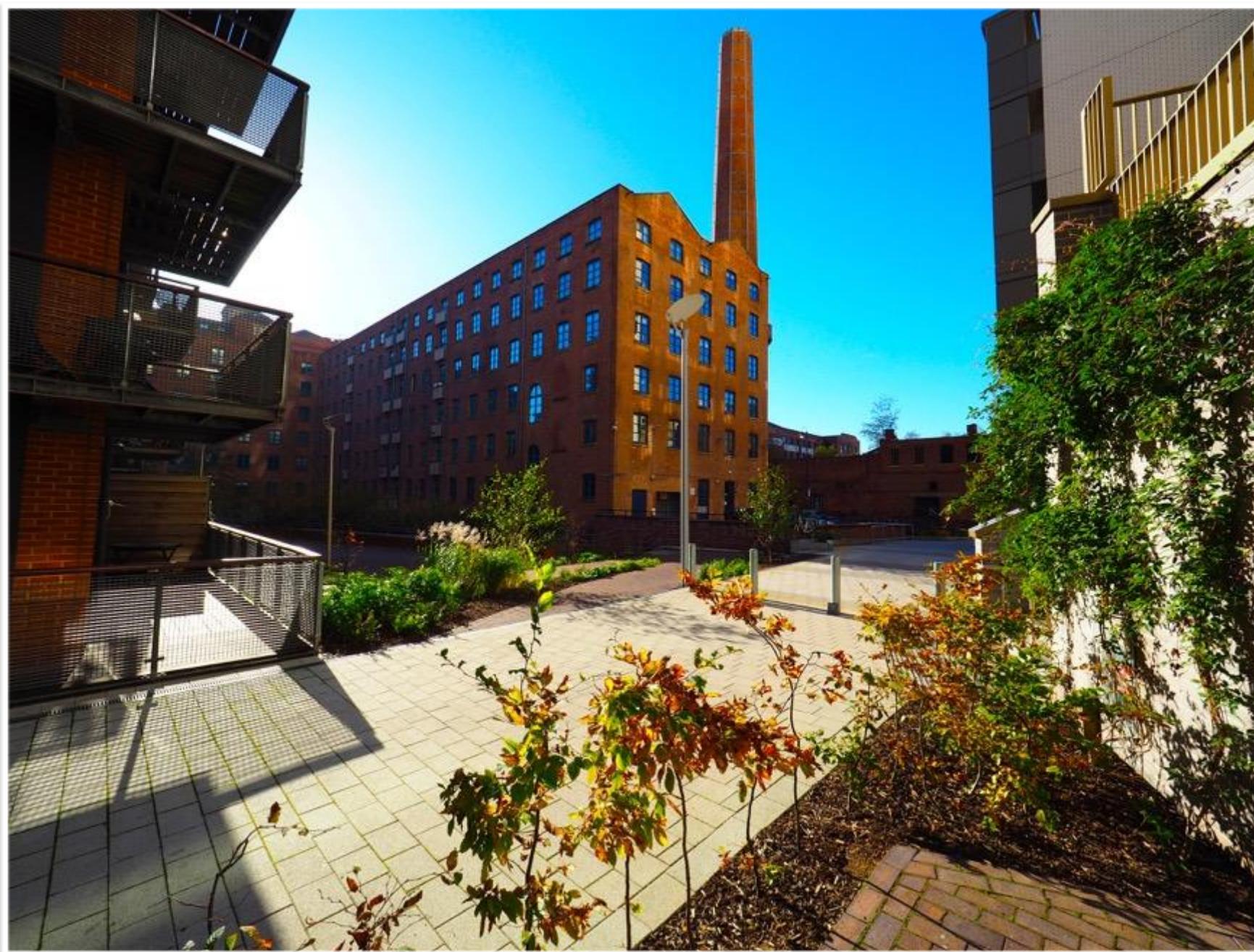


Response to 121250/FO/2018 and 121252/FO/2018

# Macintosh Village Community Objection



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## Macintosh Village

This application site is located in the heart of Macintosh Village, a residential quarter of the city, framed by Oxford Road Station, Oxford Road, Chester Street and Cambridge Street. Macintosh Village consists of a tight grid street pattern and a series of former warehouses and industrial buildings. Running through the middle of this tight urban grain is the narrow Hulme Street and also the relatively short Great Marlborough Street. The area is famed where the Macintosh raincoat was manufactured. A masterplan for the development for Macintosh Village was drawn up by Sir Terry Farrell and Partners conceived as a residential urban village in early 2001, with iterations of the masterplan through 2007 (Macintosh Mills), 2015 (One Cambridge Street), 2017 (6GMS) and 2018 (Hotspur Press). This sought to create a high quality residential led development including the conversion of existing red brick mills, the development of the distinctive Green Building and the first new family townhouses in Manchester city centre with gardens. A key part of the master-planning was to break the mould of generic city centre developments by creating a neighbourhood providing housing for a range of residential occupants. Emphasis was placed on the delivery of family dwellings with associated facilities including the successful Bright Horizons Day Nursery & Pre-school.

Today Macintosh Village is a vibrant and diverse residential location in the heart of the city. It contains a broad range of residential properties from converted warehouse apartments to townhouses. A great deal of the apartments large by comparison are two- and three-bedroom family orientated, townhouses four- and five-bedroom facilitating family life. It has a high level of owner occupation and people of all ages call Macintosh Village their home from two months to eighty years young. It is a model for sustainable city centre living. Macintosh Village is cherished by its residents for its strong sense of community. Greater Manchester Police and Manchester City Council acknowledge this proactive neighbourhood and the partnership we enjoy. There is a considerable number of private gated narrow streets in the neighbourhood. These same narrow streets function as gateways to their properties or shared spaces that function as casual and informal patio seating areas. Crime has increased by one third since 2013. Student Castle/Liberty Heights opened in September 2012. Adopting Secure by Design to integrate and protect our shared spaces aiding crime reduction and lowering costs for support services like Police. The city needs places like Macintosh Village; a calm oasis in the heart of the city which can meet the needs of different households and where people want to live for many years. Tenure is over 13 years on average for owner occupiers. These roots and established neighbourhood serves the wider community and city in a variety of societal benefits and sustainability. Macintosh Village as a stable residential neighbourhood is an assumption which underpins the First Street Regeneration Framework.

The urban form of Macintosh Village lends itself to a residential use or function. The existing urban form of high density with buildings that are of medium scale proportionate

to the narrow street network which they front fit comfortably next to each other in an orderly and consistent form. It has a defined character which reflects its function and which is true to the original vision for the area. Macintosh Village is unique within the context of Manchester city centre, residential uses are not a guest in an otherwise commercial location. Rather they define this area and its purpose. The effects of any development proposal within Macintosh Village must be considered against this backdrop. A true sense of how development will affect the residential environment and the community, both individual properties, residents and the wider character of the area, must be understood as a critical part of the council's assessment of this proposal.

Seen from a distance, taller buildings can alter the city's skyline and flatten the topography. At the scale of the block inside Macintosh Village and along the narrow Hulme Street there will be a negative impact on the character and atmospheric quality of the buildings, narrow streets, patios, gardens and shared spaces. The negative impact affecting light and shadow, altering the microclimate and reducing the amount of sky visible at street level and from existing residential accommodation. Applicant has ruled out massing modifications in order to maintain viability or profit. The tradeoff is the impact on the neighbourhood at the block, street and building level. For example, residents of The Quadrangle and Lockes Yard will lose their amount of visible enjoyed. The impact from this tradeoff viability versus neighbourhood amenity is also felt in the atmospheric reduction of our current quality of place, atmospheric changes and altered micro climate throughout Macintosh Village. The impact of the tradeoff is of material consideration.

Within an 80-meter radius inside Macintosh Village we have had intensive construction and often in parallel for eight consecutive years to date. Starting with the demolition of Student Castle>Liberty Heights in 2010 We are resilient to the noise, dirt and including the asbestos dust cloud which hit us in 2017 from nearby 6GMS/MMU. However, the cumulative impacts and in-combination effects on our health, long term exposure to poor unsafe air quality, noise and disturbance in cumulation these effects causing continued disamenity and exposure to health risks. The application would in combination with committed developments increase the cumulative effects and extend their impacts to 2023. When UNITE tower completes demolition/ construction in 2020, we will have lived through a decade of cumulative noise, impacted air quality, loss of Great Marlborough Street for five years and minimal use of pavements to use. Across the road is Circle Square development. Along River Street is the First Street development work. This cumulative impact of noise, disturbance, long term impacts on streetscape and air quality over 12 concurrent years if the application proceeds within 80-meters of residential dwellings is of material consideration in relation to environmental impacts to similar human receptors e.g. average tenure of 10 years whereby the construction period of a decade, in close proximity has led to disamenity and exposed risks to human health due to intensive and sustained exposure to poor air quality, noise and disturbance. *The cumulative effects from intensive construction within*

*short distance can now be considered long term or permanent.* In combination these cumulative effects are of material consideration.

This is the first application in fifteen years we as a community have not supported across all buildings as we are collectively affected in varying degrees of disamenity. We have supported new development which benefits Manchester and that adds to the vibrancy of Macintosh Village and our City. At the same time, as a community we seek to protect everything which is good about living in Macintosh Village. The impacts on our community and quality of place are of central concern and must be given proper consideration in the council's review of this scheme. We are united in a community that the disamenity to our residents, buildings, narrow streets, patios, gardens and shared spaces result in an unacceptable level of harm from the layout and design which includes a 165-meter brick gable end with its back toward the neighbourhood the application wishes to join and benefit from. The building will over-dominate and lead to loss of privacy, daylight and sunlight.

At the scale of the block inside Macintosh Village and along the narrow Hulme Street there will be a negative impact on the character and atmospheric quality of the buildings, narrow streets, patios, gardens and shared spaces. The negative impact affecting light and shadow, altering the microclimate and reducing the amount of sky visible at street level and from existing residential accommodation. Applicant has ruled out massing modifications in order to maintain viability or profit. The tradeoff is the impact on the neighbourhood at the block, street and building level. For example, residents of The Quadrangle and Lockes Yard will lose their amount of visible enjoyed. The impact from this tradeoff viability versus neighbourhood amenity is also felt in the atmospheric reduction of our current quality of place, atmospheric changes and altered micro climate throughout Macintosh Village. The impact of the tradeoff is of material consideration.

Macintosh Village Car Park is part of Macintosh masterplan to provide car parking for residents in the absence of underground parking in most of the buildings. Three commercial units were also conditioned in the car park, capable of activating the street corner and producing comparable annual business rates in excess of £150,000 per annum. The applicant and freeholder have chosen not to open those commercial units. Conditions that relate to the car park also remain for Liberty Heights, the former Student Castle in relation to cycle parking. Ninety-four residents with 999-year leaseholds own a car parking space and all other residents on purchase were offered the opportunity at any stage to buy a space. This formed part of the sales process and residents relied on this statement in forming their purchase decision in Macintosh Village. Ninety-four residents as certificate B long-leaseholders and members of Macintosh Village Car Park Limited (MVCP) have paid fifteen years' service charge to maintain the structure of the current car park. Residents have received and exercised uninterrupted right of access to their car park without let, hindrance or interruption. Residents have easement rights

and privileges including an exclusive right to park a private motor vehicle on any parking space across any floor forming part of the reserved property. (MVCP) are as of today yet to write to the managing agent who issues the service charge regime or car park owners to inform or confirm their legal rights, cost implications or to call an EAGM to dissolve (MVCP). The recent long contracts of Swinton and also MMU for use of the private car park the show the business is viable. The applicant and freeholder and chosen not to pursue new contracts heavily in demand or apply for use conversion to public car park with residents' spaces. First Street Regeneration and also City strategy are calling for new car parks to aid regeneration. MVCP and freeholder have also received over £2,3m alone in leasehold sales from the ninety-four residents.

Application 121250/FO/2018 phase 1a) exposes residents to disamenity. The planning considerations and design are held to identical standards for any new and permeant car park solution. Residents can expect standards of safety, security and no unacceptable impact on their residential amenity. The application will create an access and egress on Hulme Street that reduces safety, security and places residents in an unacceptable exposure to unsafe manoeuvres in the carriageway on access and egress. The proposed solution will increase the scope for conflicts between pedestrians, cyclists and vehicles on access and egress. Residents will be in violation of Road Traffic Management Act Annex 4 in use of the proposed access and egress. National Planning Policy (NPPF) Paragraph 108, 109 and 110 are of material consideration.

The application is for Purpose Built Student Accommodation (PBSA) yet falls well below satisfying the criteria set out in Policy H12 of the Core Strategy. In order to be assessed against the criteria applications are given priority if they are part of the Universities' redevelopment plans or which are progressed in partnership with the universities and which clearly meet the City Council's regeneration priorities. The application is not progressed with University support or partnership. Manchester Metropolitan University has listed reasons why it does not support the application primarily around cost, the niche target market the applicant has targeted is "69% more expensive than university owned and therefore not attainable or desired by the majority of their students". The application is well below London Standard sizing standards adopted by MCC, the majority of the self-contained units being just 17sqm. of living space.

Residential amenity is impacted with high concentrations of students living in short distance the City council has found. The city has a goal to reduce the impact on residential amenity in areas like Fallowfield and free houses used as HMO for families and residential use. Students in Fallowfield in HMO type accommodation like Sophie Gittins. Sophie is sharing a house paying £350 per month with bills. Sophie could only afford one week out of four in the proposed application. Sophie works part time to help fund her study's and is typical of the hard-working student population who are the majority, who simply could not afford more than one week out of four of the applicants'

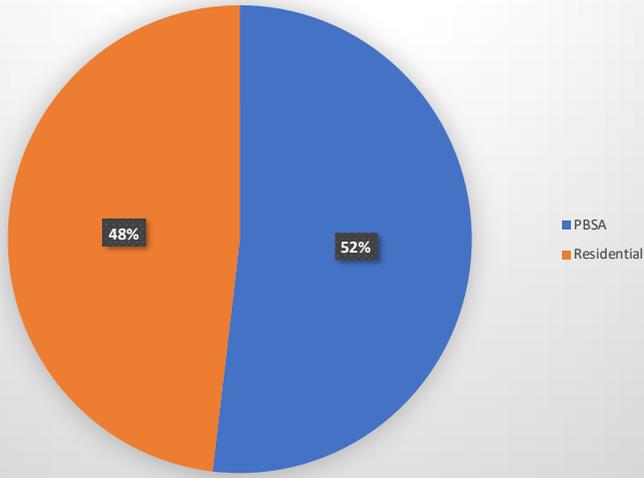
product. The application does not contribute to relieving the high concentrations of students in HMO's in Fallowfield and other areas. The product offered by the applicant will not meet the need for Sophie or the majority of students in Manchester. The applicant's product is for the few and not the many.

The City council is aware that apartments in the centre are rented by students who are exempt from council tax and they would like to free up this accommodation. Apartments large enough in space for example 40 sqm comfortably accommodate two people or students with families renting. A leading estate agent provides a report that the "Dual rental market" provides value for money and space substantially above the product offered by the applicant (see Appendix 1). The applicant's product offering will not meet the need of the dual rental market. Students sharing apartments large enough in the city centre will not move into the single rooms of 17 sqm. When assessed on value for money; space, price per month, experience and utility the product offered does not meet the need or value equation to encourage students to trade city centre apartments for the applicants.

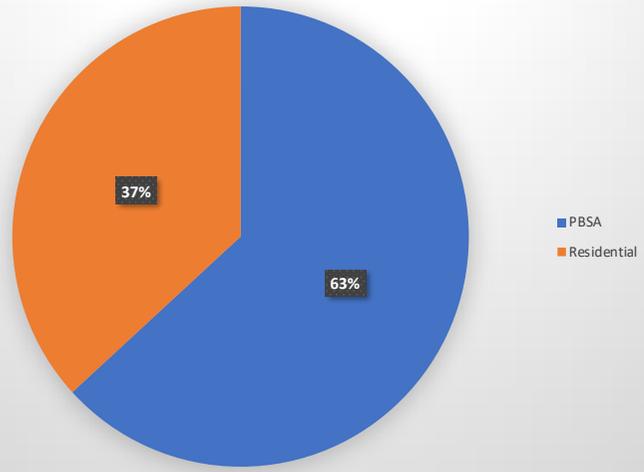
The lack of support, need or contribution to the city council's regeneration priorities and satisfaction of criteria policy H12 is of material consideration.

