

Application Number	Date of Appln	Committee Date	Ward
111758/FO/2016/C1	4th Apr 2016	2 June 2016	Ardwick Ward
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Proposal Construction of a new engineering campus (MEC Hall) to provide facilities for higher education purposes including laboratory spaces, teaching space, lecture theatres and workshop space (Use Class D1). New extension to Oddfellows Hall to provide meet and teach rooms (Use Class D1) and partial change of use to include a new cafe / restaurant (Use Class A3) in Oddfellows Hall. New bridge link from the existing James Chadwick Building to the proposed MEC Hall and cafes / restaurants (Use Class A1 and or A3), public realm and landscaping works, cycle and disabled parking facilities, gas bottle storage areas, new servicing arrangements and associated highway and engineering works.

Location The University Of Manchester, Manchester Engineering Campus, Boundary Street East, Manchester

Applicant The University of Manchester, C/o Agent

Agent Miss Jessica Stanley, Deloitte LLP, 2 Hardman Street, Spinningfields, Manchester, M3 3HF

Proposal LISTED BUILDING CONSENT Internal and external alterations and construction of a new external extension.

Location University Of Manchester, Manchester Engineering Campus, Boundary Street East, Manchester,

Applicant , The University of Manchester, C/o Agent

Agent Miss Jessica Stanley, Deloitte LLP, 2 Hardman Street, Spinningfields, Manchester, M3 3HF

Description

The Site

The development site is 3.34 hectares and generally forms a horse shoe shape around the Aquatic Centre. It is bounded by Upper Brook Street, Booth Street East and Grosvenor Street. To the west the Church of Jesus Christ of the Latter Day Saints, Boundary Street East, the rear of a number of retail units that front onto Grosvenor St and Oxford Road and York Street.

The site is part of the University campus and until recently contained educational buildings, student accommodation and a former student bar. The majority of buildings on site were constructed in the 1970s but are no longer fit for purpose and are being decommissioned with the site being cleared to enable the new engineering campus facility to be developed. Demolition began in July 2015 and will continue until spring 2016. The buildings that are being demolished are: University Halls of Residents comprising: Grosvenor Street building; Grosvenor Place; Ronson Hall; Bowden Court (Block 2); and, Bowden Court (Block 3) and, the Materials Science building.

The Oddfellows Hall, grade 2 listed, and the James Chadwick building are being retained. The majority of the trees located on site have been or are in the process of being felled as part of the approved demolition works. No Category A trees have been removed. A new landscaping and public realm scheme is provided as part of this application which proposes to retain 17 trees and provide 69 new trees (more than the provision that will be lost).

The wider area comprises a mix of uses including University buildings, retail, cafes and restaurants, office and leisure activities. University buildings and National Graphene Institute lie to the south of the site. To the west beyond the Aquatics Centre is the Royal Northern College of Music, All Saints Park and the MMU campus. Further to the north lies the Sugden Sports Centre and a variety of uses including restaurants, retail, leisure, businesses and car parking can be found along Oxford Road up to St. Peter's square. Across Upper Brook Street is the Brunswick Neighbourhood Area.

The site is not located within a Conservation Area but does contain Oddfellows Hall which is Grade II Listed. The site is adjacent to a number of Listed Buildings including:

The Grade II* Welsh Baptist Church, Upper Brook Street.

The Grade II 94-98 Grosvenor Street.

The Grade II Deaf and Dumb Institute.

The Grade II Former Grosvenor Picture Palace.

Description of the Proposed Development

The University has developed a £1 billion, two phase, estate renewal plan to create a single world-class campus, comprising new teaching and research buildings, student facilities and major improvements to the public realm.

The first phase of £700 million includes the development of the Manchester Engineering Campus Development (MECD), new centres for the School of Law and Manchester Business School, a major refurbishment of the University Library, an improved Students Union and a new Medical School. The second phase of around £300 million would create a Biomedical Campus centred around the existing Stopford Building, a new health centre for staff and students, and refurbishments in the Schools of Computer Science, Earth, Atmospheric and Environmental Sciences, Mathematics and Chemistry.

Planning permission is sought for: (i) the development of a new campus (MECD), to accommodate four large engineering schools - School of Chemical Engineering and Analytical Science (CEAS); School of Electrical and Electronic Engineering (EEE); School of Materials; School of Mechanical, Aerospace and Civil Engineering (MACE); plus Foundation Studies; two research institutes (Dalton Nuclear Institute, and International Centre for Advanced Materials (ICAM)); along with a range of central, timetabled teaching spaces, and a variety of research activities and, (ii) the partial change of use of Oddfellow Hall to a café / restaurant (Use class A3).

The proposals comprise:

69,487 sq m of education floorspace within three new buildings providing laboratory spaces; teaching space, lecture theatres, workshop space and office space (Use Class D1).

The refurbishment and alterations to the Grade II Listed Oddfellows Hall and the construction of a new extension to create an additional 1,103 sq. m of floorspace for meet and teach use (Use Class D1).

A total of 852 sq m of retail floorspace (Use Class A1 or A3) located within MEC Hall (532 sq m) and Oddfellows Hall (320 sq m). Part of Oddfellows Hall would change use to enable the A1/A3 unit to be provided.

A bridge link from the existing James Chadwick Building across to the proposed MEC Hall.

18 disabled car parking spaces.

A new service yard between Rumford Street and York Street.

New public realm and landscaping including a new events square in front of MEC Hall.

A cycle hub incorporating 100 secure spaces with shower and changing facilities plus a further 424 cycle stands in various locations within the public realm.

Listed building consent is also sought for internal and external alterations to Oddfellows Hall including works to construct a new extension in part to facilitate the conversion of part of the hall to a café / restaurant (Use Class A3).

The proposed development would increase permeability and provide new high quality public realm areas and connecting routes through the site to surrounding communities, the city centre and the wider University campus.

The new area of public realm at the entrance of MEC Hall is a multifunction space designed to host events, presentations and performances. It would also provide a lawn, informal seating areas and trees to soften the hard landscape areas. The cycle hub and a numerous cycle stands would be located in this area. A new area of public realm would be provided to the rear of Oddfellows Hall. The passage between MEC Hall and the Upper Brook Street Building, Rumford Street, has been designed for

shared use by pedestrians, cycles and vehicles and clear paving would define the zones for the different users.

The area to the east of the UBS Building and the James Chadwick Building would provide a green connection into the site from Upper Brook Street. A number of mature trees would be retained, complemented by the planting of new trees. A number of trees have been removed across the site to enable the demolition works to commence.

76 trees were on the site before the associated demolition works took place. 64 trees have been removed so far with 12 retained. It is proposed to replant a further 74 trees giving an overall total of 86 trees upon completion of the development.

It is also proposed to provide vertical climbers on the roof terraces of MEC Hall and green roofs on the roof of the York Street service yard and on the roof of the UBS Building.

Design

Three individual, linked buildings are proposed plus the extension and re-use of Oddfellows House and the retention and re-use of the James Chadwick Building.

The three new linked buildings are as follows:-

MEC Hall would provide a total of 60,284 sq m of floorspace in a 7 storey building. It would be a maximum height of 38 metres and would be 200 metres long. The proposed scale, mass and design would provide a new feature on the skyline which announces the location of the engineering campus within the wider University and this part of the city centre.

It would be the main student hub accommodating the majority of the research, teaching and learning, lecture theatres and office facilities, as well as all of the social spaces within the campus. All of these facilities would be located within 2,200 unique rooms.

Large heavy duty labs are located at basement level which is connected to the main entrance area with stairs and lifts. Smaller and larger labs with specific technical requirements are located in six-meter-high spaces and are connected to the delivery bays and technical service spaces. In the centre of the basement there would be office spaces for post graduate and staff write-up. A separate 'South' basement would provide further facilities.

The main entrance is from the a new square which leads into the main reception space. Other principal entrances into MEC Hall are from Grosvenor Street and Rumford Street which lead into the north-south orientated internal street. Workshop spaces, cafes / restaurants, informal study areas, timetabled and informal computer clusters, focus study area and Teach and Learn spaces are provided on the ground, 1st and 2nd floor. The spaces have been designed to encourage and foster cross-pollination between the four engineering schools as well as the other schools and institutes within the University Campus. There are also two bridge links at the second

floor which link across to the proposed Upper Brook Street Building and the retained James Chadwick Building.

Floors 3-6 would house the four engineering schools with a diverse arrangement of research labs, office spaces, and social and meeting spaces, positioned around four atriums. Each atrium represents one of the four schools and would form a home for both students and staff. The interior of each atrium will vary, to reflect the identity of each school. Terraces have been created at 5 and 6 to create outdoor spaces for staff and students and this would also help to break down the mass of the building.

The main façade would largely be glazed with around 60% being opaque. Fins are attached to the façade to create some verticality within what is a substantial horizontal structure. The fins are wider at the ground floor and become increasingly dense on upper floors. The majority of the opaque parts match the reflective character of the triple glazed transparent elements. The enclosed areas of the large lecture theatres comprise black 'matt' solid panels.

The building has been set back around the main entrance to emphasise them, creating a clear identity and protection from wind and rain. Large openings on the lower levels allow visitors and passers-by to experience various activities in both research labs and social spaces. The mid-section of the building has a repetitive grid of closed and open elements that reflect the flexible nature of the large floor plans serving the great variety of activities.

The two top floors include large areas of plant rooms serving building services and specialist lab equipment. The vertical fins continue on these levels with infill of dark solid aluminium panels and ventilation grills.





The Upper Brook Street building (UBS) would accommodate the Manchester School of Aerospace and Civil Engineering (MACE) and the School of Materials. The building would be predominantly for heavy duty research, with large research equipment within the basement, ground and first floor levels. Two storey high glass windows would ensure that the labs and research activity happening at the ground and first floor are clearly visible from Rumford Street and Upper Brook Street. The second floor provides a large lecture theatre and would also house shared teaching space and office space. The third floor primarily accommodates support space and plant. A green roof would also be provided at roof level.

