing residential use of The Beeches, and historically, in 2002, an application was approved for student accommodation on the Site.
Land Ownership	• We understand that CS Moss Lane East Ltd (the applicant in respect of the November 2002 proposal) has obtained the agreement of the landowners 'TJ & ZJ Ahmed Properties Ltd' to obtain a 999-year lease to use the Site as PBSA.
Adjacent Land Uses & Impact Considerations	• Immediately to the north of the site is Whitworth Park. The Whitworth Art Gallery is situated to the north east of the park, away from the development and will not impact on its setting. Further beyond the park to the north are the University of Manchester's Whitworth Park and Denmark Road Student Halls and on the opposite side of Oxford Road is the Manchester Royal Infirmary. • Immediately to the east of the site is a car wash, followed by Ropemaker Court Student accommodation and Oxford Road which contains a mixture of further student accommodation and local amenities in this location. • Immediately to the south of the site is a number of low-rise commercial uses which include a garage, convenience store and community hall.

	The area to the west of the Site is characterised by residential dwellings.
Surrounding Heights / Datum	- To the west and south there are low-rise properties that are typically 2 storeys. - Ropemaker Court (Student Accommodation) to the east rises to 6 storeys.
Regeneration Context & Relevant Planning Considerations	Unlike many of the other Sites in this study, Moss Lane East is the southern boundary of the Oxford Road Corridor as defined in the Corridor Manchester Strategic Vision and Spatial Framework.
Site Specific Planning Policy Considerations	- Core Strategy: SO1, SO2, SO5, SO6, SP1, EC8, H6, EN1, EN2, EN4, EN6, EN9, EN14, EN15, EN16, EN17, EN18, EN19, T1, T2, DM1 and H12. - Saved UDP Policies DC20 and DC26.
Heritage	- The site is not located within or near a conservation area. The closest Conservation Area is Victoria Park Conservation Area located 300m to the east. - The site contains a Grade II Listed pair of Victorian-era Italianate-fronted villas, since converted to self-contained apartments, the adjacent later red-brick villas are not listed however possess a degree of historic merit. 3 listed heritage assets within 250m of the site, with the closest being the Grade II Listed 466 AND 468, MOSS LANE EAST located on the site and the following: - Barclays Bank Grade II Listed 120m east of site - Edward VII statue in Whitworth Park to south of Whitworth Gallery Grade II 220m north of site
Flood Risk and Drainage	The site is located within Flood Zone 1 (low risk).
Transport and Access	<u>Proximity to key destinations:</u> 18 mins walk to MMU Campus (0.9 miles) 9-10 mins walk to the UoM Campus (0.5 miles) 17 mins walk to RNCM (0.9 miles) 2 mins walk to Oxford Road (0.1 miles) 31 mins walk to city centre heart / St Peters Square (1.6 miles) 26mins walk to Oxford Road Station (1.3 miles) 35mins walk to Piccadilly Station (1.8 miles) <u>Accessibility:</u> - Closest convenience store located adjacent to site or within 3 mins walk to Lidl on Oxford Road. - Restaurants, bars and other leisure uses located within a 3 mins walk west, predominantly along Oxford Road. - Frequent buses run along Oxford Road (3 mins walk) as well as access to key cycling routes.
Ground Conditions	The current application (135544/FO/2022) is supported by a Phase 1 Desktop Study (prepared by ROC Consulting). This highlights the fact that the Site has only been occupied historically by residential uses, with some limited industrial land uses within the wider area. The greatest contamination risk associated with the Site relates to Made Ground. This recommends that further investigation of potential contaminants is to be carried out to determine if remedial works are necessary.
Ecology	- No ecological designations on the site. - The current application includes a Preliminary Ecological Appraisal which outlines that the key ecological features on site are existing vegetation and the bat roost potential of the existing buildings (which may necessitate further surveys and potentially a Natural England licence). The Biodiversity Net Gain Assessment demonstrates the development can achieve a net gain of 12%. - No Tree Preservation Orders. 8 trees currently on site. As part of the current application (135544/FO/2022) it is proposed to retain four trees including three to the front and fell four, only one of which is a direct result of development.
Air Quality	The northern fringes of the Site lie within a designated Air Quality Management Area which runs along much of Moss Lane East towards Oxford Road. The current application (135544/FO/2022) is supported by a detailed Air Quality Assessment (prepared by Hydrock) which considers both air quality with respect to the amenity of future residents and the impact of the Proposed Development on air quality. This concludes that no impacts will be created.

Noise	The current application (135544/FO/2022) is supported by a detailed Noise Impact Assessment (prepared by Hann Tucker Associates) which concludes that there are no significant constraints to ensuring suitable sound levels within the PBSA building.
Green and Blue Infrastructure	- The Manchester Green and Blue Infrastructure Strategy (2015) identifies the following key priorities for around Whitworth Park: - Opportunities for green retrofit to existing buildings and infrastructure; green roofs/walls, courtyards, planters where space limitations curtail opportunity for larger intervention. - Establish the corridor as a Living Laboratory for the development of research on the benefits of GI.
Daylight and Sunlight	The current application (135544/FO/2022) is supported by a Daylight and Sunlight Report (prepared by GIA) which models the impacts on nearby residential receptors. This concludes that the development would have a minor to limited impact on the properties assessed on Moss Lane East, Heathersway, Parkfield Street and Heald Place. Generally, loss of direct sunlight to the closest windows would be in the magnitude of 20-30%.
Townscape and Visual Impact	The visuals presented within the current application (135544/FO/2022) suggest that the height of the new build element is appropriate and would mark the start of the transition between the lower density section of Moss Lane East and the higher density development of Oxford Road. To the south and west of the site, the townscape will be much lower (1-2 storeys) than what is currently there in this location.
Capacity (indicative)	c.207 bedspaces as per current application (135544/FO/2022)
Infrastructure Capacity (limitations)	N/A
Viability Issues	N/A
Deliverability Timescales	- Status: A planning application has been submitted in November 2022, with the determination period assumed to be extended. We would anticipate a planning decision on this application during spring 2023. - Assuming a 12 month period to start on site and a 2 year construction period, we would estimate that a target opening of September 2026 would apply, just over 3 years away.
Key Findings and Recommendations	- The scheme has the support of the University of Manchester (UoM). - It would appear from the submitted assessments that Impacts (air quality, daylight and sunlight, noise, ecology and flood risk) are limited or negligible following identified mitigation (where necessary). - The site contains a Grade II Listed Building which will be retained and a non-designated heritage asset that will be redeveloped. It is assessed in the application that the public benefits of the scheme will outweigh the harm that removal of the NDHA will involve. - Potential to deliver up to 207 PBSA as per current application (135544/FO/2022) - Completion expected 2025 with occupation September 2025 (based on approval of planning application in early 2022). - Our recommendation is to continue to progress the application through to determination. Should this scheme be approved then it would shift to green

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