Further introduction of PBSA into the residential neighbourhood of Macintosh Village and will result in the prophetic statement of the applicant being realised "a densification of student accommodation". Within short distance (100m) of a residential neighbourhood the application would result in a high concentration (greater than 10-20%) of student accommodation that would exceed a ratio of 72%. A sustainable community must provide opportunities for a mix of residents. Within this mix families and concentrations of owner occupation are particularly important and tend to have a greater commitment to the neighbourhood as they live there longer than other types of households. For this reason, a more restrictive approach is applied in locations which have benefited from specific regeneration activity aimed at increasing the provision of family housing and other forms of neighbourhood renewal where an increase in family-oriented accommodation was a stated aim of the intervention included in public documents such as the Macintosh Masterplan. This is of material consideration.

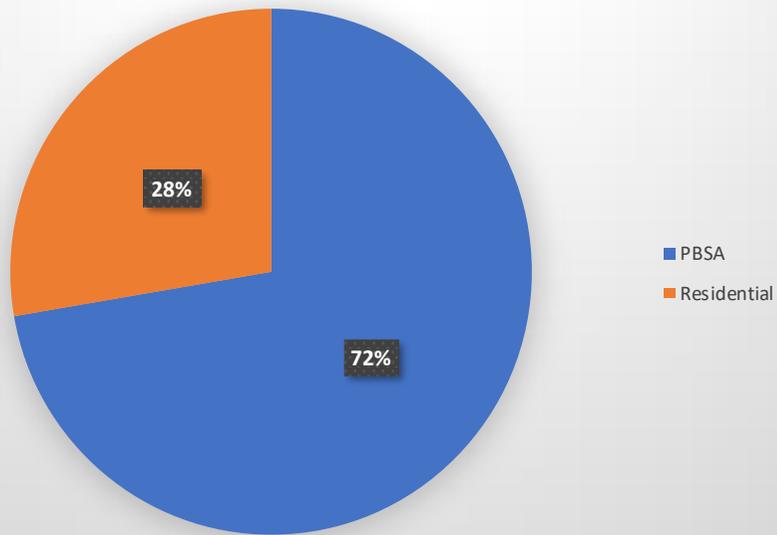
Macintosh village today



Macintosh village with Unite PBSA



Macintosh village with Unite & Proposed PBSA



## The People, Patios and Public Realm of Macintosh Village



Marion Harris - My husband and I bought a flat in the Green Building when it was newly built some 13 years ago. Having sold the family home in Greater London we moved to Manchester to be near our daughters. I am a retired Social Work Manager. When we bought the flat we liked the fact that the building was going to be part of the wider Macintosh Village Development. A residential community in the heart of the city. My grandchildren come to stay in the flat. I am very concerned with the changes to the residential mix in area by the huge developments to house students. If this 3rd huge student development goes ahead, all less than 50m from us the itinerant student population will dominate the immediate area thereby changing the nature of the community.



Professor Mark Slevin (PhD, FRCPath) and his partner Yasmin Zeinolabediny and Joo Joo the dog with their neighbour Marrison. Mark is a Professor of Cell Pathology, School of Healthcare Science, MMU. "I was born in Manchester and lived most of my life here. Lived in Barcelona for 2 years and realised despite the med life I preferred it here pretty much everything about the city including size infrastructure and culture are perfect and then we found the residential area of Macintosh Village, bought and have built our lives and roots here. Community is important and our neighbourhood definitely is a community different to what we ever found in Barcelona.



Mark & Adele Bilbao from the Quadrangle.

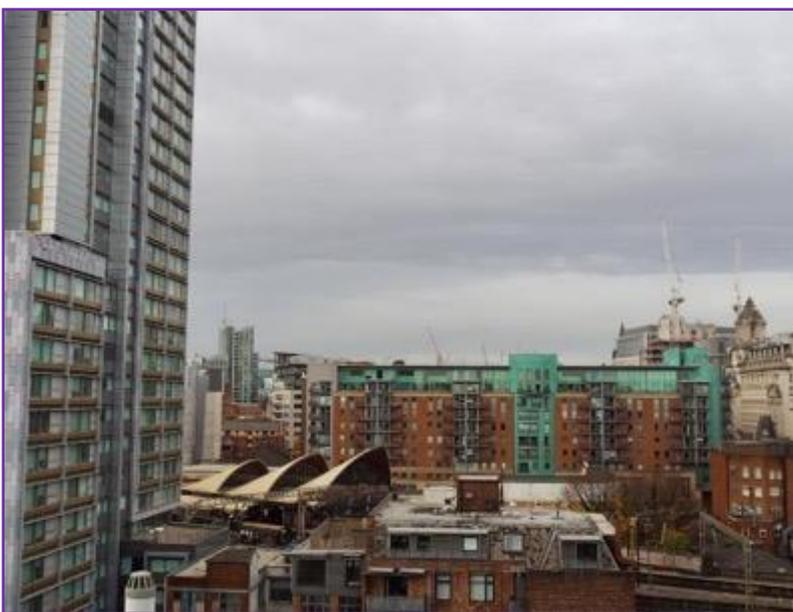
Myself and Adele have owned our apartment in the Quadrangle with a lovely roof top terrace that will be directly opposite the building. Adele is a deputy head teacher and I've worked for a number of years in the city in various roles with the Cooperative



Quadrangle resident Mark Dowd was born in Salford, Manchester. Mark went on to read International Relations at St Antony's Oxford and from there used his studies as a way into journalism with The Times newspaper.

Since 1987, he has worked in TV with Newsnight and Panorama.

Mark is an integral part of the community and took on the position of chairman of the Quadrangle company giving his time for free to ensure all residents can realise the goal of living in the Quadrangle. Mark says : My garden along with other residents face the proposed tower



Quadrangle Outlook and visible sky today facing North from living room & balcony. The application misleading claims these are bedrooms.



Quadrangle Outlook and removal of visible sky component with 55 storey tower less than 20m brick to brick.



George Turner and his family River Street Townhouse residents for over 14 years.

George is a Consultant Vitreoretinal Surgeon at Royal Eye Hospital Manchester. Fellow of Royal College of Ophthalmologist

Gemma is a Doctor (PhD) of organic chemistry from University of Manchester and ex Unilever Ex Ineos currently PQ corp (USA) executive and technical director. Gio is at Manchester Grammar. Alex (Accounting) and Poonjira (Innovative Business) did post graduate studies in Manchester at MU Business School and London Business.



We are Suze and Nicole and we have lived in the Foundry for almost 8 years. We are both nurses Nicole works for the NHS and I manage a team of counsellors for a private healthcare company. We enjoy living in Macintosh village and being so close to all that the city has to offer. We would like our area to remain populated by long term residents and hope that the area does not continue to be flooded with students who come and go without any interest in the local community and bring with them the problems associated with a transient population. We own a car space also in the Macintosh Village Car Park and have major concerns on plans described to for both the temporary access and long term access.



Foundry Gardens and Patios



Sophie and I bought our apartment in The Foundry in May 2018, along with parking space in Macintosh Village Car Park. We had rented here for five years to save up. This is our first home together, and one that is very special to us.

Sophie works for a Creative Agency in the City Centre and I work from home as a SPV General Manager working on projects such as the Manchester Street Lighting PFI. We chose Macintosh Village as we didn't want to move out of the city centre but wanted to feel part of a young professional community. Wanting to live in a neighbourhood that was connected to the Manchester heritage and with Ancoats developments being highly priced or rental only we feel we have still managed to find that here. We didn't feel we should have to settle for the suburbs. We love our apartment, and are slowly making it our own. We like that there is a varied community within our little village area and we plan to be here for many years to come. However, it is troubling to hear that our neighbourhood is in danger of making way for more generic, unnecessary overbearing student towers. This is an unacceptable loss of residential amenity from the building and tenants.



Hello, my name is Georgia Campbell and my home is in Lincoln Place. I have lived here on Hulme Street for 3 years now and I love my little flat on the top floor; I am just under the roof line so it feels like I'm in a cosy house.

I am not originally from Manchester, I grew up in France and came here to study medicine; I am now in my fourth year. I love our neighbourhood, it is peaceful even with Oxford Road and the nightclubs so close to it. This equilibrium is hard to maintain but the area has stayed true to itself all these years, and I hope it continues to be home for me."



Lincoln Place Gardens & Patio

Gardens, Public Spaces, and Balconies



There is a considerable number of private gated narrow streets in the neighbourhood. These same narrow streets have been appropriated by residents to either function as gateways to their properties or shared spaces that function as casual and informal patio seating areas.

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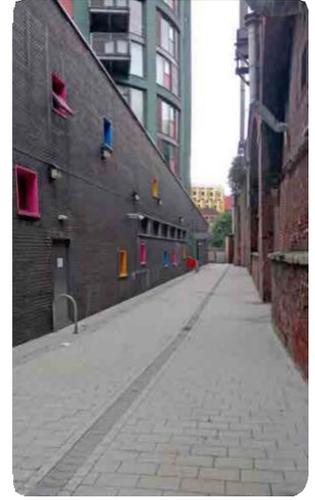
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4



5



Neighbourhood Patios

## Introduction to our Objection

### **We strongly object to Planning Application 121250/FO/2018 and Application 121252/FO/2018 as a Community Group of 216 residents and individually as Neighbours**

We have combined our comments across both applications as they are common in their impact on the street scene, neighbourhood, unacceptable impact on our residential amenity and for the material planning considerations we will present. We have created homes from the buildings, in many cases adopted streets around Macintosh Village, provided the lighting, cleaning and maintenance of those streets, making them safe and created a sense of place. We have connected those buildings and streets in partnership and created a neighbourhood and formed companies in control of budgets to maintain and to grow. Whilst producing significant council tax contributions, with some buildings 100% owner occupied. We have contributed substantial service charge costs to create and maintain a residential quarter of the city. That these service charges tangibly increased in response to the impacts of the existing Liberty Heights post 2012 is not sustainable for residents impacted further with higher concentrations of PBSA schemes within Macintosh Village. The proposed scheme would create a high concentration of sui generis/student accommodation dwellings to residential of over seventy-two percent within short distance (100m) radius of an established residential neighbourhood.

Our mistake to date, perhaps, is that we have done so quietly, not leant on council services, ran to the local newspapers or raged but consumed costs to control noise, crime and anti-social behaviour to maintain our neighbourhood and community. Crime has increased by one third during the period of absorbing Liberty Heights into the neighbourhood ([police.co.uk](http://police.co.uk)). Since 2003 and establishing our neighbourhood we have not objected to any planning objections as a single community, aware of the city context and need to mature and grow. Aware of key strategies published by planning over the years. It's those documents we have returned to review the application alongside National Planning Policies. Our comments are placed in context of those which are concerned with Make it Manchester; Our Manchester Strategy, MCC Residential Growth Strategy, MCC Local Development Framework, MCC Regeneration Strategic Framework, MCC Core Strategy Development Framework and Residential Quality Guidance alongside SPD's. We place material considerations about the lack of consultancy in line with national guidelines and the adopted Manchester Statement of Community Involvement. We will discuss the importance of our people and neighbourhood and how MCC Planning puts weight on Make it a Home and we place material considerations against the MCC Core Strategy. We have referenced the newly created Manchester Residential Quality Guidance, which features heavily descriptions of Macintosh Village and Mills, the street and block connections, the neighbourhood and its qualities in planning terms. This newly created supplementary planning guide seeks compliance or justification. We place material considerations that the application has a number of compliance issues and places disamenity on the existing neighbourhood.

Our neighbourhood really is an exemplar of what planning officers had the strategic intent to intervene and create; Macintosh Village is a residential neighbourhood which functions with successful yet narrow streets, a tight urban grain and is a high quality vibrant residential neighbourhood with a real sense of community, set within a thriving city. The density and largely regular building form inside Macintosh Village, along narrow streets where the impact of a tall building will be felt most. Above the regular form and due to the tight urban grain, a tall building will over-dominate, remove daylight, remove privacy and overlook. A tall building presents a 165-meter brick clad gable end with its back toward the neighbourhood. In turning its back to the neighbourhood but presenting large frontages in parallel to 37-storey Liberty Heights and The Quadrangle will create canyons and canyon streets creating a new micro climate into Macintosh Village accelerating South-Westerly and North-Easterly winds. Presenting and accelerating down these canyons into Oxford Street North-Easterly and South Westerly winds. That use cases such as standing, sitting and cycling appear unsafe/negatively impacted in Winter Season is material. The applicant aims to complete a cluster of tall buildings in close proximity. That many of the public spaces, balconies, gardens and shared spaces have not been included in the Wind Statement is also material in consideration. Committed developments of UNITE and Circle Square were not included in the wind tunnel created but added retrospectively. Wind statement method and findings have not been presented. When contrasted to the adjacent Circle Square their wind statement and mitigation measures only 30m away it appears the wind statement incomplete, no conclusion and no mitigation measures proposed.

The application significantly underperforms the criteria for Purpose Built Accommodation H12 Core Strategy. The application does not have support of the universities. The application presents a niche product that does not meet the need of the majority of students.

The application affects the strategic intervention and master plan to create residential and specifically family accommodation known as the Macintosh Masterplan, a matter of public record.

Current planning officers and council leadership created the strategy, we came and built homes and a neighbourhood. These applications will materially change the residential neighbourhood of Macintosh Village and place an unacceptable loss of amenity. We now intend to describe the strategic intervention the council performed to create Macintosh Village and why *alongside the Macintosh Masterplan intervention and principal of establishing a residential community the applications are not complaint with plans or policies and should therefore lead to a recommendation for full refusal.*

## Macintosh Village in Planning Context and Macintosh Masterplan

Aware of the local plan “Macintosh Masterplan” and how our neighbourhood has become linked around the block to the First Street Regeneration Framework. We have respected the needs of developers, planning officers and our city in its journey to become the best city in the world to “Live, Work and Play” (First Street Billboard). It has been a great journey and we as a community and neighbourhood have made a massive contribution to making our neighbourhood truly Made of Manchester.

We are grateful to Paul Grogan for use of excerpts from his recent best-selling book *Made of Manchester* which features Macintosh Village and Mills. Paul loves our neighbourhood as do we for the reasons we will try to explain but Paul nails it; (Macintosh Village). “I observe light and shadows dancing on the sides of worn red brick cotton warehouses, reflections on new glass structures, life buzzing....”. Paul is not the only one to observe how light does and does not move around Macintosh Village. The recent design and access statement for 6GMS MMU mill conversion for office use says “6GMS is mostly overshadowed by its surrounding buildings due to their varying heights, and also due to the narrow width of the surrounding streets. This is particularly the case of the Anvil Street facade which faces north, and the result is that the sun kisses the building solely in the summer months in the late afternoons.” We will return to the application site facing North against SPD’s and other existing buildings they will dominate in height leading to the unacceptable loss of natural light as a result of placing a tall building inside of Macintosh Village along the narrow Hulme Street.

Our city is in the prime of its life, we wait with great anticipation for plans like Hotspur Press which will open the face of First Street to Macintosh Village. First Street and Macintosh Village will interconnect just as the planning officers envisioned. First Street Development Framework 2015 acknowledges Macintosh Village as a residential neighbourhood and that it aims to “reinforce the surrounding residential community (Macintosh Village)”. First Street strategic regeneration framework reinforces the fact further, Macintosh Village is a residential neighbourhood and their aims to anchor and connect Macintosh Village and leverage the strong community connecting to First Street. The key assumption that underpins the First Street Regeneration is a stable and established residential neighbourhood “A shift of focus towards residential-led development at First Street ....First Street seamlessly weaves in to the surrounding urban fabric, reinforcing the existing and emerging residential community along Cambridge Street and creating a critical mass residential community that can generate

support for, as well as benefit from, the cultural, leisure and retail facilities throughout the area.” The impact of a destabilising the assumed stable residential community with a high concentration of sui generis / student accommodation will impact the First Street Regeneration Framework including cultural, leisure and retail facilities not planned solely around students but a residential mix.