The building would be connected with MEC Hall at basement level and via a bridge link on the 2nd floor. The building would have a deep plan arrangement and internal voids are introduced to allow natural daylight to penetrate into the heart of the building.

The building is ground plus 3 storeys (21 metres above ground level) and is 78 metres long. To emphasise the difference in activities of the various buildings, the UBS building has been designed as a brick building with large vertical windows to Rumford Street and Upper Brook Street, The dark brick cladding represents the heavy activities inside the laboratories and relates the campus development to the traditional urban fabric of the historical industrial city of Manchester.

The use of high quality brickwork relates to Manchester's rich history of industrial warehouses and cotton mills. The vertical brick elements decrease in size proportionally per floor. The horizontal brick elements have a different brick direction to make the façade appear like it is built up from stacked pieces. Patterns in the brickwork express craftsmanship and create a strong link to Manchester's rich history of architecture and heritage.

The window frames would be black anodised to complement the dark brickwork.



The York Street building (YSB) would accommodate the School of Electrical and Electronic Engineering (EEE School). The basement level primarily accommodates plant and is connected to the MEC Hall basement. The ground, first, second and third floors are all dominated by lab space.

The YSB accommodates the high voltage lab which would be visible to the public. Two storey high glass windows would ensure that the research activity happening within this lab is clearly visible from Grosvenor Street. A service yard is located behind the labs which will provide the servicing requirements for the majority of the MECD scheme. Access to the service yard is from Grosvenor Street. Vehicles continue along Rumford Street, turn right into the service yard and exit along York Street. The service yard will also have a green roof.

The building is ground plus 3 storeys (26 metres above ground level) and is 70 metres long. The design principles are similar to the UBS Building. The building has been designed as a brick building with large vertical windows. The dark brick cladding represents and relates the campus development to the traditional urban fabric of the city. The façade of the service yard would relate to the façade of the upper floors of the MEC Hall.



Oddfellows

Oddfellows Hall would be retained and extended and contain general teaching accommodation, including a suite of small and medium sized conference rooms, academic workspace and communal areas to support building users. The building's facilities would meet the University's internal and external conferencing needs as well as promoting social interaction, creative co-operation and exchange between the institutions. The building would include a restaurant/café on the ground floor with outdoor spaces.

Key areas of intervention to the Listed Building are:

Level entrance cut into southwest facade

Double height glazed infill to restaurant on southwest facade

New glazed atrium between existing building and extension

Extend windows on southeast (rear) façade to proposed restaurant

The current planning use class for the site is D1- Non-residential institutions, with an existing internal gross floor area of 2,150 sq m on the site. The proposed scheme would increase the area by extending the existing building by 1,103 sq m. The proposed scheme would provide office space for around 80 staff, multiple size conference rooms and dining space for around 100 people, as well as various social and meeting areas for staff, students and visitors.

The refurbishment and extension of the 1916's building would accommodate conference facilities, a dining space and house the two institutes: Dalton Nuclear Institute and International Centre for Advanced Materials (ICAM). This places some of the Engineering Campus most relevant conference facilities which are currently dispersed across different buildings, at the heart of the site

The large scale rooms throughout the listed building would continue to be used as office space and as conference rooms. The new space in the extension would be used as open plan office space, individual offices and meeting spaces for the two institutes.

The server rooms, storage areas and toilet provision will be located in the basement level of the existing building. The ground floor of the existing building will be used for catering facilities and a restaurant while the proposed extension would house two large meet & teach rooms.

Extension The three-storey extension would occupy an empty site next to the existing listed building. The level of the parapet would be the same as the existing Oddfellows Hall and only surpassed by the plant of the extension, which would be recessed and only visible from some viewpoints on the site. The existing south façade is of a different scale both in height and length. The façade composition has been designed to wrap up and connect both north and south facades of the existing listed building. At lower level, as the ground floor plinth wraps up around the building, with full height brick walling. At the upper two storeys, there is articulation in the design of the new building to cut back and introduce recessed panels in the brick facade.

The accompanying Design and Access Statement illustrates a key view from Upper Brook Street which illustrates that while the extension is clearly visible, being set back and no taller than the existing building, it allows the Grade II Listed Building to continue to be the dominant building in the north elevation. The first floor of the proposed extension will house ICAM workspace area including open plan office space, individual offices, meeting spaces, tea and print point and toilet provision. The staff offices and open plan office space will be based on the second floor plan of the new building. The larger conference spaces and will be on the second floor of the existing ODFH and connected to the proposed building. The fourth floor of the proposed extension will be dedicated to rooftop plant space.

The extension would present a brick and glazed façade set back on the north side from the listed building. The horizontal configuration forms a strong connection to the solid façade composition, with windows with a vertical proportion and narrow brick piers.

The enclosure of the roof plant would use the same brick as the façade but would be set back from the parapet line. A different pattern would allow for ventilation of the equipment. The Oddfellows Hall existing building facades would receive staining cleaning and some refurbishment where materials need maintenance or repair.

The main entrance to Oddfellows Hall would remain the main entrance to the building although a new accessible entrance would be provided on the southwest side of the building. Oddfellows Hall building currently has 4 levels and no lift. This issue would be addressed by producing a strategy that places the floor levels of the new academic building at the same levels as the listed building floors. A lift located in the new extension would allow access to all levels of the existing building, including the basement, which currently have just access via the main and secondary stairs.

Part L-compliant new stair provides access to the upper floors of the extension as well as an additional route of escape to the listed building and improved access to the upper floors of it.



James Chadwick Building. The existing James Chadwick Building would be retained and connected to MEC Hall by means of a bridge. The bridge would connect the second floor of the James Chadwick Building with the second floor of MEC Hall. The slim bridge consists mostly of a glass façade which enables the movement between the buildings visible from the street.

Refuse Storage and collection.

Refuse arrangements across the whole site will be as follows:

MEC Hall – Refuse would be stored internally and collected from the service yard to the rear of the existing High Voltage Laboratory. Vehicles will enter the service yard via the new access junction onto Grosvenor Street and egress via York Street.

York Street Building – Refuse would be stored internally and collected via the proposed service yard to the rear of the building and follow the vehicle route described above;

James Chadwick Building – Refuse would be stored internally and collected via Rumford Street between Grosvenor Street and Booth Street East. Vehicles will enter via Booth Street East and egress via Grosvenor Street.

Oddfellows Hall - Refuse would be stored internally and collected via Rumford Street between Booth Street East and Grosvenor Street, as above.

Upper Brook Street building and James Chadwick Building - Refuse would be stored internally and collected via Rumford Street between Booth Street East and Grosvenor Street, as above.

It is expected that the majority of refuse vehicle access for the restaurant/café uses would be taken from Rumford Street.

Access

The primary pedestrian access to the hub of the campus (MEC Hall) would be taken from Oxford Road via the existing Manchester Aquatics Centre access boulevard which leads into the new events square in front of MEC Hall. Primary access points into the site would also be created from the new public realm along Grosvenor Street and the new public realm along Upper Brook Street.

Vehicular access into the site will be taken from Booth Street East and Grosvenor Street only. There would also be a vehicle egress onto York Street from the service/delivery area. No vehicular parking provision would be provided on site (other than disabled blue badge parking); therefore access is predominantly provided for maintenance, refuse and service/delivery vehicles.

To the east of the MEC Hall building, the existing barrier controlled spine road through the site between Booth Street East and Grosvenor Street will be retained and would form the main north-south pedestrian and cycle route through the site. This route will be known as Rumford Street. It will also be used for maintenance and servicing access to the Upper Brook Street building, Oddfellows Hall and the James Chadwick building.

Both Oxford Road and Grosvenor Street have existing cycle infrastructure which would be retained and enhanced as part of the Oxford Road Bus Priority Package improvements. It is envisaged that cycle access to the site would predominantly be taken from these locations.

Drop-off provision for taxis and coaches is provided on Booth Street East in the form of a lay-by. There is an existing lay-by in this location which would be extended.

Inclusive Access

The adoption of inclusive design principles has been fully considered throughout the design process to ensure all people can access the development.

Some of the principles considered and incorporated into the design are as follows:

Clear external routes are provided to all entrances and easy access can be provided to all buildings.

Routes would have a firm, slip-resistant and reasonably smooth surface. Materials used within the external environment will be installed to provide a level and even surface with a maximum difference in level of 5mm at joints as well as provide slip resistance.

Strategic location of seating to allow people with limited mobility to rest along the routes.

The provision of tactile paving at crossing points where appropriate.

Provision of 18 disabled parking spaces within the scheme.

Ensuring the location of controls for automated pass doors meet the relevant provisions and ensuring pass doors are provided where revolving doors are proposed.

Lift access is provided to all areas of the buildings.

The majority of corridor widths have been designed to allow for two wheelchair users and those with mobility aids to pass each other.

Door widths will conform to the relevant standards.

The MEC Hall would be linked by a bridge to the second floor of Upper Brook Street Building. The bridge is level and provides approximately 3m clear circulation

across.

Car Parking

There is no formal car parking provision as part of the development proposals. The University have an existing staff car parking permit system in place which is managed via the Travel Plan. There are in excess of 3000 parking spaces within 1 km of the site for public use, plus over 500 permit parking spaces for University staff.

18 disabled car parking spaces would be provided as part of the proposals, 12 of which would be located adjacent to (and shared with) the Aquatics Centre, with two on Booth Street East and two on Grosvenor Street.

Cycle Parking

524 cycle parking spaces would be distributed around the site with:

200 cycles adjacent to the Aquatics Centre and MEC Hall

96 cycles adjacent to the Grosvenor Street

72 cycles located to the south of Oddfellows Hall.

52 cycles located to the east of the James Chadwick Building.