Recently approved application One Cambridge Street (105505/FO2014/C1) and upcoming application Hotspur Press (120635/FO/2018) cite the residential use and residential intent of the Macintosh Masterplan and further enforce the core residential use aim of the Macintosh Masterplan via the strategic intervention. Request for full planning permission Hotspur Press application refers in section 5 to “The Macintosh Masterplan” carried out by Sir Terry Farrell architects and looked at future development of the area. *Manchester Evening News article headline 2007: “Mac’s The Way To Do It”* with comments from Sir Richard and Sir Howard said; “Work has begun to turn the red-brick mills where the Macintosh raincoat was invented into apartments. The residential area will embody the spirit of pioneering enterprise that built Victorian Manchester and, like most, are now carefully being turned into living spaces”. One of the key elements of the Macintosh Masterplan, was having two towers bordering either side of Cambridge Street, to frame the view when entering Manchester city centre. The Hotspur Press tower completes that masterplan vision, in conjunction with the Cambridge Street towers on the other side of the road. Residents supported the application as we were told to expect two towers in The Macintosh Masterplan, one on the site of Hotspur Press and those which occupy One Cambridge Street.

The application attempts to claim precedents for tall buildings in this residential area with a tight urban grain, there are no material considerations for precedents in planning nationally or locally. The Tall Building is further challenged as the application site is not at a key nodal point on the corner of either of the four nodes of the grid street pattern that frames Macintosh Village; Oxford Road Station, Oxford Road, Chester Street or Cambridge Street. The application site and frontages are within Macintosh Village and some distance along the narrow Hulme Street. This choice of location results in a building which is over-dominant and out of scale with its surroundings. The remaining argument for a tall building as a landmark has expired in this location. We now as a result of extensive planning and construction around the immediate application site have a complete set of landmarks on each key nodal point of Macintosh Village; One Cambridge Street Towers, Planned Hotspur Press Tower, Holiday Inn Hotel, Unite Towers, Liberty Heights, recently sold by the applicant and Circle Square. At a certain point we have to question how many “Landmarks” does a 100m radius of the application site need before they work against each other and produce a harsh discordant mix.

Residents fear the risks of a cluster of tall buildings, from separate architects designed in isolation yet in close proximity and the unique micro climate they will create. The application would form a cluster of tall building (existing Liberty Heights 37-storey, under

construction Unite Tower 32-storey and the application 55-storey). A cluster of tall buildings can offer shelter to one another and push the windy areas to the edge of the cluster. Therefore, the tall building exposed at the edge of the cluster (the application) will be particularly exposed to the prevailing south-west winds and exposes to the cold north-easterly winds. Those North-Easterly winds shoot directly across Oxford Road where uses cases of standing, sitting and vulnerable pedestrians (cyclists) have significant risks partially exposed in their EIS statements. Similar use cases of standing and sitting appear unsafe on Oxford Road Station. The applicant has not included any map legend or named streets or landmarks in its Wind Statement and EIS. Due to the canyons created through the middle of the gaps of this 55-storey tower and the 37-storey Liberty Heights further risks are exposed. The substantial architectural and design challenges of this site have resulted in a building with large frontages exposed and thus accelerating the most sensitive wind directions. This is compounded by the formation of a cluster and the application site being at the edge of the cluster. Further, we have discussed how the application site is not on a nodal point but inside of Macintosh Village and along the narrow Hulme Street. The unavoidable consequence is the creation of a canyon street and alley. Widely documented issues of the micro climates created down canyon streets will be extensive inside of a residential location of tight urban grain. The applicant has not correctly modelled nor identified streets, buildings nor considered the residential uses cases observed around Macintosh Village. The applicant has not proposed any massing modifications or wind mitigation measures. Given its constrained location, impact on key arteries for pedestrians and cyclists on Oxford Road and a residential community including children/elderly and many sitting areas we would expect to see all options described; Canopies, Porous Screens at street level to reduce local flow speeds, trees and edges and fins on the building as no massing modifications are possible due to viability impact, says the applicant. That said material consideration remains, the applicant is pushing against policy and strategic interventions and planning refusals that called for residential use and to ensure new buildings in Macintosh Village's tight urban grain do not result in over-dominance. A 55-storey tower inside of an existing residential area, someway along a narrow street will over-dominate and lead to loss of amenity for the neighbourhood.

Previous applications refused on Great Marlborough Street bear striking similarity to the current application and valid reasons for refusal. The application will have no relationship to other buildings (such as The Quadrangle, Lockes Yard, Sally's Yard, Lincoln Place, The Green Building and River Street Apartments and Townhouses and The Foundry). The application, challenged by a constrained site will in effect place a 165-meter gable end to the neighbourhood it intends to be part of. Similar refusals out of character and scale with the surrounding buildings, which would dominate the area and which goes against the grain of the area have been refused at 20 storeys. The application is for 55-storeys. Buildings should be developed in similar style and height of existing buildings. Similar applications refused less than 20 metres from the application

site as they would “Overshadow The Green Building and River Street and result in loss of privacy and overlooking; further concern that they would detract from the listed former Refuge Assurance clock Tower and Oxford Road Station. The planning officer signalled in the refusal that they would prefer more family size accommodation to come forward. These reasons cited for historical refusal in Macintosh Village planning ref 06159/FO/CITY3/01 also on Great Marlborough Street inside the tight urban grain of Macintosh Village and ironically adjacent to the application site also on Great Marlborough Street/Hulme Street are relevant today as they were then. We will later present the core policies the application will materially breach and we present statistics that the percentage of residential to student accommodation and Purpose-Built Student Accommodation (PBSA) in Macintosh Village will substantially breach policy guideline thresholds for “high concentration” (10%-20%) and within a “short distance” (100m of the application site) as per 9.45 Core Strategy by over 62% over definition of high concentration. The tenants of sui generis/use types HMO or PBSA are students. The core strategy, input from residents and local councilors and Tribal Consulting study evidenced impacts on residential areas with the concentration of one tenant type e.g. students that in high concentration lead to residential disamenity, when in short distance to residential neighbourhoods those concentrations exceed 10-20%. The consideration is material and the council and neighbourhoods scrutiny committee has long recognised that uses type sui generis/student accommodation create substantial residential disamenity for local residents. As we now have perfect knowledge of life pre and post Liberty Heights inside our neighbourhood, we will present the facts via video of our CCTV cameras of the anti-social behaviour, the impact on traffic from a “no car building” and the impact of crime. That the impact and costs of these high concentrations are born by council and residents is not mute in the current environment and this level of disamenity is a further material planning consideration.

Due to the recency of the approval 05505/FO2014/C1 One Cambridge Street the planning officer’s report, recommendations and correct observations are important: “The site is surrounded by a variety of land uses. Chorlton Mill and to the west of the site Macintosh Mill have been converted to residential use and immediately to the east of the site are a range of larger scale residential developments including the Green Building, The Foundry, River Street and the Student Castle building, as well as smaller scale commercial development and a multi-storey car park.” The planning officer correctly describes the tight urban grain of Macintosh Village, that Chorlton Mill and Macintosh Mill are Grade II Listed as is the adjacent Manchester South Junction & Altrincham Railway Viaduct. Buildings in the area immediately adjacent to the application site typically range in height from 6 to 10 storeys. A number of designated heritage assets contribute to the site’s context including the grade II\* listed Palace Hotel, the grade II listed Oxford Road Railway Station and the grade II listed mills and chimneys of the Mackintosh Mills. One Cambridge would reinstate the historic street wall and together with the form of the development would be in keeping with the existing urban grain. The use of a lighter material for One Cambridge created a contrast such

that the development did not adversely impact on the street scene and crucially maintains the clarity of articulation of the Chorlton Mill chimney within that street scene and also down Hulme Street. This principal of contrasting materials (One Cambridge, UNITE New Wakefield Street) and not to mimic, fake and therefore detract from the heritage and industrial form are of material consideration. The design and choice of imitation brick cladding will affect the articulation of the mills and chimneys including those which are Grade 2 listed. The uniformity due to imitation of the brick cladding presented to the neighbourhood as a 165-meter gable end with one window on the 55<sup>th</sup> floor is of material consideration. MMU have recently completed the purchase and restoration of 6GMS 25 m from the application site is also relevant. The purchase and re-use of a historical building by Manchester Metropolitan University adjacent to the application site reusing its building fabric using stimulus and inspiration that a historical building can provide to its occupiers giving them a working environment with a sense of place and character. Their aim was to create a scheme which meets the contemporary use requirements of the occupants whilst sensitively restoring and expressing the beauty of the historic details and story of the building and neighbourhood.

There has been a dual choice of the architectural palette in Macintosh Village since 2003. Sites have either restored and expressed the historic details of the industrial buildings or they have contrasted the styles to introduce and express change such as One Cambridge or UNITE. Simpson Haugh Architects for UNITE tower have chosen cladding in anodised bronze. The application introduces a harsh discord with the use of imitation and unavoidable uniformity of mortar and fake brick cladding and will detract from both the old and the new.

The Macintosh Village and Mills area has changed considerably over the past 15 years with a considerable amount of new development, including the construction of the Macintosh Village Car Park, the application site. The car park was planned due to the absence in underground parking across Macintosh Village and used in condition for Liberty Heights also due to key workers and in non-material amendments to use as storage for 80x bicycles. So dense and tight is the urban grain the medium rise Quadrangle Building is less than 10m brick to brick from the application site. Lockes Yard is less than 15m brick to brick from the application sites gable end. The gable end of 37-Storey Liberty Heights is less than 20m from the North-West side of the accommodation windows application site. New Wakefield House is also less than 20m from the application site. The Manchester Residential Quality Guidance pg.116 [Ensure Visual and Acoustic Privacy] advises “Overlooking distances need to balance the desire for sufficient residential privacy...The norm is for back-to-back distance of 20m ... where uses cases are compatible... A sufficient amount of daylight is required and for residents to enjoy a sense of space without being overcrowded.” The overlooking distances are in breach and the use cases are incompatible.

We present photographs of the interior and exterior of The Quadrangle. Living rooms and balconies overlook Hulme Street and the application site has incompatible use cases in relation to overlooking and loss of privacy. The applicant acknowledges material reductions in daylight and sunlight levels as a result of the massing and height of the building. The application contains misleading statements that rooms facing the application site are bedrooms. National and local policies on overlooking and loss of privacy are a material consideration. Given the proximity and height a further material consideration via Manchester Residential Quality Guidance Pg.112 advises applications not to come forward if they have not considered space and daylight. That advice was presented during the year-long pre-application process the applicant will not be surprised by this material consideration. The supplementary planning guide is even more specific "North facing accommodation, or that which is orientated 45 degrees either side of North, should be avoided" The Quadrangle an existing residential development already challenged facing 45 degrees either side of North and will be shrouded by the application which also faces 45 degrees either side of North. The Quadrangle was planned in conjunction with the Macintosh Village Car Park and its form and height part of The Macintosh Masterplan informing resident's choice of living there. The construction of the car park and also The Quadrangle and Lockes Yard are within short term planning horizons, thus avoiding the default argument "things change". Things change but if we are ripping up short range strategic interventions this poses more serious considerations of our city-wide strategies. The proposed application is challenged in that half of its accommodation faces 45 degrees either side of North but its impact placed less than the advised 20m or greater with incompatible use cases is a further material planning consideration. Worthy of note, the guidance in the supplementary planning guide Manchester Residential Quality Guidance was prepared by the individual from, Deloitte LLP who is also the applicants planning agent. The applicant's agent has attempted to introduce the case of Tuscany House as further precedents for the greater than 69% loss of visible sky component (VSC) and natural daylight. Tuscany House was built in 2008/9 and the Barclaycard Building was already in situ. The figures they quote for Tuscany House assume no construction in front before the new hotel. Residents in Tuscany House knew they had purchased with a tall building and low (VSC) and that a Masterplan for the Civic Quarter had been published. Macintosh Village Car Park and The Quadrangle were commissioned in short succession inside of the Macintosh Masterplan, the context, critical in planning horizons is completely different and the parallels to Tuscany House a conflation. The further attempt to claim precedent in planning which simply not true. The applicant and agent will know in planning context is everything.

Seen from a distance, taller buildings can alter the city's skyline and flatten the topography. At the scale of the block inside Macintosh Village and along the narrow Hulme Street there will be a negative impact on the character and atmospheric quality of the buildings, narrow streets, patios, gardens and shared spaces. The negative impact affecting light and shadow, altering the microclimate and reducing the amount of

sky visible at street level and from existing residential accommodation. Applicant has ruled out massing modifications in order to maintain viability or profit. The tradeoff is the impact on the neighbourhood at the block, street and building level. For example, residents of The Quadrangle and Lockes Yard will lose their amount of visible enjoyed. The impact from this tradeoff viability versus neighbourhood amenity is also felt in the atmospheric reduction of our current quality of place, atmospheric changes and altered micro climate throughout Macintosh Village. The impact of the tradeoff is of material consideration.

The National Planning Framework also informs when planning authorities receive an application a material consideration is the cumulative effect on neighbouring properties such as The Quadrangle, Lockes Yard, Sally's Yard, Lincoln Place, The Foundry, River Street Apartments and River Street Townhouses. All but two of these properties have been excluded from the applicant's considerations or supporting evidence all within short distance this is of material consideration. The planning authority, even if the applicant has not, will consider the material consideration and impacts on residential amenity including sunlight, daylight and VSC. This is separate to any civil case the freeholders and leaseholders may bring against the application if approved. In order for the local authority to avoid a claim they must satisfy the concerns of residents there will be no avoidable loss of privacy, natural sunlight or daylight. It is our local planning authority who holds the responsibility when considering an application to safeguard the neighbouring properties against disamenity. National and Local planning policies consider loss of residential amenity being impacted by loss natural sunlight and daylight but also loss of privacy and overlooking, which are also relevant to the impacted residential buildings. Assessment, consideration and taking evidence from residents impacted by loss of privacy and overlooking will be considered by the planning officer even if the applicant has not surveyed the extensive impacts. The planning officer has powers to refuse the the application for missing or misleading information. Case law now goes further and also retrospective powers.

The application by means of Design and Access Statement has failed to correctly describe the area surrounding the application site. Residents, members of the public and the planning officer's work has been made more difficult as a result to fully assess the application. In many cases, for example the Wind Statement, no roads or building names are used nor the platform of Oxford Road Station or Oxford Road is labeled on drawings and maps. This has made our work harder and time consuming, on top of the failure to consult. Some casual observers would suggest there has been a deliberate attempt to provide misleading statements and information, to which case law now protects any future approvals of planning and also retrospectively. However, we as a group, when comparing previous applications are more likely to describe the lack of consultation and the applicants design and access statements as poor quality that fail to correct consider the immediate surrounding area. The incomplete nature and poor quality of the design and access statement has misinformed the various third parties

resulting in incomplete or missing technical detail. The inconsistent description and failure to anchor the residential use of Macintosh Village is disappointing as the Agent for the applicant is the same agent for One Cambridge Street, Deloitte LLP, Manchester. The previous application to which agent had very accurately described Macintosh Village as residential in nature was seeking planning permission for a residential scheme, One Cambridge Street. The agent has incorrectly described the area around the application site as a “*densification*” of student and commercial use. We will return later to the impact of these inaccurate statements, how they have informed elements of the proposal such as Wind Statement, EIA statements and others leading to invalidating those core supporting elements due to an incorrect brief. In one shocking example the use of a lower tolerance on contaminants on the GAC index is used due to the incorrect assertion no children under 6 or long-term tenants only transient students. The assumption being long term exposure is mitigated due to an absence of residential accommodation and tenure. This misleading statement directs the study away from considering ‘similar human receptors’ (owner/occupiers and average tenure in excess of 10 years in Macintosh Village, children and the elderly) and the risks of in-combination and cumulative effects.