A further 100 cycle parking spaces would be available within the proposed Cycle Hub, alongside shower and changing facilities. Access to these facilities would be available to members of the Cycle Hub only.

A service yard would be provided to the rear of the York Street Building which could accommodate up to 111 vehicles per day. Access would be from a new priority controlled junction onto Grosvenor Street. The service yard has capacity for several vehicles to unload at any one time, dependent on vehicle type.

Consultations

Publicity – The occupiers of adjacent premises have been notified by letter of the application. The development was advertised in the local press as a major development, accompanied by an Environmental Statement and affecting the setting of listed buildings. Site notices were also placed adjacent to the site. No representations have been received.

Highway Services – Has no objections but recommends conditions and informatives in relation to: on and off site parking; vehicular access; paving and highway materials; cycle parking; structures; travel plans; servicing and refuse collection; and a construction management plan.

Head of Regulatory and Enforcement Services (Contaminated Land) - Recommends a condition which requires: Wider exploratory locations and further site investigation necessary (post demolition). Further investigation to be undertaken due to potential asbestos. Provision of an updated risk assessment following the additional investigation. Provision of a remediation strategy. After completion of site works, a verification report is required.

Head of Regulatory and Enforcement Services (Environmental Health) – No comments received.

Environment & Operations (Refuse & Sustainability) – No comments received.

Travel Change Team – No comments received.

Neighbourhood Team Leader (Arboriculture) The application is accompanied by a well produced Arboricultural Survey, which includes a Tree Survey and a Tree Constraints Plan showing tree locations, canopy spread, tree categories and root protection areas. However, the survey was undertaken in November 2013 and does not appear to take into account the footprint of the proposed new buildings and consequently how the trees will be protected in relation to the proposed new development. It also does not indicate if any trees will be removed.

A number of tree and root protection measures, would be required.

There is mention of trees being removed. However, no list of trees to be removed or locations of new buildings in relation to the existing trees is provided.

Greater Manchester Police stated that the proposed development should be designed and constructed in accordance with the recommendations contained within section 3.3 of the submitted Crime Impact Statement dated (30/11/2015 – URN: 2015/0594/CIS/01 Version A) and a planning condition (Secured By Design

Accreditation) should be added to reflect the physical security specification listed within section 4 of the submitted Crime Impact Statement

Environment Agency Recommends a condition requiring If, during development, contamination not previously identified is found to be present at the site then no further development shall be carried out until the developer has submitted a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the local planning authority. The remediation strategy shall be implemented as approved.

Greater Manchester Ecology Unit GMEU accept that the site is low risk in terms of ecology but recommended an updated ecological assessment as part of any new application. A revised Bat Assessment is required.

If a birds nest is suspected work should cease immediately and a suitably experienced ecologist employed to assess how best to safeguard the nest(s).

New trees would take time to mature resulting in a temporary loss of biodiversity on the site. It is recommend that landscaping consists of ecologically high value species, primarily native, but ornamental species known to benefit wildlife would also be acceptable. Bird and bat boxes are also recommend.

Corporate Property - No comments received.

MCC Flood Risk Management

Central Neighbourhood Team – No Comments received.

Bridges & Capital Programmes – No comments received.

Corridor Manchester – No comments received.

Grove Village Residents Association – No comments received.

United Utilities Water PLC

Historic England (North West) - Did not wish to offer any comments on this occasion but stated that the application should be determined in accordance with national and local policy guidance, and on the basis of your expert conservation advice.

Transport For Greater Manchester – No comments received.

GM Fire & Rescue Service Fire Prevention Officer – No Comments received.

Wildlife Trust

Central Manchester University Hospitals NHS Foundation Trust – No Comments received.

Greater Manchester Pedestrians Society – No Comments received.

Greater Manchester Geological Unit – No comments received.

Issues

Local Development Framework

The principal document within the framework is **The Core Strategy Development Plan Document 2012 -2027** ("the Core Strategy") was adopted on 11 July 2012 and is the key document in Manchester's Local Development Framework. It replaces significant elements of the Unitary Development Plan (UDP) and sets out the long term strategic planning policies for Manchester's future development.

The proposals are considered to be consistent with the following Core Strategy Policies SP1, CC1, CC6, CC7, CC8, CC9, CC10, EC8, EN1, EN3, EN6, EN8, EN14, EN19, T1, T2, and DM1. for the reasons set out below.

Saved UDP Policies

Whilst the Core Strategy has now been adopted, some UDP policies have been saved. The proposal is considered to be consistent with the following saved UDP policies DC 10.1, DC19.1, DC20 and DC26 for the reasons set out below.

Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents.

The adopted Core Strategy contains a number of Strategic Spatial Objectives that form the basis of its policies:

SO1. Spatial Principles - provides a framework within which the sustainable development of the City can contribute to halting climate change. This development would be in a highly accessible location and reduce the need to travel by private car.

SO2. Economy - supports further significant improvement of the City's economic performance and seeks to spread the benefits of the growth across the City to reduce economic, environmental and social disparities, and to help create inclusive sustainable communities. The scheme would provide new jobs during construction and would provide housing near to employment opportunities.

S05. Transport - seeks to improve the physical connectivity of the City, through sustainable transport networks, to enhance its functioning and competitiveness and provide access to jobs, education, services, retail, leisure and recreation. This development would be in a highly accessible location, close to all modes of public transport and would reduce the need to travel by private car and make the most effective use of existing public transport facilities.

S06. Environment - the development would be consistent with the aim of seeking to protect and enhance both the natural and built environment of the City and ensure the sustainable use of natural resources in order to:

- mitigate and adapt to climate change;
- support biodiversity and wildlife;
- improve air, water and land quality; and
- improve recreational opportunities;
- and ensure that the City is inclusive and attractive to residents, workers, investors and visitors.

Relevant National Policy

The National Planning Policy Framework sets out the Government's planning policies for England and how these are expected to apply. It aims to promote sustainable development. The Government states that sustainable development has an economic role, a social role and an environmental role (paragraphs 6 & 7). Paragraphs 11, 12, 13 and 14 of the NPPF outline a "presumption in favour of sustainable development". This means approving development, without delay, where it accords with the development plan. Paragraph 12 states that:

"Proposed development that accords with an up-to-date Local Plan should be approved and proposed development that conflicts should be refused unless other material considerations indicate otherwise."

The proposed development is considered to be consistent with sections 1, 2, 4, 7, 8, 10, 11 and 12 of the NPPF for the reasons outlined below.

NPPF Section 1 - Building a strong and competitive economy and Core Strategy Policy SP 1 (Spatial Principles), Policy CC1 (Primary Economic Development Focus - City Centre and Fringe), CC8 (Change and Renewal)– The SRF site is specifically identified as a potential employment area within The Corridor. Whilst no large scale office use is proposed as part of this application the proposal does form the basis of future planning applications that would deliver the type of activity described in this Policy.

The proposal would develop an underutilised, previously developed site and provide a high-quality development. The development would be highly sustainable and consistent with the aim of bringing forward economic and commercial development, alongside high quality city living within the Regional Centre, in a location which would reduce the need to travel. This would create employment during construction and permanent employment in the educational and commercial units and the building management on completion and therefore assist in building a strong economy. It would complement the well established community within this part of the City Centre and contribute to the local economy.

The development would make a positive contribution to neighbourhoods of choice by enhancing the built and natural environment and creating a well designed place that would enhance and create character and provide good access to sustainable transport provision and maximise the potential of the City's transport infrastructure.

The development is a key part of the broader delivery of the SRF.

NPPF Section 2 Ensuring the Vitality of Town Centres and Core Strategy Policies SP 1 (Spatial Principles) and CC2 (Retail) - One of the spatial principles is that the Regional Centre will be the focus for economic and commercial development, leisure and cultural activity, alongside high quality city living. The proposal fully accords with the aims of this Policy.

Policy EC1 – (Land for Employment and Economic Development) – The proposal would support the City’s economic performance and by developing a site on the fringe of the City Centre, spread the benefits of growth across the City thereby helping to reduce economic, environmental and social disparities and creating inclusive sustainable communities. The application site is well connected to the City’s existing transport infrastructure and as such the development would be well placed to maximise the promotion of walking, cycling and public transport use.

The City Centre is a key location for major employment growth and the proposals would create a number of new jobs during the construction and operational phases which would in turn contribute to economic growth. The design of the development would make good use of the site in terms of the efficient use of space, enhancement of the sense of place within the wider area, and would consider the needs of users and employees on the site in terms of a range of transport modes and the reduction of opportunities for crime.

Policy EC 8 (Central Manchester)- identifies The area as being capable of providing the majority of the 14ha of employment land expected to be delivered in Central Manchester over the plan period. The policy notes that the Council will promote development that has regard to: opportunities offered by key transport routes; ensuring employment complements the wider uses within the city centre; improving connectivity; and creating a positive sense of place. Large scale employment use is the fundamental plank of the Masterplan proposals. The delivery of the campus and a significant amount of public realm would help to create a sense of place. The proposal also promotes better connectivity between the site, Oxford Road and the wider city centre and wider university campuses.

NPPF Section 4 Promoting Sustainable Transport, Core Strategy Policies CC5 (Transport), T1 Sustainable Transport and T2 Accessible Areas of Opportunity and Need - The proposals are in a highly accessible location close to Oxford Rd and Piccadilly Stations, St Peters Sq tram-stop, Oxford Road bus priority corridor, Upper Brook Street bus corridor and Metroshuttle routes and therefore should exploit opportunities for the use of sustainable transport modes. A Travel Plan would facilitate sustainable patterns of transport use and the City Centre location would minimise journey lengths for employment, shopping, leisure, education and other activities. The proposal would contribute to wider sustainability and health objectives and give people a real choice about how they travel. It would help to improve air quality and should encourage modal shift away from car travel to more sustainable alternatives. The development would also include improvements to pedestrian routes and the pedestrian environment which would prioritise pedestrian and disabled people, cyclists and public transport.

NPPF Sections 7 (Requiring Good Design), and 12 (Conserving and Enhancing the Historic Environment), Core Strategy Policies EN1 (Design Principles and Strategic

Character Areas), CC6 (City Centre High Density Development), CC9 (Design and Heritage), EN3 (Heritage) and saved UDP Policy DC19.1 (Listed Buildings) - The proposed development has been the subject of significant design consideration and consultation. It would be a high density development, maximising the use of land and would be appropriate to the City Centre context. It would be a high quality building and would help to raise the standard of design more generally in the area. The proposed development would contribute positively to sustainability and place making and would bring significant regeneration benefits. The integration into the natural and built environment would improve connections with local communities.

The proposal would enhance the character of the area and the overall image of Manchester. The design responds positively at street level and would improve permeability and provide a visual linkage between the City Centre, The Corridor and the HEP.

The application submission includes a Heritage Appraisal, Visual Impact Assessment and NPPF Justification Statement, which demonstrates that the overall the proposed development would have a beneficial impact on the visual appearance of the surrounding area.

The Heritage Statement and NPPF Justification Statement demonstrate that the proposals would not result in any significant harm to the setting of the Grade II listed Oddfellows Hall or surrounding listed buildings and that the quality and design of the proposed building would sustain the heritage value of the identified heritage assets. This is discussed in more detail below.

In terms of the NPPF the following should also be noted :

Paragraph 131 - Advises that in determining planning applications, local planning authorities should take account of the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation; the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and the desirability of new development making a positive contribution to local character and distinctiveness.

Paragraph 132 - Advises that any harm to or loss of a designated heritage asset should require clear and convincing justification. Substantial harm or loss should be exceptional and substantial harm to or loss of designated heritage assets of the highest significance, including grade I and II* listed buildings should be wholly exceptional.

Paragraph 133 - Advises that local planning authorities should refuse consent for proposals that will lead to substantial harm to or total loss of significance of a designated heritage asset, unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss. This is essentially a matter of judgement and will depend on the weight that is attached by decision makers and consultees to the various issues.

Paragraph 134 – Advises that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.

The proposal would introduce high quality, distinctive buildings of an urban scale considered appropriate which would make a positive contribution to the townscape. The proposal would have an impact on the setting of Oddfellows Hall. However, this considered to be acceptable when balanced by the beneficial aspects of the overall development including the design of the proposed extension.

Historic England does not object to the proposals.

Saved UDP Policy DC20 (Archaeology) - Consideration of the application has had regard to the desirability of securing the preservation of sites of archaeological interest.

Section 10 (Meeting the challenge of climate change, flooding and coastal change), Core Strategy Policies EN4 (Reducing CO2 Emissions by Enabling Low and Zero Carbon) EN6 (Target Framework for CO2 reductions from low or zero carbon energy supplies), EN 8 (Adaptation to Climate Change), EN14 (Flood Risk) and DM1 (Development Management- Breeam requirements) -The application site is in a highly sustainable location. The Environmental Standards Statement submitted with the application demonstrates that the development would accord with a wide range of principles intended to promote energy efficient buildings integrating sustainable technologies from conception, through feasibility, design and build stages and also in operation. The proposed development would follow the principles of the Energy Hierarchy to reduce CO2 emissions. The proposal would meet the requirements of the target framework for CO2 reductions from low or zero carbon energy supplies.

Core Strategy Policy EN11 Quantity of Open Space, Sport and Recreation - The proposals would realise an opportunity to provide a new area of public realm which is considered appropriate to a development of this scale and density of accommodation.

NPPF Section 11 (Conserving and enhancing the natural environment), Core Strategy Policies EN 9 (Green Infrastructure), EN15 (Biodiversity and Geological Conservation), EN 16 (Air Quality), Policy EN 17 (Water Quality) Policy EN 18 (Contaminated Land and Ground Stability) and EN19 (Waste) - the proposal has considered the potential risk of various forms of pollution, including ground conditions, air and water quality, noise and vibration, waste, biodiversity and lighting and has demonstrated that the application proposals would not have any significant adverse impacts in respect of pollution. Surface water run-off and ground water contamination would be minimised

The Ecology Report concludes that there is no conclusive evidence of any specifically protected species regularly occurring on the site or the surrounding areas which would be negatively affected by site development following the mitigation proposed. The development would be highly accessible by all forms of public

transport and would reduce reliance on cars and therefore minimise emissions from traffic generated by the development.

The development would be consistent with the principles of waste hierarchy. A Waste Management Strategy details the measures that would be undertaken to minimise the production of waste both during construction and operation. The Strategy states that coordination through the onsite management team would ensure the various waste streams throughout the development are appropriately managed.

NPPF Section 12 (Conserving and enhancing the historic environment) Policy EN3 Heritage and saved UDP Policy DC19.1 (Listed Buildings). - Paragraph 128 of the NPPF states that local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. At paragraph 131, the NPPF states that in determining planning applications, local planning authorities should take account of:

The desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with the conservation;

The positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and The desirability of new development making a positive contribution to local character and distinctiveness.

The proposals are supported by the accompanying Heritage Statement and Heritage Chapter in the Environmental Statement which states that the 'proposals herald further investment in the University's estate in this part of Manchester, simulating an enhancement of the wider historic environment. The proposals will clearly make a positive contribution to vitality of this part of the city and therefore enhance the character and distinctiveness of the setting and group value of the listed buildings. Consequently the proposals are demonstrably consistent with the conservation of the buildings and the character of the wider area and therefore accord with the requirements of paragraph 131 of the NPPF.'

Policy DM1 Development Management - All development should have regard to the specific issues including: effects on amenity such as noise, light, air quality, road safety and traffic generation; accessibility; community safety and crime prevention; vehicular access; and, green infrastructure. The application is supported by an Environmental Statement which includes chapters in relation to Noise and Transport. A Waste Management and Servicing and Ventilation Statement will also be submitted in support of the application. The application is also supported by a Crime Impact Statement. These reports assess the impact of the proposals upon the local environment, recommend mitigation measures where necessary and conclude that the proposals will not have an adverse impact on the amenity of surrounding users.

Other Relevant City Council Policy Documents

Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (April 2007) - Part 1 of the SPD sets out the design principles and standards that the City Council expects new development to achieve, i.e. high quality

developments that are safe, secure and accessible to all. It seeks development of an appropriate height having regard to location, character of the area and specific site circumstances and local effects, such as microclimatic ones. For the reasons set out later in this report the proposals would be consistent with these principles and standards.

Manchester City Centre Strategic Plan- The Strategic Plan 2015-2018 updates the 2009-2012 plan and seeks to shape the activity that will ensure the city centre continues to consolidate its role as a major economic and cultural asset for Greater Manchester and the North of England. It sets out the strategic action required to work towards achieving this over period of the plan, updates the vision for the city centre within the current economic and strategic context, outlines the direction of travel and key priorities over the next few years in each of the city centre neighbourhoods and describe the partnerships in place to deliver those priorities

Central Manchester Strategic Regeneration Framework - This Strategic Regeneration Framework sets a spatial framework for Central Manchester within which investment can be planned and guided in order to make the greatest possible contribution to the City's social, economic and other objectives and identifies the Southern Gateway area, within which the Site sits, as one of the main opportunities that will underpin the Framework, which is extremely important for Central Manchester, the city as a whole and the surrounding area.

The application proposals will contribute significantly to achieving several of the key objectives that are set out in the Framework, as follows:

“A renewed urban environment”

- the developments would be a key component of part of the first phase of two phase £1 billion estate renewal plan. which will comprise new buildings and public realm of exceptional design quality, which will in turn transform the character of the site and have a positive impact on Central Manchester as a whole relationship between Central Manchester, the City Centre and other key employment areas”
- the development will significantly enhance connectivity between the wider Campus, the City Centre and other surrounding areas particularly through the resultant increase in footfall, thus assisting in the future growth and regeneration of these areas.

“Making Central Manchester an attractive place for employer investment”

- in addition to the high aesthetic design quality of the proposed buildings and the public realm, the development will help create the “sense of place” on the campus that has a positive impact on the image of Central Manchester as a whole.

Legislative requirements

Sections 16, 66 and 72 of the Listed Buildings Act require the authority granting consent to give special consideration to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses and to the desirability of preserving or enhancing the character or appearance of that area.

S149 Equality Act 2010 provides that in the exercise of all its functions the Council must have regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations between person who share a relevant protected characteristic and those who do not. This includes taking steps to minimise disadvantages suffered by persons sharing a protect characteristic and to encourage that group to participate in public life. Disability is a protected characteristic.

S17 Crime and Disorder Act 1998 provides that in the exercise of its planning functions the Council shall have regard to the need to do all that it reasonably can to prevent crime and disorder.

Environmental Impact Assessment

The applicant has submitted an Environmental Statement in accordance with the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations (as amended 2011) and Circular 2/99 ('The Regulations'). This has been submitted in respect of all 4 Phase 1B applications.

The Proposed Developments are "Infrastructure Projects" (Schedule 2, 10 (b)) as described in the EIA Regulations. The combined site for these 2 applications covers an area of approximately 1.189 hectares, but is above the indicative applicable threshold of 150 residential units. It has therefore been identified that an EIA should be carried out in relation to the topic areas where there is the potential for there to be a significant effect on the environment as a result of the Development.

The EIA has been carried out on the basis that the Proposed Development has the potential to give rise to significant effects on the environment.

In accordance with the EIA Regulations, this ES sets out the following information:
A description of the Proposed Development comprising information about its nature, size and scale;

- The data necessary to identify and assess the main effects that the Proposed Development is likely to have on the environment;
- A description of the likely significant effects, direct and indirect on the environment, explained by reference to the Proposed Development's possible impact on human beings, flora, fauna, soil, water, air, climate, cultural heritage, landscape and the interaction between any of the foregoing material assets;
- Where significant adverse effects are identified with respect to any of the foregoing, mitigation measures have been proposed in order to avoid, reduce or remedy those effects; and

- Summary, in non-technical language, of the information specified above.