### **Design & Access Statement Expert Opinion**

Having taken advice and expert opinion, we provide a summary of the design and access statement expert comments. An incomplete design and access statement informing all elements of the submission. This impacts on immediately affected neighbours and members of the public being able to fully assess the plans and impact on amenity. This is a material consideration. The applicant failed to meet the minimum standards of consultation.

#### Opinion on Design and Access Statement

*Not enough to assess the impact on existing resident’s car park by the proposed tower. No drawings, sizing, calculations of the proposed car park structure with the tower and how this uses or not the structure of the car park or attaches to it. Both applications would benefit from design statement and specifications that would allow an architect to construct and objectors to fully comment. Both applications are for full planning as opposed to interim and as such both applications lack the required detail for members of the public and car park owners to assess. This will also make the planning officers task that bit harder and leaves open to question any decisions made in the officer’s report. The design and access statement are relatively poor in quality, particularly when considering the application is for a tall building. The application is perhaps more to test the appetite of the public and planning authorities as opposed to their final submission. However, the LPA has powers to determine the application, and refusal is possible due to poor submission. An application always risks refusal due to missing or incomplete*

*information. However, the danger in ambiguous plans being approved, the public risks amendment using LPA powers or in non-material changes and by that point the public have switched off and disengaged. The application is woefully and materially short on national guidelines for community engagement.*

## Consultation

### MCC Statement of Community Involvement

Manchester City Council adopted as part of National Planning Policy A Statement of Community Involvement proposed by Neighbourhoods & Environment Scrutiny Committee December 2017. This was aligned with Our Manchester approach to engaging the local community in the planning process. The Manchester Strategy outcomes include:

- A progressive and equitable city: making a positive contribution by unlocking the potential of our communities.
- A liveable and low carbon city; a destination of choice to live, visit and work. (Residents can get involved in shaping the development of their neighbourhood through their engagement and commenting on planning applications).
- For significant developments (more than 10 units / application is 920 units) the council will encourage developers to consult with the community before they submit a planning application.
- The decision on whether a proposal will need more in-depth consultation will be based on its nature or scale and will be made by our planning officers, liaising with councillors, regeneration teams, ward coordinator's and local community groups where appropriate. Developers should be mindful that the Council will need to satisfy its public sector equality duty when making planning decisions. As well as consulting with the public, we will encourage developers to consult with various parties, which could include equalities groups, as well as with specific infrastructure and service providers so that they who can advise developers on any need for increased provision of services etc. This will be done on a case by case basis depending on the nature of the application.
- Pre-application consultation is beneficial to both the community and the developer as it allows the developer to design a proposal which takes on board the opinions of the community. This will mean that there are likely to be fewer objections once an application is submitted.
- The decision to grant or refuse planning permission will primarily be based on policies in Local Development Documents, extant Unitary Development Plan policies whilst these remain 'saved' and national policy, as well as taking into account comments from the public where they relate to planning issues.

Residents and long leaseholders were not consulted prior to application submission. 580 individual residential properties 120m radius from the application site received no invitation to the consultation. Residents were not sent a letter from the applicant prior to the application submission. Residents received no involvement in plans and the developer has included no comments of the community and neighbourhood in their

plans. Residents were not invited to the consultation meeting and the agent records “No members of the public attended”. We raised the issue with our local Councillor Joan Davies and she arranged for a meeting for residents with the applicant but this was after the local planning authority had issued the statutory notice. The planning officer offered an extension for residents to submit comments, however due to statutory process the officer was not allowed to re-issue and re-start the statutory notice period nor update the planning portal and re-issue letters to all residents affected. This has led some members of the community to believe the process is futile, the application pre-determined and disengage. This led to the formation of our group and our attempts to catch up. The applicant had a year in pre-application and the resources and budget to submit their application. We have not had the input, time or community involvement as per national and local policy summarised above as to how an application should comply with the Statement of Community Involvement. Residents summarised the meeting with the agent in place of the consultation to encourage engagement, concern as to the lack of detail re the temporary car park access and the future car park solution. Concern as to the lack of public space or amenity. We will not benefit from a recessed building frontage and larger pavement presented as public realm. We raised in the letter concerns as to over-dominance and the loss of natural light. We raised concerns as to the micro climate. We raised in the letter the buildings, uses cases and spaces not covered in their design and access statement which flowed into their EIS including wind statement. The agent only gave us a PO Box address on the paperwork and no name issued and to date we have not received a reply to their letter of 1<sup>st</sup> October 2018. The hastily arranged meeting in place of consultation was poor in quality. No drawings or description of phase 1a) or phase 1b were on the boards displayed. The planning agent did not have the detail nor his colleague from parking matters. The representative from parking matters suggested the email we showed from his colleague Nigel Williams was incorrect on timescales for phase 1a and this descended into farce. The planning agent did not want to discuss in the round with residents and stated this was not the goal of consultation. We offered a meeting with the agent on suggestions we had. The agent declined this request, hence we put this in writing. The application has the following compliance issues with National Policy

### Localism Act non-compliance

2.2, 2.6 part 6, 2.5 Section 122 including section 61W 1(a), (b) (2) and (3) (2), 2.7 subsections (2) and (3), 2.7 subsection (4) (a), (b), 2.8 in accordance with (61W)

### National Policy Framework non-compliance

2.9, 2.10, 2.11, 2.12 and 2.13

## Car Park Application 121250/FO/2018

The planning considerations and design of Phase 1a) are held to identical standards for a permanent car park solution. Residents can expect standards of safety, security and no impact on their residential amenity when using the car park. The temporary access which may due to construction problems be greater than 12 months as communicated in writing from Parking Matters on behalf of the agent. As discussed at the residents meeting with the applicant, the lack of drawings, clarity and risk register in the construction plan leaves the car park owners in limbo and this is a material planning consideration. For example, if during the construction phase an accident occurs and the structure of the remaining car park is affected or access prevented how and where will the residents park?

Ninety-Four Long residents have purchased 999-year leases in the Macintosh Village car park across various buildings in Macintosh Village and Mills. Those leases are not separate but contained within a single residential lease. This is material in both civil law and planning law in relation to their residential amenities described forthwith. Easement rights and privileges included within their original deed of transfer include an exclusive right to park a private motor vehicle on any parking space across any floor forming part of the reserved property. Residents forced via civil courts to protect uphold their rights granted as long leaseholders may delay the delivery of the scheme however permission granted would still inflate land values for tall buildings, this is a material consideration Core Policy EN2. Until late 2017 Swinton Insurance and also Manchester Metropolitan University rented spaces on a long lease. We can through business accounts prove a recently thriving car park, worthy of note on the Design and Access Statement is more cars on the car park roof than the applicant claims park in total, collected by Google Earth. With a committed owner the car park is viable and needed. The three commercial units allowed to open for business as per the original grant could activate the street corner and produce recurring financial year business rates of £209,000 per annum for commercial units. The car park if converted to share public spaces also would generate in excess of £100,000 per annum recurring business rates contribution. The total S106 contribution for Student Castle > Liberty Heights was a single one-off payment of £200,000.

Ninety-Four residents purchased a car park space for circa £25,000 and have paid over the last 15 years annual service charges to maintain the fabric of the building and the interior. These long leaseholders who hold a single lease for apartment and car park, as opposed to a separate lease for the car park are yet to be informed as Certificate B/ Long Leaseholders by the freeholder and Macintosh Village Car Park Limited (MVCP) of this application. The articles of association for (MVCP) are solely to manage the freehold for the use of car parking. (MVCP) are yet to invite members/long leaseholders

to an EAGM. The car park space owners are working through the complexity of the civil law and legal advice. Service charge regime shows recent and substantial fees for security and personnel which leaseholders are questioning. Leaseholders are assessing how quickly the First Tier Property Tribunal can hear their case in relation to past and future service charges. Residents do not want their residential amenity affected in how they use, access and egress the car park. The temporary and future solutions ambiguous by design appear to expose leaseholders to risk of crime, highway code violations and disamenity in their daily use of the car park. They have a right to use the existing car park as per land registry and layout contained in their lease for the remainder of their 999-year lease. How their current right of access for the whole car park can be refused as per the land boundary is yet to be explained. Residents have received and exercised uninterrupted right of access to their car park without let hindrance or interruption. There are easement rights and privileges included within their original deed of transfer including an exclusive right to park a private motor vehicle on any parking space across any floor forming part of the reserved property as shown edged on their car park plan contained in their lease.

The applicant knew as freeholder they had purchased a car park and three retail units inside a residential development. The applicant refers to this as a “windfall site”, which on refusal would have no grounds for damages as they will be left with the freehold and a car park with three commercial units as per their original purchase. That they have deliberately, whilst increasing service charges, now to be questioned via First Tier Property Tribunal, chose not to backfill the Swinton contract and chose not to activate the street corner with their commercial units, is their choice. The car park owners have suffered; the contribution from business rates has suffered and the neighbourhood has lost out from the potential of these commercial units. That owners are now to be impacted with unclear plans across 1a), 1b) and Phase 2 is unacceptable and a material planning consideration.

The temporary access should be designed for use, access and security at the same standard as the permanent solution. The temporary access which may due to construction problems be greater than 12 months as communicated in writing from Parking Matters on behalf of the agent. As discussed at the residents meeting with the applicant, the lack of drawings, clarity and risk register in the construction plan leaves the car park owners in limbo and this is a material planning consideration. For example, if during the construction phase an accident occurs and the structure of the remaining car park is affected or access prevented how and where will the residents park?

The applications’ Ground Conditions and EIA statements contain a number of constraints including inconclusive drilling surveys, contaminants including Asbestos and Mercury and groundwater sources including a primary or secondary aquifer. These environmental constraints plus unplanned errors in construction process leave leaseholders in an unacceptable situation and the application severely challenged as to

its deliverability. The application due to the existence of the car park cannot support with evidence ground conditions suitable for construction of a tall building. This is a material consideration relating to EN2 “deliverability”. The city and residents face a risk that a half-demolished shell will be left when ground conditions prove the primary and secondary aquifer and other ground conditions are not suitable or viable for foundations and piling. The residents will be left with the impact of this and the city will lose the revenue from the three commercial units and a viable car park.

The design and access statement have informed the EIA statements to interpret a lower tolerance on for example GAC index for contaminants’ due to the absence of “similar human receptors”. The air quality impact from concrete dust, the noise and disturbance in-combination with other sites adjacent and in parallel has not been considered.

## Phase 1a Access and Egress

### **Description and Hulme Street residents’ observations**

The carriageway as you approach the marked junction of Great Marlborough Street/Hulme Street has been narrowed to 5m (Figure 2. Point 7) to allow two motor vehicles of average width to access and egress the junction. The junction would be affected by cars waiting to access or stacking to access the car park or make phone or physical contact with the solution provided by the applicant. The kerb on the left of Great Marlborough Street as you approach Hulme Street junction has been lowered to help wheelchair users and powered mobility users (Figure 2. Point 6). The total length of carriageway as you turn into left into Hulme Street from Great Marlborough Street is 9.767m (Figure 2. Point 1.) before Hulme Street traffic calming via narrowing of the street starts. This 9.767m length of carriageway runs parallel with the vacant commercial units proposed by the application phase 1a for separate access and egress. The pavement running parallel and key access route from Macintosh Village and Liberty Heights to Oxford Road is a narrow pavement of 2m (Figure 2. Point 2) due to traffic calming via narrowing of the carriageway on Hulme Street to the junction of Oxford Road. Hulme Street is narrowed and traffic calmed to a width of 4.5m, (Figure 2. Point 3) which cars pull over to the left approaching Oxford Road to give way. The area designed for cars pull over and give way to the left is the 9m length of carriageway is the area of proposed access and egress. The 9m area for cars to give way will be removed for all users of Hulme Street during access, egress and stacking of cars waiting to enter. Waiting to turn left and access the car park on Hulme Street will violate Traffic Management Act 2004/Annex 4.

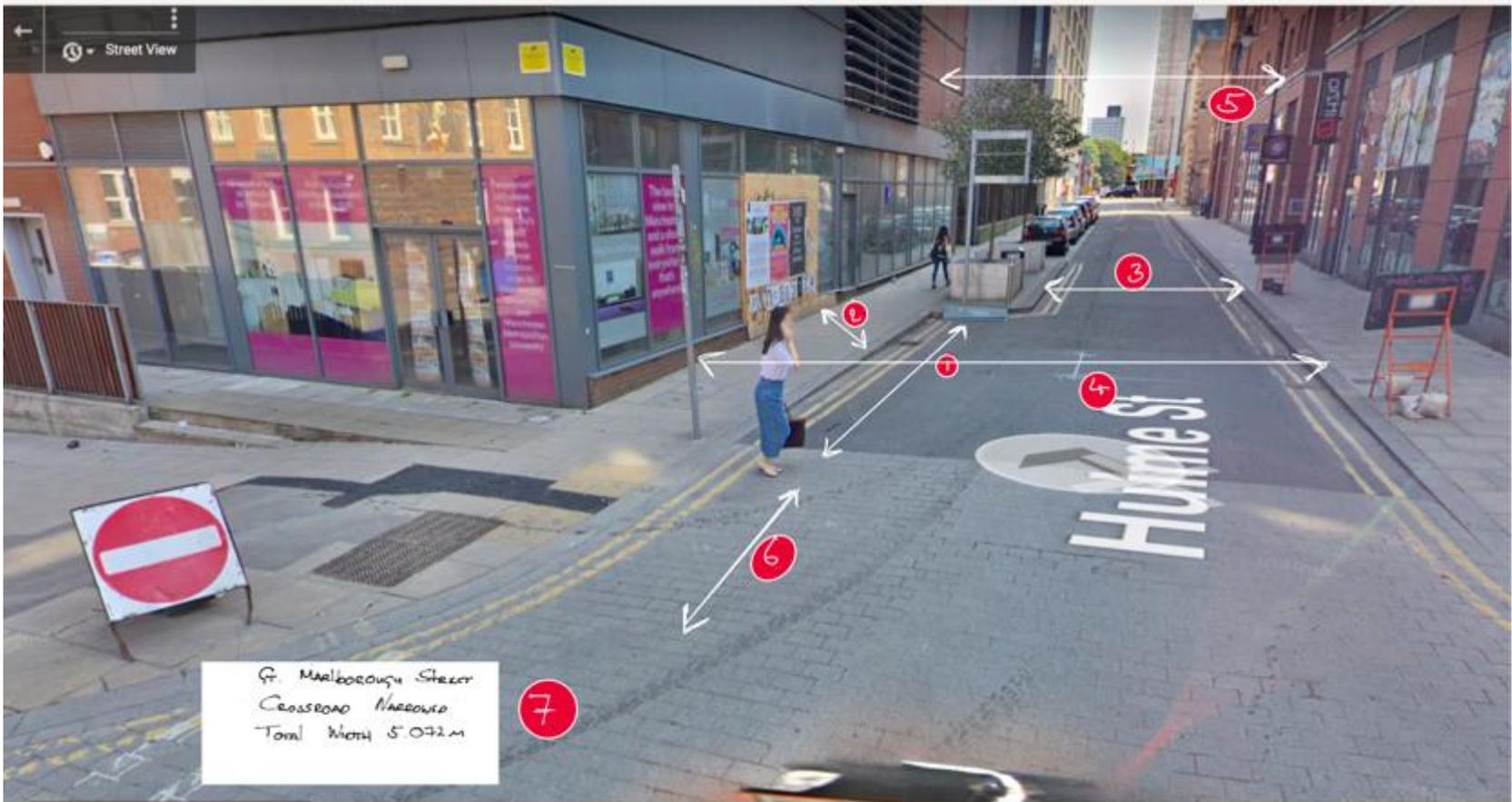


Figure 1 Great Marlborough Street/Hulme Street Junction

### Hulme Street daily observations

Hulme Street is a key artery for access and egress into and out of the city for commuters by motor vehicle and cyclists. Its peak traffic flows from 4pm to 7pm and hourly rates 5pm and 6pm are high. TfGM show heat maps of evening events like mid-week Champions League and the congestion of critical use and traffic volume on Hulme Street 4pm-7pm as residents would be using Phase 1a) access and egress. The 24-hour average submitted by the applicant for Hulme Street and Cambridge Street are high in comparison with major artery Oxford Road. Hulme Street feeding Cambridge Street and access and egress from the City is clearly an important route when considering the use of the application 1a) and disruption of proposed construction over three years. The peak travel hours and congestion will impact residents using the proposed Hulme Street access/egress. Figure 2 shows a typical evening when Mancunian Way has no issues or closures. Traffic pours into and out of the city along Hulme Street every day. Traffic is heavy in both directions. Hulme Street is a regular source of frustrations for drivers due to the traffic calming via informal give ways and often leads to irrational behaviours around the areas of traffic calming and give way (e.g. the proposed adoption of the 9m length of carriageway for the access and egress for phase 1a), junction of Great Marlborough Street and Hulme Street/Cambridge Street junction. As per Figure 2

drivers are regularly frustrated at informal give way points, pull over at odd angles, block the carriageway and other drivers then need to mount pavement as the photograph illustrates. The hot spots for traffic stacking and frustration are the informal areas to give way and stay left for example the proposed access and egress 9m length of carriageway as per Figure 1. Point 1.