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

The Scheme's Contribution to Regeneration

Regeneration is an important consideration in terms of evaluating the merits of this application. The City Centre is the primary economic driver in the Region and is crucial to its longer term economic success. The national economy has entered a new growth cycle and the provision of new housing is critical to this.

Manchester has reached a pivotal moment in its evolution, which is reflected in its recent and projected economic and population growth. Between 2001 and 2011, Manchester's population grew by 19%, making it the fastest growing city in the UK outside London. The latest release of the Greater Manchester Forecasting Model (GMFM) January 2015, prepared by Oxford Economics, provides a summary outlook for Greater Manchester between 2014 and 2024 of growth in the order of: 128,300 more people; 109,500 net new jobs; and £17.3 billion more GVA.

Manchester's economic success has historically been driven by its growing role as the leading educational, professional and business service centre outside of London, global connectivity through Manchester International Airport and business and leisure visitors, with Manchester the third most visited city in the UK. Indeed, Manchester's economy grew faster than London in 2015.

The new academic building would provide the space required to accommodate the four Schools coming together within the MECD, namely the School of Mechanical, Aerospace and Civil Engineering, the School of Electrical and Electronic Engineering, the School of Materials and the School of Chemical Engineering and Analytical Science, all of which will contribute hugely to enhancing the student experience in the Faculty of Engineering and Physical Sciences.

The redevelopment of the site as a whole is a key opportunity to continue the City's economic growth and educational excellence. It would strengthen the research and learning facilities of the University by providing the spaces that can complement and support the pioneering engineering developments that are occurring every day at the University which in turn will maintain the University's position in world leading research.

The MECD would directly support construction spend generating associated employment benefits. An overall development cost of £300m has been identified for the MECD. This level of investment is forecast to directly support 2,586 construction job years over the construction period (2016-2019). This equates to 258 full time equivalent posts; approximately 64 jobs per year if required evenly over the four year delivery period.

The University is committed to social responsibility and aims to develop employment and skills opportunities and to support community engagement and create benefits

for local communities. There is therefore a strong opportunity to capture a considerable package of employment and skills development opportunities through the MECD.

MECD would deliver the University growth plans and new posts would be created by the development. Employment on the MEC is expected to exceed 1,100 posts, 182 of which will be new posts. Employment creation would be concentrated in academic posts to support growing student numbers.

Students already make an important contribution to the Manchester economy. Research undertaken by the University in 2013 based on the 2011/12 headcount, suggests that student expenditure supported 2,611 jobs in the North West, of which 1,994 were in Manchester¹.

An additional 931 students in the city as a result of the MECD are estimated to spend £12m per annum². A significant proportion of this expenditure would be captured by local businesses with multiplier effects to increase benefits as funds are re-spent through supply chains. It is estimated that this level of expenditure will support 195 jobs across the economy, of which approximately 148 will be in Manchester. Similarly, an increase in staffing levels will support an increase in wage expenditure within the Manchester and wider North West economy.

Design Issues, Relationship to context and impact on Heritage Assets

The MEC Hall forms the epicentre of the Engineering Campus. The architectural design focuses on: visibility of activities, technology, permeability, urban continuity and craftsmanship. The open character would attract people to access the facility and to explore the full extent of the activities inside. York Street Building, Upper Brook Street Building and the extension to Oddfellows Hall, are positioned on the perimeter of the site. The brickwork materialisation on the York Street building, Upper Brook Street Building and Oddfellows Hall contrasts to the industrial and metallic expression of MEC Hall.

To address the key aspects of identity, the architectural design of the MEC Hall uses a palette of simple materials in combination with a strong articulation of form: the building as a structure with a shell that allows a wide range of research and teaching activities to take place with a high level of flexibility and adaptability for future change. The activities of the building are made more visible in the scheme with lecture theatre forms visible at the main entrance and entrance and glazing at ground level creating a strong connection between street level and the building interior.

The Upper Brook Street Building has been designed so as to emphasises the obvious difference in activities and importance of the various buildings in the context of the MECD development, this building is designed as solid, brick buildings with large vertical windows to allow visual connections outside in. The brick cladding represents the heavy activities inside the laboratories and relates the campus development to the traditional urban fabric of the historical industrial City of

¹ *Measuring the Difference: The Economic and Social Impact of the University of Manchester*, Viewforth Consulting Ltd, 2013

² Excluding tuition fees.

Manchester. Due to the large showcase windows passers may experience the activities inside the research labs.

The design principles of the York Street Building have the same origin as the Upper Brook Street Building. The two storey high glass windows faced to Grosvenor Street and MEC Hall would provide interesting vistas into the high voltage lab. Similar to the façade of the Upper Brook Street Building, delicate patterns in brickwork are used to express craftsmanship and create a strong link to Manchester's and the University's rich architectural history.

The extension to Oddfellows Hall would comprise a three storey building that makes use of the empty space next to the existing listed building. The level of the parapet will be the same as Oddfellows Hall. This together with the horizontal composition of the façade will form a strong connection to the solid façade composition of the existing Hall.

A Heritage Statement has been prepared in support of the application, which provides details of the significance and impact of the proposals with particular focus on Oddfellows Hall. Oddfellows is Grade II Listed and originally constructed in 1915-16 for the Oddfellows Society. The current building replaced a smaller building on the same site that the Society erected in 1857.

The assessment includes a characterisation appraisal of the area, which concludes that the main townscape characteristics / qualities of the area can be summarised by development within a defined linear space, a strong sense of enclosure as a result of consistent building alignment to the west end of Grosvenor Street, and a lack of activity and vitality to the east end of Grosvenor Street.

The existing building and its new extension would contain general teaching accommodation and a suite of small and medium sized conference rooms, academic workspace and communal areas. The building would also include a restaurant/café on the ground floor with outdoor spaces. Overall, the proposed regeneration of Oddfellows Hall and its extension would create an exciting new 'entrance' and approach to the campus for the staff, students and visitors.

The Heritage Statement contains an impact assessment which concludes that the interventions proposed to the Grade II Listed Building would result in localised instances of adverse and beneficial impacts. It is considered that the adverse impacts are outweighed by the wider benefits of the scheme.

Key Views

The Heritage Chapter of the Environmental Statement notes that a survey of the surrounding area was conducted by visual inspection, in order to map out and identify the settings of the designated heritage assets that could be affected by the Proposed Development. Consideration was also given to the historical development, non-designated heritage assets, building types and materials, key views to the notable historic buildings which contribute to the identification of the built form, and understanding of the special interest of the area.

The characterisation appraisal, of the study area, which informed the selection of key views for the visual impact assessment, took into account the following factors regarding character and distinctiveness of the area surrounding the Site: open spaces, public realm, materials, views into and from the Site, current and historic uses and the urban grain.

12 views are assessed within the heritage Statement in which the main townscape characteristics/ qualities of the area can be summarised as follows:

Development in the area is within a well defined linear space;

There is a strong sense of enclosure as a result of consistent building alignment to the west end of the Grosvenor Street. The loss of enclosure and fragmented building line from Sidney Street/ York Street to the west has eroded the character of the area and results in a low townscape quality;

The area contains buildings of individual character, such as the Oddfellows Hall building, which have been shorn of their historic context;

There is a lack of activity and vitality to the east end of Grosvenor Street;

The University's development has not been designed in response to its context. The Halls of Residences 'turn their back' on the street;

Areas of green space and soft landscaping are incongruous and do not promote activity or use;

There is the anticipation of for further development.

access roads avoiding residential areas.

Car Parking

There is no formal car parking provision. The University have an existing staff car parking permit system in place which is managed via a Travel Plan. The University car parks within approximately 1km of the site, alongside the available public and staff spaces provide almost 3,000 spaces for public use, plus over 500 permit parking spaces for University staff.

Off-street parking on residential streets within the vicinity of the site is restricted. The surrounding residential areas have measures in place to prevent staff and student parking. The total disabled parking provision is 18 bays. 12 of these bays would be located adjacent to, and shared with the Aquatics Centre, with two further bays located adjacent to the existing drop-off bay on Booth Street East, two bays located adjacent to the proposed area of public realm to the south of Grosvenor Street and two bays located adjacent to Rumford Street.

In addition to the above, there are three new disabled parking bays proposed on the southern side of Booth Street East as part of the Oxford Road Bus Priority Package Improvements.

The proposals include several areas of cycle parking across the site, totalling provision for 524 cycles.

Drop-off provision for taxis and coaches is provided on Booth Street East in an extended lay-by. Vehicular access into the site would be from Booth Street East and Grosvenor Street only. There would also be egress onto York Street from the service/delivery area.

There are a number of cycle routes in close proximity to the site. Cycle lanes adjacent to the site link into the Greater Manchester Cycle Network and provide on-road cycling facilities enabling travel to north, south, east and west of Manchester City Centre. National Cycle Network (NCN) Route 6 runs north-south to the west of the site and links Manchester City centre to destinations in South Manchester.

Sustainability

The MECD scheme is designed to meet high energy efficiency targets, optimising natural and mixed-mode ventilation systems, exploiting the use of thermal mass in the building, using efficient and effective plant. The following measures have been used in the design:

For teaching, office, and shared spaces the design has minimised reliance on energy-using equipment for heating, cooling, lighting and through design for natural ventilation;

The landscape design includes trees and soft landscaping positioned on and around the development and within buildings at roof terraces to provide natural shading, insulation and air conditioning;

A combined heat and power (CHP) system;

The site layout and design of individual building principles maximise the capture and use of daylight and passive solar energy, whilst avoiding excessive solar gain in summer;

Energy and water efficient appliances and systems.

The MECD Scheme is designed to target BREEAM Excellent with a minimum rating of Very Good.

The Energy Statement summarises the total regulated energy and carbon emissions which have been calculated for the MECD development, and sets out the renewable and decentralised energy technologies which have been considered to reduce the predicted carbon emissions in line with the relevant carbon reduction target.

To maximise efficiencies, consideration has been given to the use of various aspects of the building services design to enhance the energy efficiency of the building. These include:

Mixed mode / natural ventilation strategy where possible

Low velocity air handling units and well-ordered ductwork distribution systems to limit distribution losses

Low energy active chilled beams

Variable Air Volume

Peak top cooling only (above 24°C)

High efficiency gas boilers

Heat recovery on mechanical air handling systems

Use of CO₂ and other occupancy sensing devices to control operation of the building services based on demand

Integrated intelligent controls strategy

The building would be provided with automatic energy metering and data collection and would maximise natural daylight with daylight dimming controls on the lighting systems.

Following an assessment of Low Carbon and Renewable Energy Technologies, it was determined that the most appropriate option to achieve max carbon saving per unit capital cost was to incorporate a gas fired CHP plant.

With regard to energy demand and CO₂ emissions the calculated CO₂ emissions for the development represents an improvement of 19.1% compared to Part L 2013. Further details are contained with the Energy Statement and Environmental Standards Statement.

Crime and Security

The Crime Impact Statement which accompanies the application concludes that the development has been assessed against the principles of 'Crime Prevention through Environmental Design' (CPTED), in order to reduce the opportunities for crime and the fear of crime. The CIS notes that with a few minor additions to the scheme the proposed scheme has been found acceptable.

Noise

Baseline noise surveys have established the underlying noise environment around the Site and at nearby noise sensitive receptors. The main sources are road traffic and industrial noise from nearby University buildings and the Aquatics Centre and are typically moderate to high levels.

Noise and vibration during the construction could generate a negative impact without mitigation. Mitigation measures would include a Construction and Environmental Management Plan (CEMP), restricting working hours, types of machinery used and construction methods. The most significant effects during the operational phase are related to industrial noise from new laboratories and the service yard. Consideration will be given to façade sound insulation performance, including openings for doors and ventilation as part of the scheme design. Noise management policies will need to be put in place to limit noise from façade openings during experiments, and when high noise level activity is taking place in the service yard. Noise impact due to operational road traffic, both within the Site and on the local road network is considered negligible.

There is potential for major negative impact of noise from fixed plant prior to mitigation. Plant would be designed to comply with limiting environmental noise emissions as part of the scheme design. Noise from building services plant operation should be negligible following mitigation.

Air Quality

Activity on site during the construction phase may cause dust and particulate matter to be emitted into the atmosphere but any adverse impact is likely to be temporary, short term and of minor adverse significance. This aspect can be mitigated through appropriate construction environmental management techniques such that the effects are not significant. A condition would be attached to any consent granted requiring a scheme for the wheels of contractors' vehicles leaving the site to be cleaned and the access roads leading to the site swept daily to limit the impact of amount of dust and debris from the site on adjacent occupiers.

The site is located within an Air Quality Management Area (AQMA), which covers the whole of Manchester City Centre, and is declared for potential exceedences of the annual nitrogen dioxide (NO₂) air quality objective. The principal source of air quality effects would be from increased vehicle movements associated with the residential building. However, the proposal is located in the City Centre and as such has good public transport access by tram, bus and rail, providing access to alternative modes of transport for trips to the site by car.

Ground Conditions

There have been several phases of ground investigation both within, and bordering, the site as a result of the gradual redevelopment of the University campus over the last 20 years. The Environmental Statement contains mitigation measures both during construction and operation of MECD. In order to mitigate any risks, it is recommended that specific precautions are taken to reduce potential exposure in accordance with the principle of 'as low as reasonably practical' (ALARP). This should include appropriate safety briefings, protective equipment (PPE), dust suppression and decontamination (wheel washing) of vehicles leaving the site. Following mitigation, the risk would be Negligible. In addition it is recommended a watching brief should be maintained for former water wells, to ensure that they are identified and properly decommissioned in line with the Environment Agency's guidance¹³. Similarly, the recent ground investigation standpipes, and any standpipes installed during previous investigations, should be identified and properly decommissioned prior to the start of construction. These measures should reduce the risk to controlled waters to Negligible.

It is recommended that clean, imported topsoil is used (or site-won materials verified as suitable for use) in all soft landscaping areas. The use of verified materials in soft landscaping areas will reduce the risk to planting to Negligible.

Provided that mitigation measures are adopted, the residual risks for both construction and operation would be negligible.

Water Resources

The Site has been assessed in terms of flood risk, drainage and water usage.

The EA Flood Map shows the MECD development to be located in Flood Zone 2 medium probability owing to the presence of a culverted watercourse (the Corn Brook). However, the Environment Agency has confirmed the site is at a lower risk of

flooding than is currently shown on the EA Flood Zone maps, and should be classified as low risk (i.e. Flood Zone 1).

The Site is located in Manchester's 'Critical Drainage Area' (CDA), as defined by Manchester City Council and the 2011 Manchester SFRA and should therefore seek to reduce the peak surface water runoff by a minimum of 30%, whilst making adequate allowances for climate change.

The proposals include new drainage in line with current legislation and design standards and would manage, control and reduce surface water runoff from the site. Water consumption of the new development has targeted achieving a 40% reduction beyond existing figures. Flood risk has been shown to be of 'low risk' from a variety of sources.

SUDs are incorporated into the scheme and include:

Rainwater harvesting which will be used to recycle water for use within the proposed buildings. This will capture rainwater from approximately 25% of the total proposed building's roof areas.

Green roofs are proposed for both York Street and Upper Brook Street Buildings.

A green corridor in front of the Upper Brook Street building (East side of site) has been introduced where the site can achieve this away from buried basements. These areas will not be positively drained (i.e. will not contribute to the drainage network).

Bio-retention tree pits will be promoted for irrigation of trees. These will not be connected to the drainage network to avoid actively discharging land drainage to the local sewer network. These can be used where slot drainage channels are in close proximity to trees and will lead to a reduction in overall contributing catchment area drained to sewer.

Overall, the environmental effects are not considered to be significant and no specific mitigation measures are proposed. However, there are several 'embedded mitigation' measures, in relation to flood risk, drainage and water usage, which have been incorporated into design proposals through planning legislation and regulation.

Ventilation

A Ventilation Statement states that the development has been designed to naturally ventilate as many spaces as possible but in order to reduce the energy use and carbon emissions and provide control of air quality, the design incorporates some "assisted natural ventilation". This allows windows to remain shut during winter months in order to recover the heat from fresh air, reduce draughts and maintain good air quality and appropriate CO2 levels.

Activities involving chemicals, solvents and other hazardous substances will take place in the MECD development. Process ventilation systems would be provided to ensure appropriate ventilation to areas where such activities will be carried out.

The process ventilation systems and equipment will include:

Mechanical extract ventilation systems (make up supply provided from general building ventilation)

Local fume and dust extract ventilation systems

Flues and vent lines

Fume cupboards

Further details are contained within the accompanying Ventilation Statement.

Waste Management and Servicing

The approach to servicing and refuse has been developed in consultation and collaboration with the University of Manchester. The building has been designed to allow for the current waste regulations and streams identified with the University's estates department. The existing bin store between Materials Science & James Chadwick are to be retained as a function and combined with a new gas bottle store between James Chadwick and the new building on Upper Brook Street.

The service yard is located in the York Street Building to the north/west of the site. The transformers, switch room and main gas bottle stores are also located here at ground floor level, for ease of access from the proposed service road. Service access will be required for deliveries, refuse collection and emergency services. Regular deliveries of office and laboratory supplies will be made by transit van or small lorry. Regular (fortnightly/ monthly) deliveries of gas bottles and bulk gases will also be required, this is typically by rigid axle truck or cryogenic tanker. Deliveries of equipment and tools will also be required on an infrequent basis. This is likely to vary from small items delivered by transit van up to large items arriving by articulated lorry.

The volume of general refuse and that will be generated by the users of the new campus has been estimated at around 7 tonnes per week. A secure, lockable, covered refuse and recycling store is located to the south side of the service area. The store consists of space for the following:

A covered area of area, 25m² for bulky waste

6 no. 1100 litre Eurobins

Wheelie Bins:

Recycled raw materials - 2no. bins

Cooking oils - 2no. bins

Space for food waste (in the future) - 2no. bins

Recyclable bunkers containing:

Office paper (blue bags) - 1m²

Cardboard - 1m²

IT - 1m

Specialist wastes including biological and clinical waste - 1m²

Toner cartridges/batteries - 1m²

Plastic bottles & cans - 1m²
General Waste Compactor
Cardboard Compactor
Accommodation for 5 no. 1100 litre Eurobins for refuse
Space for future growth of stores in this area
Non recycled chemical store - 10 no. oil drums

Please refer to the Waste Management Strategy contained within the Design and Access Statement for further information.

Wind

A qualitative assessment of the wind conditions around the proposed development has been carried out in terms of suitability for pedestrian activities. The main conclusions from this study are as follows:

The public realm space to the south-west of the building (Booth Street Square) is exposed to the prevailing winds that are likely to cause areas of windiness in the square. However, wind conditions are expected to be suitable for 'good weather' use.

Winds from the south and south-west will also affect the south-west entrance to the MEC Hall building. The use of revolving doors and recessing of this entrance are valuable features of the proposed design and will mitigate against infiltration and windiness outside the door as well as potentially providing some rain shelter.

Rumford Passage is sheltered from south-westerly winds and therefore the wind conditions are expected to be in the 'Sitting' to 'Standing' range, which is acceptable for access use and entrances. Infiltration due to external wind pressures is less likely through entrances here, but stack effect and balance of internal pressures might lead to infiltration at times, depending on building ventilation arrangements.