Figure 2 Hulme Street 17:30 31st October 2018 approaching Gt. Marlborough Street crossroads and progress access/egress on Hulme Street

Application 1a) exposes residents using their car park to accidents, crime, risk of abuse/violence and damage to their vehicles from overtaking and approaching vehicles. Residents are now being asked to wait, and at peak hours stack their vehicles with other residents on or less than 10 m from marked crossroad as they collectively access and egress. It is not feasible for residents to leave a clear access path for other vehicles as they wait/ que to contact &/or use the proposed entry system. The access and egress on Hulme Street with the pressures of traffic and driver frustration will expose residents to crime as they attempt to access and egress.

Recorded crime within 500m of the site in last 12 months contained in application crime impact statement of relevance to and exposing residents to are Less serious wounding x 1570, Theft x 588, robbery x 205, serious wounding x 205, theft from motor vehicle x 363, theft of motor vehicle x 31, bicycle theft x 186, criminal damage x 157

The crime impact statement with contribution from GMP comments on the typical modus operandi used in committing the crimes above and vulnerabilities and types of access that facilitate and thus increase crime. Application 1a will accelerate and expose residents to all of these vulnerabilities. It must be taken in the context the current applicant has not proved capable of securing the current car park. Crime reference numbers, the involvement of GMP in recent weeks / months and a court order funded by residents to remove trespassers not the applicant nor their holding company GMS Parking. The current record of the applicant and the context of the temporary access solution has and will increase crime and is material in consideration.

### National Policy and Legal considerations

The planning considerations and design of Phase 1a) are held to identical standards for a permeant car park solution. Residents can expect standards of safety, security and no change or impact on their residential amenity. The applicant cannot commit to timescales for operational use of phase 1a) and cannot predict constraints, errors and delays during the demolition and construction phase. National Planning Policy applies for phase 1a) as do local planning policies.

The application and descriptions of access / egress for phase 1 are not safe or suitable access due in part;

- 1) the narrowing of Hulme Street directly opposite both access and egress
  - 2) proximity of marked crossroad of Great Marlborough Street/Hulme Street/Lower Ormond Street
  - 3) forcing car park owners to violate Traffic Management Act 2004
  - 4) cannot satisfy NPF 108 b)
  - 5) NPF 109 and 110 material considerations on highway grounds due to an unacceptable impact on highway safety, residential amenity and the residual cumulative impact on the road network in Macintosh Village would be severe due to partial/ no access on New Wakefield Street (UNITE Tower) plus context of traffic narrowing on Hulme Street and proximity of marked crossroad. Within this context and NPF 109 and 110 the application should be refused
- a) the inability fully to fully observe and be able to give priority to pedestrian and cycle movements during access / egress due to the angle of splays and also angles of narrowing on Hulme Street. The applicant has attempted to deal with the obstruction of

the tree planters height and width. The applicant has not considered the trees in full foliage.

b) Application 1a) will create access / egress that reduces safety, security of the current solution and expose users to an unacceptable exposure to unsafe manoeuvres in the carriageway on access and egress. The proposed solution will increase the scope for conflicts between pedestrians, cyclists and vehicles. Waste management collections that take place in parallel to the proposed access / egress on Hulme Street during peak hours of access and egress. Does not allow for access for emergency vehicles during waiting, stacking and unusual manoeuvres in the narrowed carriageway on access and egress.

The proposed access for phase 1a) places residents in violation of the Traffic Management Act 2004 / Annex 4/The Road user and the law / code 243 – do not stop or park:

1. anywhere you would prevent access for Emergency Services
2. opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space
4. where the kerb has been lowered to help wheelchair users and powered mobility vehicles
5. Where you would obstruct cyclists' use of cycle facilities except when forced to do so by stationary traffic

The proposed egress for phase 1a) turning left toward Oxford Road due to narrowing of Hulme Street at the point of egress designed at an angle to carriageway places residents in violation the Traffic Management Act 2004 / Annex 4/The Road user and the law / rule 183.

1. When turning keep as close to the left as is safe and practicable

## Core Strategy EN2 Deliverability of the Application / Ground Conditions and EIS Risk Register

The original freeholder was the developer of Macintosh Village. Through this process it has become clear that GMS Parking/GMS Parking Holding Co. whose owner of significant interest on Companies House shows as Sir Charles Dunstone who has acquired the freehold, the leasehold, leasehold apartments and also for various land parcels. Land purchases including Macintosh Village Car Park, the former Student Castle now Liberty Heights and also 14 of the 16 apartments in New Wakefield House alongside the building freehold and that of for Font Bar and Blackdog Ballroom. A remaining rectangular parcel of land, registered remains on the application site. One of the apartments purchased during this recent proactive effort from GMS land registry plan GM843250 apartment 14 was purchased for £850,000. The business operating from the building the applicant's subcontractor Tier Consulting is attracting minimal rent and business rates to justify the multiple. Land Registry GM835223 shows purchase of the freehold without headlease granted for £1,640,800 at 82 x annual rent of £20,000. The market rate or multiple for similar freehold without headlease would be 15x. Companies House also shows Mr. Dunstone owner of significant interest in the recently sold the Student Castle 37-storey tower next door and 4 other buildings to CPPIB Liberty Living a wholly-owned subsidiary of Canada Pension Plan Investment Board (CPPIB) for \$427m. Student Castle granted sui generis use type has only generated £200,000 of funds for Manchester via S106 and has paid no business rates due to PBSA wrapper. Residents and the city are concerned with inflation of land values in relation to building tall buildings EN2 but also in general and this connects the issue to policy H2 and is material to this planning application and contrary to MCC Core Strategy and the impact of inflating land values in Manchester. By flipping PBSA projects so quickly, it is clear the market returns and operating model exceed those of 'the market'. However, residents are concerned that the applicant appears bullish on the land parcels around the application site and this is of great concern. The application infers reference to another tower after this application and we can only assume this will be the current site of Wakefield House. The applicant has paid and received pre-application advice from Manchester City Council across both Student Castle > Liberty Heights and current application dating back to 2009. We have no doubt the advice from planning officers will to have made clear the residential nature of Macintosh Village and the existing Macintosh masterplan. The applicant is attempting to reverse the "Macintosh Masterplan" and create a densification of student accommodation within a residential neighbourhood. We do not believe the applicant has done anything wrong and it's their right to invest as they see fit. However, that average property prices for apartments in the area are £180,000 versus the monies paid for the apartments in Wakefield House,

in some state of disrepair for example apartment 14 recently purchased for £850,000. Ground rent without the head lease ££££The drag on profits for the total project will constrain viability and s106 contributions. The applicant describes their site as a "windfall site". In flipping the current land value and use as a private residential car park converted with full planning for a 55-storey PBSA scheme will massively increase the land value and provide financial leverage options to the owner. Full planning permission would inflate the land value this does however prove the viability or the deliverability of the scheme proposed. Land Register shows unregistered land in parcels around the application site. This matter remains unresolved. The applicant has submitted inconclusive evidence by way of ground conditions to prove the deliverability of the scheme contrary to EN2. This is contrary to Manchester Core Strategy which has policy to prevent schemes which can have adverse impacts on land value through policy and intervention. The policy is strongest with applications challenged on deliverability. The distortion of land values in the city and its surrounding areas such as the apartments in Wakefield House will affect all schemes. Specifically, *EN2 12.15* It is crucial that the deliverability of a proposed tall building be proven. Unimplemented planning permissions for tall buildings can have a significant impact on land value and can distort the market in an unacceptable manner. This can hinder the development of the site for other uses and can have an adverse impact on the deliverability of other sites. This can have a significantly negative impact on the regeneration of an area.

Ground conditions the applicant has explained present a series of environmental risks, flood risks but not explained risks to the current and remaining structure of the car park, either through the demolition phase or the construction plan of works/project plan. The environmental risks to air quality and human receptors are in the form of high levels of asbestos, mercury and the unavoidable impact on air quality from demolishing the car park from concrete dust inside a residential neighbourhood and less than 50m from a children's nursery, gardens, outdoors spaces and public realm. Flood risks in the context of car park owners will now increase as they will have 50% of the parking spaces lower and below ground level thus exposure to flood risk increasing. The applicant further explains due to surface water run-off from the tower they will likely exceed 1/30-year levels, likely flood Hulme Street from surface water run-off and their mitigation is to expose the car park to this surface water run-off, thus increasing the risk to residents who own a car park space and leading to residential disamenity.

Due to incomplete design and access statements risks to the application site and immediate surrounding are containing underground well 90 feet below Hulme Street as tributary to primary and secondary aquifer has not been included nor mitigated. The well entry can be seen covered by a grate on the corner of Hulme Street and Lower Chatham Street. The current and regular subsidence, evidenced with the cobbles / tarmac sunken in the middle of Hulme Street at the junction of Lower Chatham Street, currently and periodically. Those residents here long enough and owners of commercial properties know well the issues with flooding and also how the well, which has been

capped 10 feet above its 90 feet base, connects a principal aquifer. Ground conditions report 983755 has a number of unproven observations and risks with the made ground. Foundations, floor slabs and pile techniques thus economics affecting viability and deliverability are unproven. Critical path to proving deliverability is the hydraulic connectivity with the deeper aquifer. However, as the current residential car park is in the way this precludes further deep boreholes. Pumping tests are required to determine the nature of the aquifer before any basement pile design or groundwater control techniques are finalised. Proven deliverability is only achieved with the demolition of the car park. This is material to EN2 and it's an important risk to residents and the current viable car park and commercial units versus a gamble with known issues underneath Hulme Street connecting to the aquifer's principle and secondary. Further uncertainties following the flooding of the car park during ground investigation work are listed in the report directly below the list of confirmed / suspected contamination. Of note in contamination report the author due to incomplete design and access statements from the agent suggests the samples are held against a lower tolerance on the GAC index applying this in context of the suggestion the area is only student and commercial and long-term residents and children more exposed over time are not considered. This is not reflected of the families living in the residential neighbourhood or the 130 children less than 50m from the application site.

# Environmental Impact Assessments

## Wind Statement

The wind statement from Wintech is informed by inaccuracies in Design and Access Statement. The wind statement is not in relation to the application site, surround area and committed developments or city proposal map.

Wind statement has ignored balconies, gardens, semi private spaces and public spaces within 100m of the application site within Macintosh Village. These are legitimate amenity spaces for residents. Macintosh Village has a successful children's nursery with outdoor spaces and play areas. Residents have a legitimate request and requirement to assess and then comment how use cases like siting, standing and other relevant uses cases which will impact their amenity. This is a material consideration and also in context with the lack of consultation.

Report has ignored due to design and access statement vulnerable pedestrians' children, elderly and also cyclists. Macintosh Village is a residential community and also has a 130 place children's nursery. The design and access statement direct assessments incorrectly in terms of a largely transient student population.

There is no base map with the wind statement submission or legible street and building names or numbered markers with use cases impacted. This is a material consideration and also in context with the lack of consultation.

Environmental Impact Assessments are not in relation to the application site as a result.

The applicant has ruled massing modifications as they impact the viability of their development. The planning officer and public are asked to trade residential disamenity versus viability/profit of the application.

The objective of a wind statement is to assess the magnitude of effect on the surrounding residential neighbourhood. Whilst the statement has analysis of over 70 points of impact yet applying the criteria and interpreting those 70 points is a few inconclusive paragraphs of maps at a high level with no base map or locations mapped. Casual observers and the public cannot assess the impact of this tall building on their residential neighbourhood. The wind statement contains an

absence of analysis, point by point alongside the data presented. This is a material consideration and also in context with the lack of consultation.

Experienced and impartial wind experts are now cognisant of unintended consequences which often come too late for residents and the public forced to live around the tall building. Front of mind is the tragic death outside Bridgewater Place and Leeds, the impact on pedestrians and indeed even people driving their cars. Front of mind is the impacts of the Walkie Talkie building in London.

We request that two independent wind surveys are provided as per best practice and due to the building being proposed is over 20 storeys in height. We request as per best practice qualified wind engineers are used with over 5 years of wind tunnel experience. The author has less than five years' experience in wind tunnel analysis.

The effects felt today on Great Marlborough Street were not predicted or mitigated for prior development Student Castle>Liberty Heights. Partial analysis similar to the application wind statement were submitted and not challenged or explained fully in planning grant. We cannot afford as a community to leave this application simply to trust the applicant has assessed the impact on our residential amenity.

Our residential amenity, safe walking and standing on Great Marlborough Street impact post Liberty Heights, previously Student Castle was to be negligible. It is irrefutable that Great Marlborough Street and our residential amenity has been impacted post Liberty Heights. Planning officers can be under no doubt as you walk through the railway arch on Great Marlborough Street and enter the corner of New Wakefield Street or stand on the corner of River Street/Great Marlborough Street the existence of a wind tunnel and the impacts on the 37-storey building are felt throughout Macintosh Village. The wind statement as evidence to support the application is insufficient. It has failed to include and consider current residential amenity enjoyed in context of our neighbourhood. Given the massing of 55-storeys, its irregular shape, broad frontages and canyons created are to have minimal effect and no wind mitigation measures as proposed is not acceptable.

Analysis which informed creation of wind tunnel ignored the committed environment in favour of the existing surrounds. Absent from environment and surroundings in the wind tunnel model pictured is the UNITE Tower and also Circle Square figure 3.34 in the wind statement suggests they retrospectively "plugged in" Circle Square and UNITE. No methodology or method statement of how the data was plugged into the and informed the built wind tunnel. As such the cumulative assessment of the built environment is less robust than the wind tunnel and should be re-run. That comment, observation or impact from a cluster of tall buildings or

clustering not assessed is of concern. It is globally atypical to build a cluster of tall buildings in close proximity from different architects and construction teams.

Wind tunnels are the most effective tool for a developer for reconfiguration and cost reduction. Nevertheless, there are certain aspects of wind tunnel testing which require careful attention in order to ensure that the results are fully representative of the impacts on a residential neighbourhood and major artery like Oxford Road. The impacts at street level and inside Macintosh Village which will impact our residential amenity will be permanent and cannot be reversed. The wind tunnel test involves the use of discrete sensors to measure local wind speeds. The placement of these sensors should be done with care, to capture the windiest parts of the site, as well the most frequently used (e.g. entrances, main walking routes and amenities being claimed such as seating and creation of public realm). Around building corners and canyons like those created in-between Liberty Heights and in-between The Quadrangle it is advised to place a minimum of two to three sensors to adequately capture the accelerated flow effects for all wind directions, up and down streets for example Hulme Street, Great Marlborough Street, New Wakefield Street and Oxford Road.

The data from the wind tunnel provides an understanding of local building-induced effects, but to obtain Lawson comfort ratings the wind tunnel data needs to be combined with weather statistics. We need to see local Manchester weather statistics and this is a material consideration if the wind statement and thus Environmental Impact Assessments are not in relation to the application site. This is not a trivial task, as 10 or more years of data from reliable sources as opposed to the default Manchester Airport. Manchester Airport is open countryside its tallest building is the observation tower at 8 storeys. This data needs to be carefully filtered, and statistically analysed to provide the necessary information (typically probability functions, using Weibull coefficients) for a robust analysis.