Response to consultees – It is considered appropriate to impose conditions as recommended.

Conclusion

The new development will be home to; School of Chemical Engineering and Analytical Science, School of Electrical and Electronic Engineering, School of Materials, School of Mechanical, Aerospace and Civil Engineering, Dalton Nuclear Institute, International Centre for Advance Materials. As well as University wide teaching facilities and the Engineering and Physical Science's Foundation Studies programme and Faculty Office.

MECD will be the single, largest construction project undertaken by any higher education institution in the UK, and will provide a range of modern facilities in a

bespoke environment, to support the University's research, teaching and learning in the 21st century.

The proposals for the site would form a key part of the entry sequence into Manchester City Centre from the south along Upper Brook Street. The proposals will relocate the current engineering facilities located on the UMIST campus to the north in a purpose built facility, to enable the continued growth and success of this area of the University and as part of the wider strategy for the University's future growth.

The proposed development will comprise 70,590 sq.m of new education space (including the extension to Oddfellows Hall) to accommodate the engineering facility, plus ground floor cafes and restaurants. The proposals include education spaces including office space and laboratories as well as areas for visitors, cafes and restaurants, landscaping and public realm. A new public space is proposed adjacent to the Aquatic Centre, at a key entrance into the scheme.

The University of Manchester has embarked on a £1 billion ten year plan to create a world-class, single campus for its students, staff and visitors. The first phase of this visionary masterplan includes the Manchester Engineering Campus Development (MECD). The University is investing over £300M to create a new and dynamic engineering campus which will reflect the vision and bold ambitions of the University. The key benefits MECD will deliver include:

The proposals will deliver a first class development for teaching and research which will assist The University of Manchester in becoming one of the top 25 research universities in the world.

Bringing together of four Engineering Schools will enhance the University experience for students and encourage knowledge sharing and collaboration.

The social spaces proposed as part of the scheme such as the cafes and public realm will provide activity and character to the campus and provide natural surveillance to the wider area.

Staff, students and visitors will have access to areas of high quality open space within the development which will help foster a sense of community.

Direct job creation and supply chain job creation during and post construction phase which will be targeted at local people where possible.

A key objective within the 20/20 Vision is that the University should provide a world-class estate which meets the needs of The University of Manchester in 2020. This includes ensuring that the estate and buildings meet the University's teaching and learning, research, academic and social needs and that the estate creates a genuine sense of place. To achieve this aim the University has commenced a 1billion investment in its estate (as mentioned above). This will focus on enhancing the Oxford Road campus to help advance and fuel the growth and development of the area and underpin the City Council's aspirations for The Corridor. The Corridor is identified as a major area of economic growth and expansion for the City acknowledging the crucial role that the University will have in its future.

The application proposals are supported by an Environmental Impact Assessment of those topics that were identified as having the potential to create likely significant

effects on the environment during the construction and operational phases of the Development. The topics were agreed through a formal EIA Scoping process and include: Built Heritage, Water Resources, Ground Conditions, Air Quality, Transport, Noise, and Socio-economic.

Overall, it is considered that the proposals are in accordance with, and positively contributes to, the aims of planning policy at national and local levels, including the National Planning Policy Framework and the adopted Manchester Core Strategy. The proposal therefore merits the support from the City Council and the grant of Planning Permission and Listed Building Consent.

Human Rights Act 1998 considerations – This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have made representations) have the right to a fair hearing and to this end the Committee must give full consideration to their comments.

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved policies of the Unitary Development Plan, the Head of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the of the application is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation APPROVE Planning application 111758

Article 35 Declaration

In assessing the merits of an application for planning permission officers will seek to work with the applicant in a positive and pro-active manner to seeking solutions to problems arising in relation to dealing with the application. Planning officers have worked with the applicant to overcome problems relating to amenity, heritage and noise.

Conditions to be attached to the decision:

1) The development must be begun not later than the expiration of three years beginning with the date of this permission.

Reason - Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

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

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to Core Strategy SP 1, CC3, H1, H8, CC5, CC6, CC7, CC9, CC10, T1, T2, EN1, EN2, EN3, EN6, EN8, EN9, EN11, EN14, EN15, EN16, EN17, EN18, EN19, DM1 and PA1 saved Unitary Development Plan policies DC18.1, DC19.1, DC20 and DC26.1.

3) The wheels of contractors vehicles leaving the site shall be cleaned and the access roads leading to the site swept daily in accordance with a management scheme submitted to and approved in writing by the City Council as local planning authority prior to any works excluding implementation of the junction improvements commencing on site.

Reason - In the interest of pedestrian and highway safety, as specified in policies SP1 and DM1 of Core Strategy.

4) Notwithstanding the details submitted with the application, prior to the commencement of development excluding the implementation of the junction improvements, a programme for the issue of samples and specifications of all material to be used on all external elevations of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. Samples and specifications of all materials to be used on all external elevations of the development to include jointing and fixing details, details of the drips to be used to prevent staining and a strategy for quality control management, shall then be submitted and approved in writing by the City Council as local planning authority in accordance with the programme as agreed above.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, as specified in policies SP1 and DM1 of the Core Strategy.

5) Before the development hereby approved (excluding the junction improvements) commences, a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site shall be submitted to and approved in writing by the City Council as local planning authority. The Preliminary Risk Assessment shall conform to City Council's current guidance document (Planning Guidance in Relation to Ground Contamination).

In the event of the Preliminary Risk Assessment identifying risks which in the written opinion of the Local Planning Authority require further investigation, the development shall not commence until a scheme for the investigation of the site and the

identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the City Council as local planning authority.

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

b) When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority.

In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on the site at any time before the development is occupied, then development shall cease and/or the development shall not be occupied until, a report outlining what measures, if any, are required to remediate the land (the Revised Remediation Strategy) is submitted to and approved in writing by the City Council as local planning authority and the development shall be carried out in accordance with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to Section 11 of the National Planning Policy Framework and policy EN18 of the Core Strategy.

6) The development hereby approved (excluding the junction improvement works) shall not commence unless and until a Construction Management Plan, including details of the following

*Hours of site opening / operation

* A Site Waste Management Plan,

* Air Quality Plan;

*A plan layout showing areas of public highway agreed with the Highway Authority for use in association with the development during construction;

*The parking of vehicles of site operatives and visitors;

*Loading and unloading of plant and materials;

*Storage of plant and materials used in constructing the development;

*Construction and demolition methods to be used, including the use of cranes;

*The erection and maintenance of security hoarding;

*Measures to control the emission of dust and dirt during construction and;

*A scheme for recycling/disposing of waste resulting from demolition and construction works;

*Details of and position of any proposed cranes to be used on the site and any lighting;

*A detailed programme of the works and risk assessments;

*Temporary traffic management measures to address any necessary bus re-routing and bus stop closures.

- *Details on the timing of construction of scaffolding,
- *A Human Impact Management Plan,
- *Details of how access to adjacent premises would be managed to ensure clear and safe routes into Buildings are maintained at all times.

has been submitted to and approved in writing by the City Council as local planning authority.

The approved CMP shall be adhered to throughout the construction period.

Reason: To ensure that the appearance of the development is acceptable and in the interests of the amenity of the area, pursuant to policies EN15, EN16, EN17 and EN18 of the Core Strategy and Guide to Development 2 (SPG)

7) The details of an emergency telephone contact number for the contractors shall be displayed in a publicly accessible location on the site from the commencement of development until construction works are complete.

Reason - To prevent detrimental impact on the amenity of nearby residents and in the interests of local amenity in order to comply with policies SP1 and DM1 of the Core Strategy.

8) No development (excluding the junction improvements) shall commence until details of the measures to be incorporated into the development (or phase thereof) to demonstrate how secure by design accreditation will be achieved have been submitted to and approved in writing by the City Council as local planning authority. The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a secured by design accreditation.

Reason - To reduce the risk of crime pursuant to policies SP1 and DM1 of the Core Strategy and to reflect the guidance contained in the National Planning Policy Framework

9) Before development commences (excluding the junction improvement works) a scheme for dealing with the discharge of surface water and which demonstrates that the site will be drained on a separate system, with only foul drainage connected into the foul sewer, shall be submitted to and approved in writing by the City Council as Local Planning Authority. The approved scheme shall be implemented in full before use of the residential premises first commences.

Reason - Pursuant to National Planning Policy Framework policies (PPS 1 (22) and PPS 25 (F8))

10) Prior to the commencement of development (excluding the junction improvement works) final details of the public realm works shall be submitted and approved in writing by the City Council as Local Planning Authority to include an implementation timeframe and the following:

- (a) A strategy for the planting of street trees within the development site including details of overall numbers, size, species and planting specification, constraints to further planting and details of on going maintenance; and
- (b) Details of measures to create potential opportunities to enhance and create new biodiversity within the development to include bat boxes and brick, bird boxes and appropriate planting;
- (c) Details of the proposed hard landscaping materials;
- (d) Details of the proposed tree species within the public realm including proposed size, species and planting specification including tree pits and design;
- (e) Details of the proposed street furniture including seating, bins and lighting;
- (f) Details of external steps and handrails;
- (g) Details of an external signage strategy in relation to way finding within the development and associated public realm; and
- (h) A management and maintenance strategy for the public realm areas.

The approved scheme shall be implemented not later than 12 months from the date the proposed building is first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place,

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies R1.1, I3.1, T3.1, S1.1, E2.5, E3.7 and RC4 of the Unitary Development Plan for the City of Manchester and policies SP1, DM1, EN1, EN9 EN14 and EN15 of the emerging Core Strategy.

11) Before development (excluding the junction improvement works) commences final details of wind mitigation measures shall be submitted to and approved by the City Council as local planning authority. All works approved in discharge of this condition shall be fully completed before the development hereby approved is first occupied.