Amalgamated sample-year data from sources such as CIBSE – which are not calibrated for wind effects – should not be used. We are aware Manchester Airport data has been used by default and this has not been challenged before, however, this is the first time a cluster of tall buildings, one of which is internal to a residential neighbourhood. Residents need to see the impacts and disamenity to our outside spaces and public realm. Residents concerned request the applicant is asked to use meteorological data with similar density packing, near water, due to proximity of the river and also the correct boundary types and the irregular topography that will be created in cluster.

Whether a wind tunnel study is used exclusively as in the application or not, the true effects of wind on the Macintosh Village need to be very clearly provided in the wind engineering reports. This includes the details of any wind mitigation, such as size, location, porosity, etc. Assuming that wind mitigations form part of the design

is not a good excuse to avoid describing these details. Massing modifications have not been informed by wind engineering points, ruled out due to impact on viability is also not an excuse. There are other test details, such as blockage, boundary-layer development and instrumentation. Most established wind tunnel facilities will ensure that the test procedures meet or exceed those described in BS6399, Eurocode, ASCE and other codified sources. In the present study, the correction factors for ground roughness for each wind direction were computed using the single ESDU 84011 code. The author argues not meeting or exceeding standards using only ESDU 84011 provides a “simplified method of assessment”.

There is no base map with the wind statement submission or legible street and building names or numbered markers with use cases impacted. This is a material consideration and also in context with the lack of consultation. This raises serious concerns regarding the mapping and context provided to the wind engineer. Were the maps and context obscured before or after study?

Oxford Road Station platform appears as numbered marker. This would appear to suggest no seating or long term standing at these locations during the winter season.

Given the length and various uses of Oxford Road only three numbered markers on Oxford Road. The markers suggest no long term standing at crossroads, pavements and points where people would stand and converse. We have inferred from the location markers this would and should include comment on vulnerable pedestrians (children, elderly and also cyclists given the Oxford Road cycle paths and typical use case)

We require more details on the total time length of unsafe activities and across our impacted residential outdoor amenity spaces.

The applicant has made a feature of the investment in public realm around Hulme Street. Use cases will include according to their submission; standing, interacting, seating this is not just a thoroughfare. The wind statement makes no recognition of that function and how it will be affected. Yet markers appear to suggest not safe for seating or long term standing. This is a material consideration and the presentation of public realm and its disamenity is a material consideration.

The wind statement uses a criterion for assessing impact. There are numerous examples of two step category difference for example point 10 – 2 worse from sitting to normal walking. The statement does not contain the schedules that capture this detail allowing the reader to interpret and make assessment of the differences.

The objective of a wind statement is to assess the magnitude of effect on the surrounding residential neighbourhood. Whilst the statement has analysis of over 70 points of impact yet applying the criteria and interpreting those 70 points is a few inconclusive paragraphs of maps at a high level with no base map or locations mapped. Casual observers and the public cannot assess the impact of this tall building on their residential neighbourhood. The wind statement contains an absence of analysis, point by point alongside the data presented. This is a material consideration and also in context with the lack of consultation.

Massing modifications are the most effective form of mitigation for wind affects, but they require very early stage input from a qualified wind engineer. The applicant has ruled out massing modifications as they impact the viability of their development. There is an unacceptable trade-off between residential disamenity and viability. Those same massing modifications were considered in context of the reduction by greater than 69% of sunlight and daylight impacts on Quadrangle. The applicant states these modifications were also ruled out and traded in favour of profit/viability versus impact on residential amenity.

In the absence of massing modifications, we would expect to see at this stage the range of wind mitigation measures incorporated on the building for example fins versus just street level (canopies, porous screens, trees and hedges) due to the impact on the proposed public realm i.e. wider pavement. The report does not include any wind mitigation measures. Large frontages of the 55-storey tower will accelerate South-Westerly and North-Easterly winds into a residential neighbourhood creating canyons and canyon streets. Winds accelerating down these canyons into Oxford Road North-Easterly and South Westerly winds. Tall buildings at the edge of a cluster, presenting large frontages and exposed to South Westerly and North Easterly winds typically have a range of wind mitigation measures on the building and at street level. This is a material consideration.

The cluster of tall buildings proposed can offer shelter to each other and push the windy areas to the edge of the cluster. Therefore, the tall buildings exposed at the edge of the cluster (the application and also cumulative effects on Liberty Heights) will be most problematic for Macintosh Village residents and impacts on our amenity. Buildings proposed at the on the southwest edge of the cluster (the application) will be particularly exposed to the prevailing south-west winds on one Great Marlborough side of the large frontage and the frontage on Hulme Street exposed to the cold north-easterly winds. Wind mitigation measures at street level and in/around Macintosh Village should be proposed. This is of material consideration and will impact our residential amenity without.

Experienced and impartial wind experts are now cognisant of unintended consequences which often come too late for residents and the public forced to live around the tall building. Front of mind is the tragic death outside Bridgewater Place and Leeds, the impact on pedestrians and indeed even people driving their cars. Front of mind is the impacts of the Walkie Talkie building in London.

Creating this cluster of tall buildings, in effect all on the same block (Unite, The Applicant and Assembly Rooms/ Hotspur Press with an existing community in the middle e.g. Macintosh Village could have severe consequences and unfortunately at this stage, no simulation data is available to prove the safety or even comfort at street level to support the application.

National Planning Policy establishes presumption in favour of sustainable development and seeks to establish a strong sense of place using streetscapes and buildings to as long as they create attractive and comfortable places to live, work and visit. Residents challenge the assumption Macintosh Village will be a comfortable place to live at the street, block and inside our private amenity space. We have material concerns due to the height and massing of this tall building in close proximity to our residential neighbourhood.

We request that two independent wind surveys are provided as per best practice and due to the building being proposed is over 20 storeys in height. We request qualified wind engineers are used with over 5 years of wind tunnel experience. The author has less than five years' experience in wind tunnel analysis. We request the basic minimum requirements for any type of microclimate study should include:

- 1) Use of Lawson Criteria (LDDC Version) to present results and presented as per the LLDC version comfort categories to help interpret impact on our amenity and be able to comment and describe those impacts.
- 2) Consideration of minimum of 16 wind directions and not just the prevailing south-westerly components or grouping of markers to present a single picture. That the markers include our balconies, gardens, public realm and semi-private spaces.
- 3) Combination of long-term Manchester weather statistics (processing at least 10 years of good quality weather data including Winter 2017) with local wind flows obtained from wind tunnel tests or CFD
- 4) Consideration of mean AND gust speeds, and reporting of both winter and summer conditions

- 5) As this is a major development where it is should anticipated there will be major issues at the edge of a cluster, a separate wind tunnel and CFD analysis should be commissioned from two separate consultants. This is to ensure there is a robust assessment as possible. Every part of the public realm, private spaces, gardens and balconies of Macintosh Village should be tested including streets and pavements
- 6) Careful assessment and description of the actual and expected pedestrian and vulnerable pedestrian uses (siting, standing, walking etc.) across all parts of the site and surrounding residential amenities; balconies, gardens, semi-private spaces and public realm. All age types from toddlers (using the nursery) and elderly reflective of the actual residential neighbourhood.
- 7) Clear indication of mitigation requirements (size, location, porosity etc.) with photos of wind tunnel models, sketches of proposed measures with dimensions and location plans.

The first five items relate to technical quality and robustness of the wind statement. Items 6 to 7 allow clear understanding of the impacts by residents and planning officers, and are therefore as critical as the technical aspects.

The current wind statement is not acceptable and does not allow members of the public or residents to understand the long-term impacts on residential amenity. That experts in the wind industry are now cognisant of unintended consequences which often come too late. Front of mind is the tragic death outside Bridgewater Place and Leeds, the impact on pedestrians and indeed even people driving their cars, cycling, walking and stood on corners conversing. Creating this cluster of tall buildings, in effect all on the same block Unite, The Applicant and Assembly Rooms/ Hotspur Press with an existing residential neighbourhood in the middle could have severe consequences and unfortunately at this stage, the report does not prove the safety or even comfort at street level to support the application. The report is silent on use of the many spaces which are key to our current residential amenity.

## Cumulative effects

Within an 80-meter radius inside Macintosh Village we have had intensive construction often in parallel for eight consecutive years to date. Around the block the developments of Circle Square and First Street. Starting with the demolition of Student Castle>Liberty Heights in 2010. Air Quality has been impacted including the asbestos dust cloud in 2017 from nearby 6GMS/MMU. However, the cumulative impacts and in-combination effects on our health, long term exposure to poor/unsafe air quality, noise and disturbance in cumulation these effects causing continued disamenity and exposure to health risks. The application would in combination with committed developments increase the cumulative effects and extend their impacts to 2023. This cumulative impact of noise, disturbance, long term impacts on streetscape and air quality over 12 concurrent years if the application proceeds within 80-meters of residential dwellings is of material consideration.

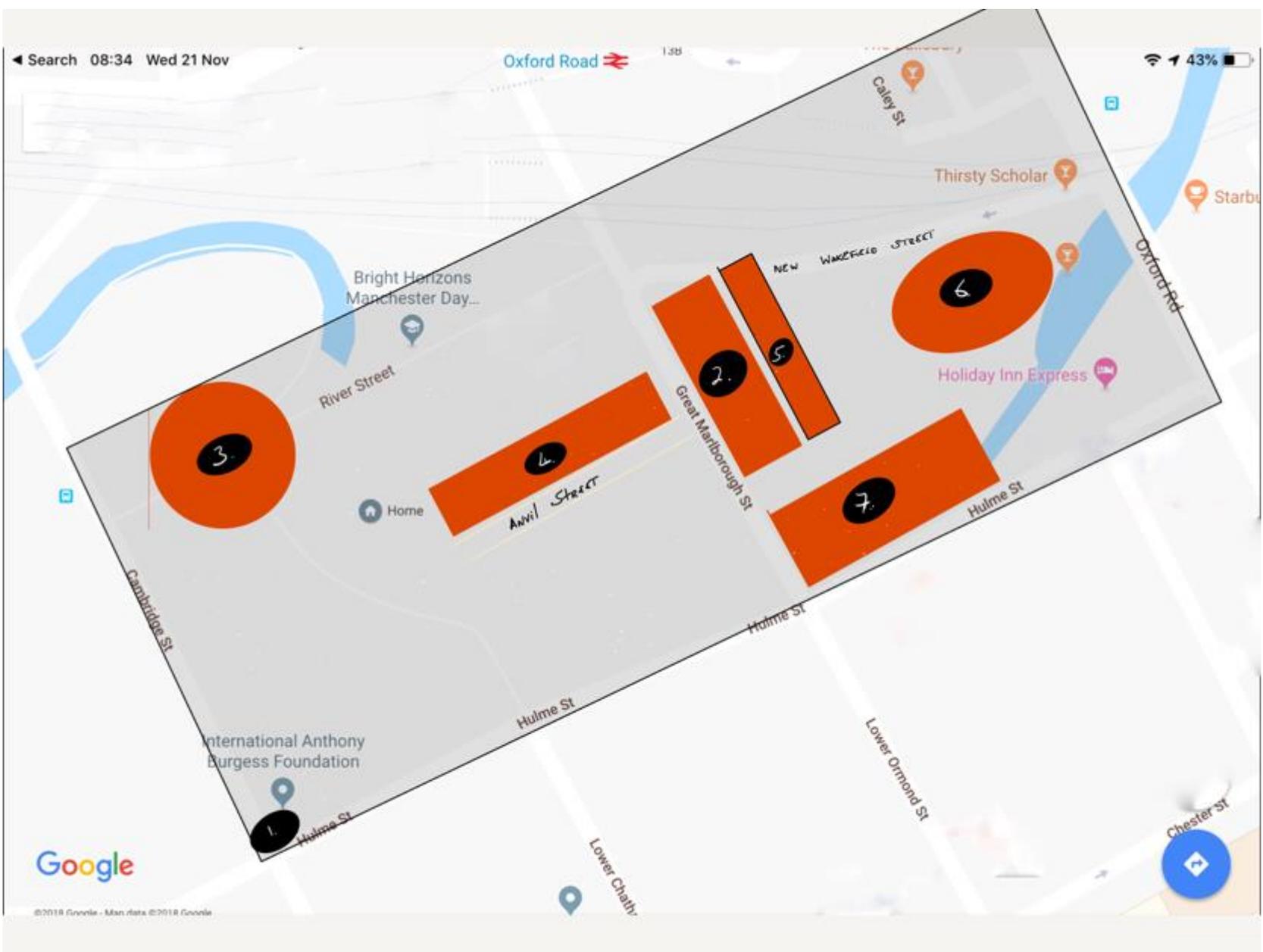


Figure 3 Cumulative and Parallel Construction within Macintosh Village since 2010

Figure 3 shows:

1. Demolition of sites to prepare First Street along Hulme Street and River Street.
2. Student Castle demolition and construction 2010-2014
3. Demolition and construction of One Cambridge Street 2014-2017
4. Demolition and construction Swinton/MMU 2017-2018
5. Student Castle Grenfell Cladding replacement 2017-2018
6. Demolition and construction of UNITE 2017-2020
7. Application – demolition and construction of Holiday Inn 2010-2013
7. Application – demolition and construction 2019-2023

Environmental impacts to 'similar human receptors' e.g. average tenure of 10 years experiencing a construction period of a decade in close proximity has led to disamenity and exposed risks to human health due to intensive and sustained exposure to poor air quality, noise and disturbance. In combination these cumulative effects are of material consideration.

Unlike a single construction project, which has a high bar in context and breach of Human Rights Act due to being temporary in nature and thus not material to planning. **The cumulative effects from intensive construction within short distance can now be considered long term or permanent.**

EU Directive, Regulatory and Planning Policy Framework are the legal context and obligations placed on the applicant.

EIA regulations implement the EU Directive "on the assessment of private projects on the environment" This is more commonly referred to as the EIA Directive for the PA2008 regime. Schedule 3 paragraph 14 of the EIA Regulations, which refers to the selection criteria for screening states that 'the characteristics of the development must be considered having regard, in particular, to .... (b) the cumulation with other development.

In relation to the information for inclusion in an ES, Schedule 4 Part 1 of the EIA Regulations lists '*A description of the likely significant effects of the development on the environment, which should cover the direct effects and any indirect, secondary, cumulative, short, medium and long-term, permanent or temporary, positive and negative effects of the development resulting from: (a) the existence of the development; (b) the use of natural resources; (c) the emission of pollutants, the creation of nuisances and the elimination of waste,*' (paragraph 20) and '*a description of the measures envisaged to prevent, reduce and where possible offset any significant adverse effects on the environment*' (paragraph 21).

The need to consider cumulative effects in planning and decision making is set out in planning policy<sup>4</sup>, in particular the National Policy Statements (NPS)<sup>7</sup>. For example, the Overarching NPS for Energy (EN-1)<sup>8</sup> paragraph 4.2.5 states that “*When considering cumulative effects, the ES should provide information on how the effects of the applicant’s proposal would combine and interact with the effects of other development<sup>9</sup> (including projects for which consent has been sought or granted, as well as those already in existence)*”.

NPS EN-1 paragraph 4.2.6 goes on to state that the Secretary of State should consider how the “*accumulation of, and interrelationship between effects might affect the environment, economy or community as a whole, even though they may be acceptable when considered on an individual basis with mitigation measures in place.*”

The NPSs<sup>7</sup> variously state that applicants should, amongst other matters, consider mitigation for cumulative effects in consultation with other developers; assess cumulative effects on health; give due consideration to other NSIPs within their region; consider positive and negative effects; and consider environmental limits (e.g. the potential for water quality effects to arise due to incremental changes in water quality).

## CEA Process

The scale and nature of assessment will typically dictate a broad spatial and temporal zone of influence (ZOI) for an NSIP, resulting in an often-complex CEA process. There may be considerable variation in the approach to the identification and assessment of ‘other development’ as part of the CEA process.

The Planning Inspectorate sets out a four-stage approach to CEA that residents of Macintosh Village request is now performed. This may be requested also by the Manchester City planning authority on our behalf.

## Loss of daylight, sunlight and VRC levels

Covered in body of document

## Overlooking and Loss of Privacy

Covered in body of document

## Student Accommodation

Manchester City Council Neighbourhoods Scrutiny Committee reports on the need to address the impact felt by the growth of the purpose-built student accommodation housing market. The Council's strategy has been to limit the impact expansion of the student market has into areas of family housing, residential neighbourhoods and specifically neighbourhoods that the council has intervened with master planning such as the "Macintosh Masterplan". A Student Strategy was developed in 2009 together with an implementation plan that identified the actions that are necessary in addressing the issues associated with a large student population in high concentration within short distance of an existing residential area.

Manchester City Council Neighbourhoods Scrutiny Committee has reported the student housing market has been undergoing significant changes over recent years. The committee has focused on wards affected including the city centre and highlighted the impact/lessons learnt in Ardwick, Withy Grove and Fallowfield. It had been identified that over 50% of percent of private accommodation had been occupied by students of the new build properties in Grove Village that were built for sale.

## The Fallowfield Fallacy

The applicant constructions an argument that is invalid as their product niche does not meet need in affordability or space the students using HMO's in areas like Fallowfield would require. Well aware the City councils wish to solve the impact on residential neighbourhoods like Fallowfield. The application is a conflation of need and relief on residential neighbourhoods. Macintosh Village residents know all too well the impact as we absorbed post Student Castle/Liberty Heights arrival in 2014. Crime increased as did noise and anti-social behavior. As the impact is felt and known to create disamenity when in high concentration the suggestion Macintosh Village is to be traded as one residential neighbourhood over another is of material consideration. That Macintosh Village a residential neighbourhood was created as a result of strategic intervention via Macintosh Masterplan is silent from their application. The application is contrary to policy H12 as it conflicts with Manchester City Council's regeneration priority to create a sustainable residential community in Macintosh Village.

Sophie Gittins is in her third year of her degree course at Manchester Metropolitan University. She is studying for her Bachelor in Science, Geography. Sophie works in a local coffee shop to fund her rent and cost of living. She lives in Fallowfield and her rent with bills is £350 per month. She enjoys the shared living space, surrounded by enough space to retreat when she wants to with the ability to share living space, kitchen and garden. Sophie explains that she would not want to live alone in a total living space of

17 sqm. However, if Sophie wanted to use the product on offer from the application she could, like the majority of students afford only one week out of four. She describes the idea this will encourage students to leave and move into the product offered as a fallacy. We have found many other students offering the same view. Need presented by the application is defeated with facts of the Fallowfield fallacy due to the product offered at 69% more expensive than university owned accommodation and out of reach for Sophie and the majority of the student population.



Figure 4 Sophie Gittins Studying at MMU

The lettings market refers to apartments that due to size and amenity are capable of being occupied by two tenants as the 'Duel Rental market'. We present evidence from one of Manchester's leading Estate Agencies Case McNair/Savills (Appendix 1). The value equation of the product offered will not meet the need of the 'Duel Rental Market'. Evidence that loss of residential amenity is felt by neighbourhoods may lead the stable community of Macintosh Village and their contribution to council tax revenues to consider leaving. And the facts suggest vacated large apartments and family accommodation which meet the need of the 'duel rental market' will ironically out-compete the PBSA schemes on their doorstep.

If the residential mix tips above acceptable levels of high concentration like it has in Withy Grove remaining long term residents vacate neighbourhoods as a result of high concentrations of students and known impacts on residential amenity. As this happens the council has neither national or local means of intervention nor enforcement and residential neighbourhoods convert to into a densification of student accommodation. PBSA's schemes risk underoccupancy within a short distance of vacant 'duel rental' apartments. PBSA within short distance are exposed to market forces; value for money, size of apartments (e.g. 40sq. m shared versus 17sq.m, quality and ultimately price per tenant. As per MMU's comments on the price/size and lack of value for money offered by the applicant the vacated 'duel rental' market in Macintosh Village would encourage students to move into the residential apartments as they are vacated by residents who no longer wish to live in a densification of student accommodation. The paradox of one policy with a well-meaning action has the opposite reaction in relatively stable

neighbourhoods. The council has already prepared the policy, argument and evidence in its core strategy and neighbourhood committee reports for just this eventuality. Tribal Consulting was engaged to carry out a study for the council and core strategy which looked at the provision of student accommodation sui generis use type, including identifying areas of the City which experienced different types of impacts due to varying concentrations of students living there. The impacts such as the increase in crime, noise and anti-social behaviour were not as a result of the sub-sets within sui generis use type i.e. PBSA or HMO they were as a result of “varying concentrations of students living there” in high concentration and within a short distance of residential neighbourhoods.

A balanced neighbourhood has many societal benefits but also having financial benefits. These financial benefits are not abstract or intangible from Macintosh Village. Financial benefits to the City from residential neighbourhoods show up via council tax receipts and the taxation generated by residents through P.A.Y.E., self-employment and job creation directly from residents. Established neighbourhoods with a balance of residential accommodation occupied by residents paying council tax the city receives the financial contributions for it to sustain. If the ‘dual rental’ market properties are now occupied by students after residents are forced out alongside PBSA schemes occupied by students, the City enters deficit and the neighbourhood is no longer sustainable. The relief from business rates for private companies/ sui generis use type like the applicant and council tax exemption from tenants puts strain on services like our local NHS doctor/dentist within walking distance and other services the residents are contributing towards via their council tax contributions and service charges.

Tall buildings in the form of PBSA placed within an established neighbourhood lose any sustainability argument if they impact on an established neighbourhood and risk moving a problem of high concentration from other areas into an established neighbourhood with predictable outcomes known to Manchester City Council. The council aimed for the Tribal Consulting report and other evidence to establish a definition of “high concentration” and also “short distance” in relation to new applications for student accommodation.

The Student Strategy found that the problems appear to be more noticeable (and raise more concerns) to residents where they occur in previously relatively stable neighbourhoods, and identifies these areas as those with between 20-40% student households. The strategy examines whether a ‘tipping point’ can be identified for the point where the proportion of student accommodation becomes damaging to a street or neighbourhood and concludes that once a 20% threshold is reached problems become harder to manage, but considers that a tipping point would be difficult to set universally across Manchester due to varying capacities of neighbourhoods to accommodate this type of housing, based on house type and demography. During the preparation of the Core Strategy, and particularly through consultation with local stakeholders, the Council concluded that a 10% threshold would be more appropriate. **The Council defines**

**“High Concentration” of students as 10% or 20% and “Short distance” for example 100m of the application site. We have mapped the 100m “short distance” from application site against a list of all buildings, their residents and number of units.**

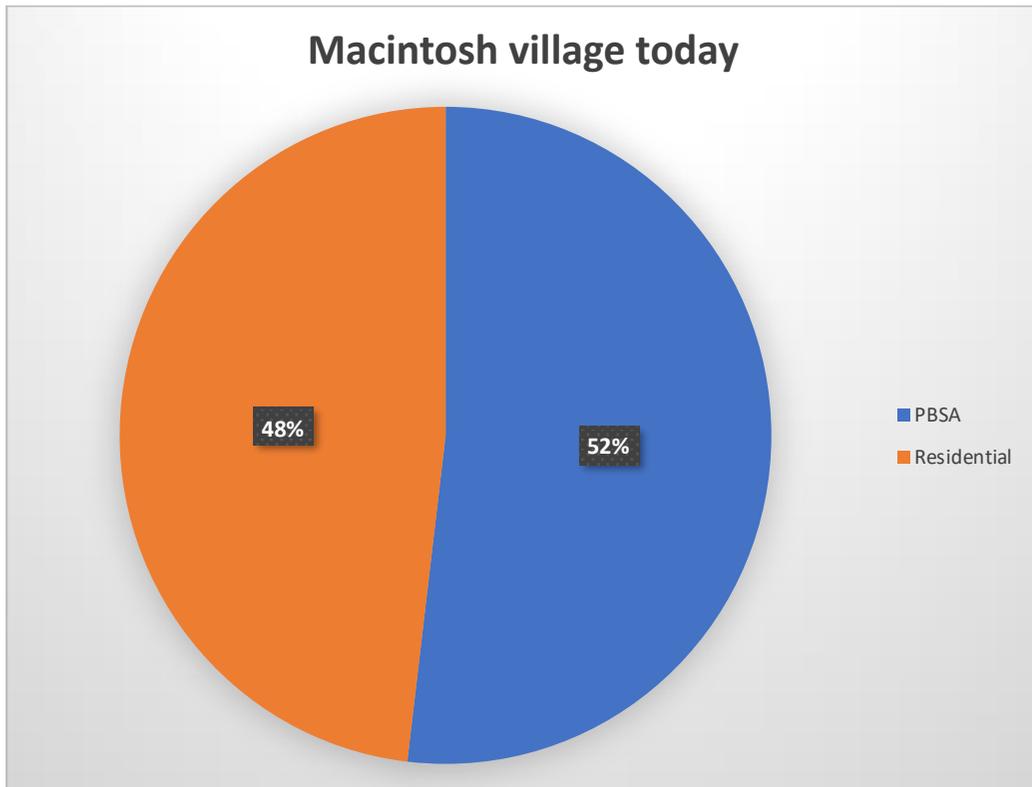


Figure 5 Macintosh Village Residential Mix 2018

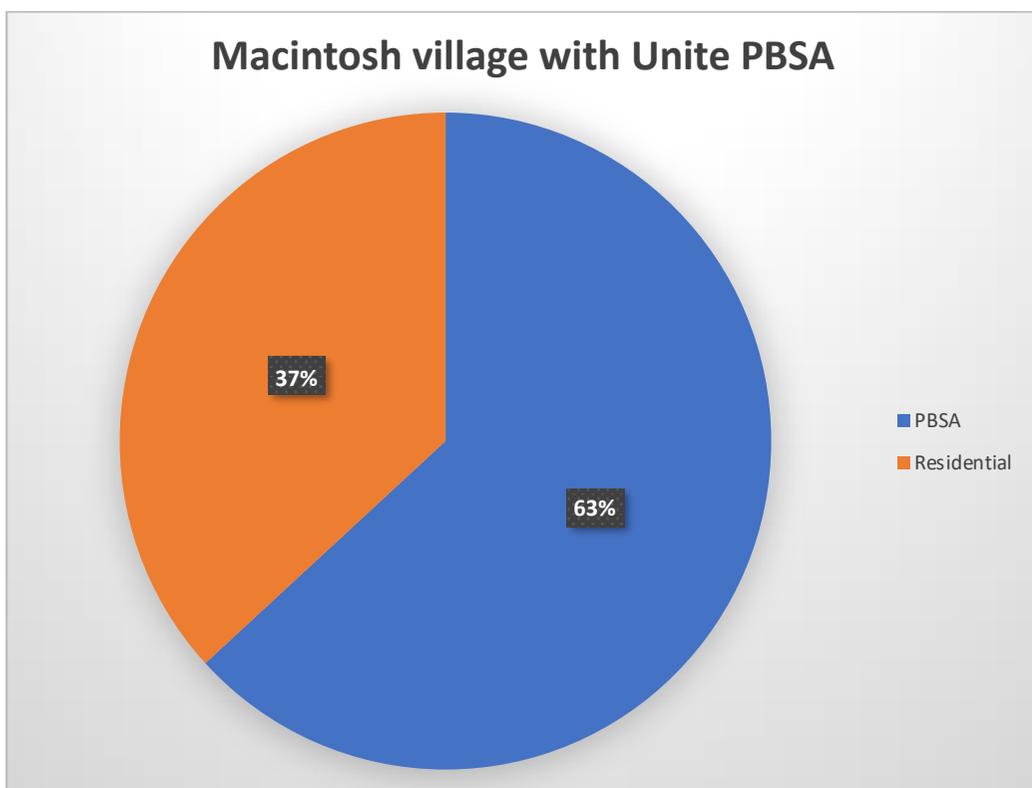


Figure 6 Macintosh Village Residential Mix 2018 plus UNITE

### Macintosh village with Unite & Proposed PBSA

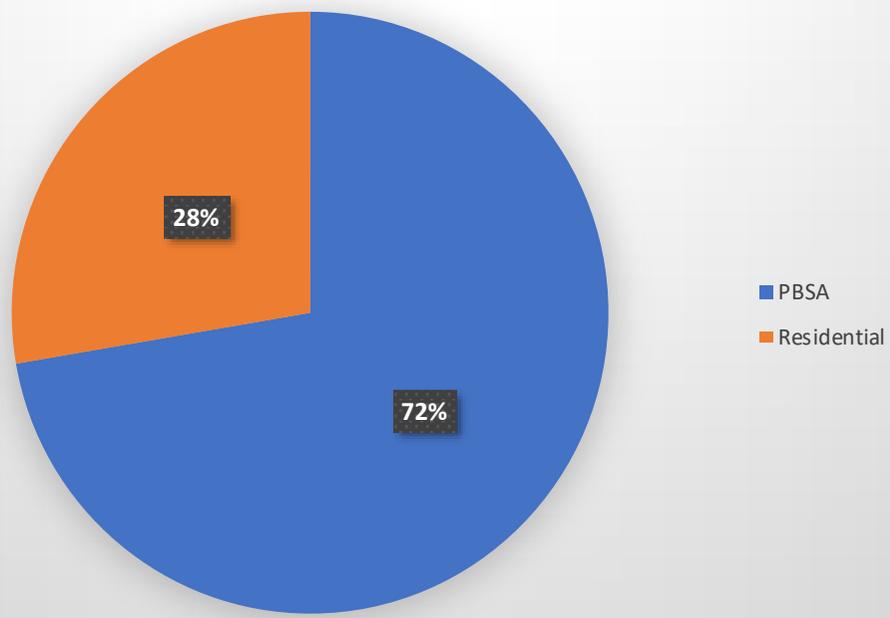


Figure 7 Macintosh Village Residential Mix + UNITE + Proposed

**Policy H12 Purpose Built Student Accommodation Criteria**

## H12 Criteria

## Material Considerations

### 1. Proximity and Public Transport

Since Liberty Heights was developed MMU has transferred their campus in Aytoun Street now residential. They have sprawled to Hulme and across locations as far as Crewe. MU campus's also sprawl from the location site down the corridor and away from the application site. Given the number of UBER and other taxis that collect the students on the way to lectures from Liberty Heights sustainability and actual use of public transport in evidence is challenged. Fear of crime and/or disposable income available to the target market of Student Castles' products use the motor vehicle/taxi to access this increasing radius of locations. This high concentration of students (520) Liberty Heights, (607) in UNITE towers and the applicants proposed (850) a total of 1977 students are intended to use the same bus stop outside The Principal hotel. This is not sustainable nor safe for a massing of students to use public transport, its impact on others if they did so, nor is this the actual reality of the current use case at Liberty Heights and similar products. We submit 3 days' time lapse (30seconds over 12 hours each) as evidence and multiple images from our street level CCTV which faces Great Marlborough Street/Liberty Heights. The current obstruction of parking bays and also the carriageway as a result of this contextual update to student lifestyle is not possible in front of the application site on narrow Hulme Street. The drag on sustainability assumptions are held against evidence we present of the reality and disposable income of the target market niche to chose the motor vehicle/UBER.

2. The regional centre including the Oxford Road corridor is a strategic area for low and zero carbon decentralised energy infrastructure and new buildings take place within the context of energy proposals EN5 and now in justification or compliance with the Residential Guide.

The applicant's energy statement has been submitted in compliance with EN6 and not EN5 as per H12. Applicants for PBSA in strategic areas have a major role to play in achieving an increase in the level of decentralised, low and zero carbon energy supplies. The application has no solar photovoltaics. The application has no wind generation. The application does not have a combined heat and power system for all the student accommodation nor SME units. The applicant is not creating or using district heating. The applicant is not using a solar thermal hot water system. The adjacent Green Building is held by comparison. The applicant is not using any ground source heat pumps. The applicant will need additional use of the electricity grid for aspects of the application that are challenged including the hydro brakes due to surface water run-off and flood risk.

The applicant has explained they have deviated from the standard methodology (see Part L analysis) as they believe residential methodology overestimates student accommodation hot water provision. Given the complaints at Liberty Heights reported from students and the periodic absence of hot water, this deviation in context of the location not advisable. This will further inform the % use / only partial use of CHP.

As 50% of the proposed accommodation faces North by 45 degrees (against residential design & in case of retrofit) and also faces 37-storeys of Liberty Heights gable end to the front of the North facing accommodation it is anticipated the internal corridors will suffer from lack of natural daylight (against residential design & in case of retrofit). Due to the design and brick gable end of the application this further challenges natural daylight into corridors. The accommodation units will also suffer from lack of natural daylight. The reliance is on electrical lighting at most /all times of the day in corridors. This has material consideration also in context of EN4 low energy demands. The stage 2 BREEAM report should now be made available.

That the sustainability of the application in context of location, the role expected of decentralised, low and zero carbon energy supplies scores substantially below core policy and national standards for new build is of material consideration.

3. High Density Developments should be cited in locations that are comparable with existing developments and initiatives. Proposals should not lead to an increase in on-street parking in the surrounding area.

The application is cited within the tight urban grain of Macintosh Village. The impact and residential disamenity created from the height and form of the building will impact streets, buildings and residents. Macintosh Village was the result of an initiative in the form of strategic intervention "Macintosh Masterplan" to create a residential neighbourhood. The application would lead to high concentration of students 72% within a short distance i.e.100m of the application site. No parking is provided for 850 units and will inevitably lead to an increase in the use of on-street parking of which there are 4 bays outside the application site. Evidence of on-street parking bays used by UBER and other taxis and delivery drivers at Liberty Heights are submitted in evidence. International students at the core of the applicants marketing mix often own and hire their own cars due to disposal income. We submit 57 parking tickets as evidence from students parking outside One Cambridge Street since January 1st 2018 from information request of parking enforcement. On-street parking is vital to Macintosh Village residents in the absence of underground parking, the central reason the Macintosh Village Car Park was granted planning in the first place for exclusive use of. The application would place an unfair burden onto the existing on-street parking bays used by residents today. The applicant has indicated in design statements that presence of car parks in First Street. Their map is out of date, the street level car parking they refer to is now the site of construction. The waste management strategy presented will require the removal of at least 50% of the on-street parking bays in front of the application site to gain access for refuse collection. The fall-back waste location will hinder access to application 1b and application 2 for access to resident's car park and lead to bins presented onto Great Marlborough Street already at capacity for refuse collection.

4. Positive regeneration impact in their own right will be given preference over other schemes.

Contribute in line with relevant Strategic Regeneration Frameworks, and other masterplans.

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

Macintosh Village has over 15 years undergone regeneration to establish a residential neighbourhood. The Macintosh Village Car Park is a key part of neighbourhood amenity and residential amenity. The 3 commercial units and car park were part of the regeneration scheme and planning condition. That the application on purchase of these assets has chosen to ignore and detract from the existing regeneration program is not a lever to create their own regeneration scheme nor derive benefits from their own intervention. Impact assessments on the neighbourhood, streets/blocks, buildings and people major negative impact in terms of micro climate created, overshadowing, loss of privacy, loss of daylight and the presentation to the neighbourhood of a 55-storey imitation brick clad gable end. It should be noted the expected versus actual micro climate and winds on Great Marlborough Street from Liberty Heights and loss of daylight are far higher than the wind statement and daylight report submitted for the application. It is irrefutable that tipping the residential mix to 72% students will increase pressure on the existing Macintosh Village neighbourhood. Commercial, retail offerings will all be tuned to the student offer versus the needs of a mix of residents. The anti-social behaviour and crime increased by one third since the arrival of Liberty Heights (former Student Castle). The pressure on neighbourhood services via this increase will be to the detriment of residents.

5a. Applications should be designed to be safe and secure. Avoid causing an increase in crime in the surrounding area. Improve surveillance (at the street level).

The application is challenged due to the form of the building and requirement to attach to the car park. The attempt to produce public realm in the form of a wider pavement cuts across the advice within the CIS and Secure by Design. It was recommended within the CIS that the recessed space by the front entrance to the building is brought forward to be flush with the building line (see 3.3.18). It was also recommended in the CIS that a 24/7 concierge be employed, alongside CCTV and lighting, which should act as a deterrent. That the concierge is recessed within the building as per Liberty Heights the street level scene does not receive surveillance and does not contribute to neighbourhood security. We include footage from CCTV of large-scale disorder outside Liberty Heights in the last 12 months. Two students were stabbed directly in the line of sight of their concierge. That residents of Macintosh Village and River Street apartments called the police not the concierge. That CCTV from Macintosh Village was used for prosecution not Liberty Heights shows the theory and reality in practice. Recessed concierge desks do not contribute and worse within a recessed building front make no contribution to surveillance. Creating a well-lit pathway from Oxford Road, attractive to criminals will illuminate and attract their pathway into Macintosh Village.

Crime has increased by one third

([SouthernGateway/police.co.uk](http://SouthernGateway/police.co.uk)) since the time period of Liberty Heights joined the neighbourhood. Students are a target for crime and attract an increase in crime.

National and Local Police evidence includes

In terms of students attracting crime, 1 in 3 students are likely to become a victim of crime versus 1 in 10 residents. Students are more likely to become a victim of crime, Crime Survey for England and Wales (CSEW). Generally, people (particularly males) of that age (16-25) are the most likely to become victims of crime, in the UK. In Manchester and in the Southern Gateway police district this is higher than national crime statistics. There are a number of reasons as to why this could be the case, including them being more likely to be out at night and with desirable items such as phones. In recent years International Students have become an increasing target whilst underreported. Pro rata the increase in crime with neighbourhood mix reaching 72% students to residential will cause crime to increase and this will lead to an unacceptable level of residential disamenity.

5b. Avoid causing an increase in crime

Phase 1a will lead to the car park entrance moving from Great Marlborough Street. Phase 1a. will remove the total security solution funded by residents to a temporary solution with lower security. The car park entrance now being on Hulme Street and within sight of crime hot spots on Oxford Road / corner of Spar. Phase 1a will lead to an increase in crime and expose residents to this crime. This is an unacceptable risk and loss of residential amenity of the current car park solution. Recorded crime within 500m of the site in last 12 months contained in application crime impact statement. Less serious wounding x 1570, Theft x 588, robbery x 205, serious wounding x 205, theft from motor vehicle x 363, theft of motor vehicle x 31, bicycle theft x 186, criminal damage x 157, non-domestic burglary x 168, domestic burglary x 67.

The crime impact statement with contribution from GMP comments on the typical modus operandi used in committing the crimes above and vulnerabilities and types of access that facilitate and thus increase crime. Application 1a will accelerate and expose residents to all of these vulnerabilities. It must be taken in the context the current applicant has not proved capable of securing the current car park. Crime reference numbers, the involvement of GMP in recent weeks / months and a court order funded by residents to remove trespassers not the applicant nor their holding company GMS Parking. The current record of the applicant and the context of the temporary access solution has and will increase crime and is material in consideration.

6. Consideration in siting of the student development and uses in relation to adjacent neighbouring uses. Aim is no unacceptable effect on residential amenity in the surrounding area through noise, disturbance or impact on the street-scene either from the proposed development or when combined with existing accommodation.

The siting of the development inside a residential neighbourhood, along narrow Hulme Street is incompatible when placed in cumulation of existing and committed student accommodation. This will lead to a high concentration greater than 72% student accommodation to residential within a short distance of 100m and in cases like Lockes Yard, Quadrangle, River Street and The Green Building, Foundry, Sally's Yard and Lincoln Place 50m and less.

The impact on the street-scene inside Macintosh Village will be to present an imitation brick clad 165-meter gable-end with impacts on light and micro climate. For the Quadrangle the accommodation will over-dominate less than 20m from existing residential building. Will overlook gardens, balconies leading to loss of privacy due to incompatible use cases e.g. living room to living room, balconies and gardens. Loss of visible sky component in excess of 70% reduction and in some cases 90% reduction. The noise, disturbance and increase in crime will place an unacceptable effect on residential amenity.

These considerations are not comparable with H12 and are alone material considerations in favour of refusal.

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

8. Consideration to the provision and management of waste disposal facilities set out within EN19. Core strategy E19 requests applicants have full regard to the economic and environmental benefits that well designed waste management facilities however they are subject to any conditions required to protect the amenity of existing adjacent users.

The applicant comments in the refuse management document not on EN19 but that “When reviewing the MCC Waste Storage and Collection Guidance (GD 04) we found that there was no mention of student accommodation and believe the expected level of waste are more reflective of a multi occupied apartment.” We agree with the applicant on the gap and must draw attention to the highly likely outcome seen next door at their previous development now Liberty Heights. The tenants at Liberty Height received the equivalent of 3-4 often dedicated vans per day from Amazon and other online retailers. The amount of cardboard required for recycling now breaks the controls placed on residential buildings adjacent. It is unclear how the controls on recycling can be met with the volume of students and use type next door. This must be modelled and refuse management strategy remodelled to take this into consideration. The applicant seems to suggest in the absence of policy exemptions for volume of refuse inside H12 they are bound by EN19 and GD04. The sustainability of the development is a material consideration.

It is unclear as to the proximity of the lower ground floor bin store to the car park reconfiguration. The fall-back position suggests proximity and regulations for waste management inside a car park should be considered. The fall-back position is not comparable with the design of 1a and 1b for the car park.

The proposed refuse 2.04 “Internal bin waiting area and bin presentation area will affect the amenity of residents from obstruction of the pavement, noise and disturbance. We have an ongoing issue in the city and policy that prevents large waste management bins being presented and left due to lack of timed collections from providers. The attempt to present the wider pavement as public realm is lost in context of the capacity used / taken for refuse presentation. The proximity of less than 10m from the Quadrangle and commercial shops and church on Hulme Street will lead to disamenity and is a material planning consideration. The application does not utilise any of the innovations in EN19 and does not offer a closed loop waste management strategy.

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

The application makes clear this is not targeted at the wider and majority PBSA market. The applicant suggests its target market is International students. As MMU has commented the price point and also size of the majority of 850 beds are 17 sq. m and will not be able to be afforded by the majority and are therefore atypical of the PBSA market. The applicant has at this stage reserved to the right to alter further, reduce or remove the amount of accessible beds for disability requirements. It is unclear as to the niche market targeting and lack of accessible space including the SME units how the application complies with the Equalities Act 2010 and updates. Statistics for admissions are available for both universities and the impacts and downward pressures since raise in tuition fees. Statistics are available for the total number of their target market for International students. The need and affordability of the applicant's niche of international students only and their willingness to pay is not available and cannot be presented in evidence. Context is everything with planning policy and the context of thousands of committed PBSA beds coming online at the same time less 100m of the application is material. UNITE Tower, Circle Square, Downing building on River Street. In the last 3 academic years not a single student in Manchester went without a bed. Two concurrent academic years and 2018 over 1600 PBSA beds remained empty. The context of Brexit and the impact on the application is also current and material. The degree of uncertainty at this moment in time places an inability to justify the need. KPMG have commissioned a report into the current landscape. Overseas student applications to UK institutions plummeted after the Brexit vote. "Our analysis shows why sites in Coventry, Canterbury, Southampton, Bath, Exeter and Manchester may be vulnerable to the Brexit effect". There are currently no limits on the number of EU students in the UK and no visa requirements. This situation is likely now to change post Brexit. This will leave capacity in the current PBSA schemes and also in University provided accommodation. This impact was already seen at the start of academic year 2018/2019. UCAS figures showed that the number of EU students early applying for October 15 course deadlines dropped by 9% – due to Brexit. For the January 2017 deadline, EU applications were down 7.4% - and perhaps more worryingly, 5% for UK applicants. A total capacity model for PBSA in Manchester plus committed schemes will in context of Brexit produce space capacity as is has in current academic year

9b.)

A reclassification of EU nationals as 'international students' Post BREXIT (who made up 13.8% of total student numbers in 2014/15) would see their tuition fees rise sharply. Higher fees are also being blamed for the drop in English applicants. This falling market for student numbers felt across both Manchester Universities is a material consideration.

A further increase in tuition fees for EU students to £14,500 – roughly the annual fee at top institutions for an 'international student' – could well result in student numbers shrinking by a further 4.6% to 7.6%, we estimate and present as further material consideration in relation to need.

EY has produced new market studies on the PBSA sector. It analyses the rise and fall of population decline over the next decade. The number of UK 18-19-year olds falls from academic year 2019-2023/2024. Just as the peak capacity of committed developments within 100m of the application site come online (UCAS EY Analysis). The effects of this population decline are unlikely to be even across all UK universities. The applicant has not modelled this as it's a crystal ball to which demand/need cannot be modelled but the fact of population declines of the university going age from 2019 and falling through to 2023/2024 is a matter of public (birth) records. This is a material consideration for this application for purpose-built student accommodation within 100m of a residential neighbourhood but also within 100m of committed PBSA schemes who are yet to consume their capacity.

9c.)

Universities across the UK will need to compete in an ever more competitive market to cope with these downward trends on the short to medium term horizon. Those trends, which are unlikely to be evenly spread and will put further pressure on MU and MMU to fill the gap created by the potential decrease in UK-based students. Universities extended a total of 68,550 offers to International students during the 2015 cycle.. However, this increases dramatically as the (population) gap widens, and the projected shortage of UK students in 2021/22 would require international acceptances to increase to 111,647, 63% above the current level. (UCAS EY Study).

In a falling market for niche market the applicant has focused on an increase in demand and extended offers by 63% or greater would be required to fully justify the impact and moving feast of the total capacity model of PBSA in Manchester. Both MMU and MU confirmed by way of comment in pre-application they have no plans to increase the number of International students.

9d).

The applicant has not entered into a formal agreement with a University, or another provider of higher education, for the supply of all or some of the bed spaces. MMU has made further comment since and cannot support the price or size of the accommodation.

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

The applicant at this stage has not proved via ground conditions report the deliverability of the scheme. Application 1a) is requested in advance of providing evidence of the deliverability of Phase 2. The material impact on the car park, its future success as a car park without reconfiguration and three commercial units capable of activating the street and producing revenue. The reconfiguration of the car park is umbilically linked to the application for the 55-storey tower. A half demolished concrete shell with planning permission is still able to leverage and thus inflate land values.

## CMP

Comments to follow due to plan arriving week 3 November post submission

### List of Buildings and Objectors

The Green Building

River Street Apartments

River Street Townhouses

Bright Horizons Day Nursery and Pre School

The Foundry

The Quadrangle

Lockes Yard

Lincoln Place

Sallys Yard

Chorlton Mill

Macintosh Mill

## Data & GDPR statement

On 3<sup>rd</sup> October the Directors of Macintosh Village Management Company (MVMC) Ltd. sent an email to inform all our residents of the planning application. MVMC is responsible for The Foundry, The Green Building, River Street Apartments, River Street Townhouses, Bright Horizons Nursery and Pre School and Docs Surgery. This email satisfies our GDPR policy and that of our managing agent. Residents have opted into the group objection via email. We include their details and also the emails of the communications. 134 residents are joint in their objection to both applications. We ask the list is redacted with only building and post code shown on the planning portal.

Separately we emailed residents who own a car park space also and their details are also included.

Separately we created a Facebook group for other buildings which MVMC does not control. Residents then knocked out doors to raise awareness. As people requested to join the private group, we asked which building they lived. We are in the process of circulating an electronic document to list name, address and confirmation of joining group objection. All of indicated Yes to group objection. The group has 82 members across Macintosh Mills, Sallys Yard, The Quadrangle, Lincoln Place and Chorlton Mill.

We have been challenged for time due to lack of consultancy. However, we currently are 216 residents who form our community objection.

Board of Directors

Macintosh Village Management Company Limited.