Reason - In interests of the amenity and safety of pedestrians using the areas adjacent to the development pursuant to policies SP1 and DM1 of the Core Strategy.

12) No development (excluding the junction improvements) shall take place until surface water drainage works have been implemented in accordance with SuDS National Standards and details that have been submitted to and approved in writing by the local planning authority. The following additional information has to be provided:

In order to avoid drainage condition or discharge the above drainage condition, the following evidence needs to be provided:

- (a) Maximising opportunity for SuDS inclusion into the proposed green spaces;

(b) Assessment of overland flow routes for exceeding conditions the flow routes need to divert surface water runoff away from properties on and off site;

(c) Surface water management during construction; and

(d) Agreement by United and Utilities and Environment Agency that they accept the proposal and connections.

Reason - The application site is located within a critical drainage area and in line with the requirements in relation to sustainable urban drainage systems, further consideration should be given to the control of surface water at the site in order to minimise localised flood risk pursuant policies EN14 and DM1 of the Core Strategy for Manchester.

13) No development hereby permitted shall be occupied until details of the implementation, maintenance and management of the sustainable drainage scheme have been submitted to and approved by the local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:

(a) Verification report providing photographic evidence of construction as per design drawings;

(b) As built construction drawings if different from design construction drawings;

(c) Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

Reason - The application site is located within a critical drainage area and in line with the requirements in relation to sustainable urban drainage systems, further consideration should be given to the control of surface water at the site in order to minimise localised flood risk pursuant policies EN14 and DM1 of the Core Strategy for Manchester.

14) Prior to occupation of the development, details of the materials, including natural stone or other high quality materials to be used for the footpaths and for the areas between the back of pavement surrounding the development site and the line of the proposed building shall be submitted to and approved in writing by the City Council as local planning authority. All works approved in discharge of this condition shall be fully completed before the development hereby approved is first occupied.

Reason - In the interests of amenity and to ensure that paving materials are consistent with the use of these areas as pedestrian routes and in accordance with Core Strategy policies SP1 and DM1.

15) Prior to first occupation of the development, details of how 24 hour management of the site in particular in relation to servicing and refuse (storage and removal); shall be submitted to and agreed in writing by the City Council as Local Planning Authority. The approved strategy shall remain in operation in perpetuity.

Reason

In the interests of amenity pursuant to Core Strategy policy DM1

16) Before any use hereby approved commences, within each of the ground floor units; details of the proposed operating hours shall be submitted to and approved in writing by the City Council as local planning authority. The units shall be not be operated outside the hours approved in discharge of this condition.

Reason - In interests of residential amenity in order to reduce noise and general disturbance in accordance with saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

17) Before the areas of public realm hereby approved are first brought into use a detailed Event Management Strategy which includes detail of the following:

- (a) Details of the types of events that would be held within the space;
- (b) Any temporary traffic measures that would be required to be put in place;
- (d) How full access for pedestrians and service vehicles to surrounding streets and buildings would be maintained;
- (e) Locations for vehicles including cranes to unload; and
- (f) An Operating Schedule for prevention of crime and disorder and prevention of public nuisance.

shall be submitted and agreed in writing by the City Council as Local Planning Authority.

Reason - In the interests of highway safety and amenity in accordance with saved policy DC26; of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy

18) The following details shall be submitted and agreed in writing before first occupation of the buildings:

- (a) a signage strategy;
- (b) a layout and design strategy for any outside furniture and associated fixtures and fittings;

Reason - In the interests of visual amenity to enable careful attention to signage details and the level of visual clutter associated with any external seating is required to protect the character and appearance of this building in accordance with policies SP1 and DM1 of the Core Strategy

19) Prior to occupation of the development a scheme for the acoustic insulation of any externally mounted ancillary equipment to ensure that it achieves a background noise level of 5dB below the existing background (La90) in each octave band at the nearest noise sensitive location shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the equipment. The approved scheme shall be implemented prior to occupancy and shall remain operational thereafter.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Core Strategy

21) Deliveries, servicing and collections, including waste collections shall not take place outside the following hours:

07:30 to 20:00 Monday to Saturday
10:00 to 18:00 Sundays and Bank Holidays

Reason - In interests of residential amenity in order to reduce noise and general disturbance in accordance with saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

22) The development hereby approved shall include for full disabled access to be provided to all areas of public realm and via the main entrances and to the floors above.

Reason - To ensure that satisfactory disabled access is provided by reference to the provisions Core Strategy policy DM.

23) Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Reason

To ensure a safe form of development that poses no unacceptable risk of contamination to controlled waters pursuant to section 10 of the National Planning Policy Framework Core Strategy policy EN14 and EN17.

24) Before the development hereby approved is first occupied confirmation of the flood evacuation plan is in place and has been agreed with the relevant authorities and that the development is signed up to EA's Flood warnings direct alert system shall be submitted to and approved in writing by the City Council as Local Planning Authority.

Reason - In the interests of public safety, pursuant to policies DM1 and EN14 of the Core Strategy.

25) Prior to first use of the public realm full details of a maintenance strategy including details of who would be responsible for the ongoing maintenance of surfaces, lighting, street furniture, drainage, planting and litter collection and details of where maintenance vehicles would park shall be submitted to and agreed in writing by the City Council as Local Planning Authority. The approved strategy shall remain in operation in perpetuity.

Reason

In the interests of amenity pursuant to Core Strategy policy DM1

26) Final details of the method of extraction of any fumes, vapours and odours from (a) the residential accommodation ; and (b) the ground floor units shall be submitted to and approved in writing by the City Council as local planning authority prior to occupation of each use / ground floor A3 / A4 unit The details of the approved scheme shall be implemented prior to occupancy and shall remain in situ whilst the use or development is in operation.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Core Strategy

27) The food and drink units shall be acoustically insulated in accordance with a scheme which must be submitted to and approved in writing by the City Council as Local Planning authority. The implementation of these approved works must be confirmed within a Verification Report to be submitted to and approved in writing by the City Council as Local Planning Authority prior to occupation of any part of the development. The approved measures shall remain in situ whilst the use or development is in operation. For the avoidance of doubt any changes to the approved the structure are prohibited at any time without written approval of the planning authority.

Reason - In order to protect future residents from noise nuisance, pursuant to policies SP1, H1 and DM1 of the Core Strategy.

28) Prior to implementation of any proposed lighting scheme the following details of any proposed lighting scheme including a report to demonstrate that the proposed lighting levels would not have any adverse impact on the amenity of residents within this and adjacent developments shall be submitted to and agreed in writing by the City Council as local planning authority:

Reason - In the interests of visual and residential amenity pursuant to Core Strategy policies SP1, CC9, EN3 and DM1 of the Core Strategy and saved UDP policy DC19.1.

29) No amplified sound or any music shall be produced or played in any part of the site outside of the building other than in accordance with a scheme detailing the levels at which any music shall be played and the hours during which it shall be played which has been submitted to and approved in writing by the City Council as local planning authority.

Reason - In interests of residential amenity in order to reduce noise and general disturbance in accordance with saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

30) An air quality impact assessment for the development shall be submitted to and approved in writing by the City Council as local planning authority.

Reason: To secure a reduction in air pollution from traffic or other sources in order to protect future residents from air pollution pursuant to policies SP1 and DM1 of the Core Strategy.

31) The uses hereby approved shall not be occupied until a scheme for the storage (including segregated waste recycling) and disposal of refuse for each of the buildings has been submitted to and approved in writing by the City Council as local planning authority. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - In order to ensure that adequate provision is made within the development for the storage and recycling of waste in accordance with policies DM1 and EN19 of the Core Strategy for the City of Manchester.

32) Before the development commences (excluding the junction improvements studies containing the following with regard to television reception in the area containing the site shall be submitted to and approved in writing by the City Council as local planning authority:

a) Identify, before the development commences, the potential impact area in which television reception is likely to be adversely affected by the development. The study shall be carried out either by the Office of Communications (OFCOM), or by a body approved by OFCOM and shall include an assessment of when in the construction process an impact on television reception might occur.

b) Measure the existing television signal reception within the potential impact area identified in (a) above before development commences. The work shall be undertaken either by an aerial installer registered with the Confederation of Aerial Industries or by a body approved by the Independent Television Commission, and shall include an assessment of the survey results obtained.

(c) Assess the impact of the development on television signal reception within the potential impact area identified in above within one month of the practical completion of the development or before the development is first occupied, whichever is the sooner, and at any other time during the construction of the development if requested in writing by the City Council as local planning authority in response to identified television signal reception problems within the potential impact area. The study shall identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out in (b) above. The measures identified must be carried out either before the building is first occupied or within one month of the study being submitted to the City Council as local planning authority, whichever is the earlier.

Reason - To provide an indication of the area of television signal reception likely to be affected by the development to provide a basis on which to assess the extent to which the development during construction and once built, will affect television reception and to ensure that the development at least maintains the existing level and quality of television signal reception. In the interest of residential amenity, as specified in policy DM1 of Core Strategy.

Recommendation APPROVE Listed Building Consent 111759

Conditions to be attached to the decision:

1) The development must be begun not later than the expiration of three years beginning with the date of this permission.

Reason - Required to be imposed pursuant to Section 18 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

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

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to Core Strategy SP 1, CC3, H1, H8, CC5, CC6, CC7, CC9, CC10, T1, T2, EN1, EN2, EN3, EN6, EN 8, EN9, EN11, EN14, EN15, EN 16, EN17, EN18, EN19, DM 1 and PA1 saved Unitary Development Plan polices DC18.1 DC19.1, DC20 and DC26.1.

3) No development that is hereby approved shall commence unless and until samples and specifications of all materials to be used on all external elevations of the development have been submitted to and approved in writing by the City Council as local planning authority.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, as specified in policies SP1 and DM1 of the Core Strategy.

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 111758/FO/2016/C1 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

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

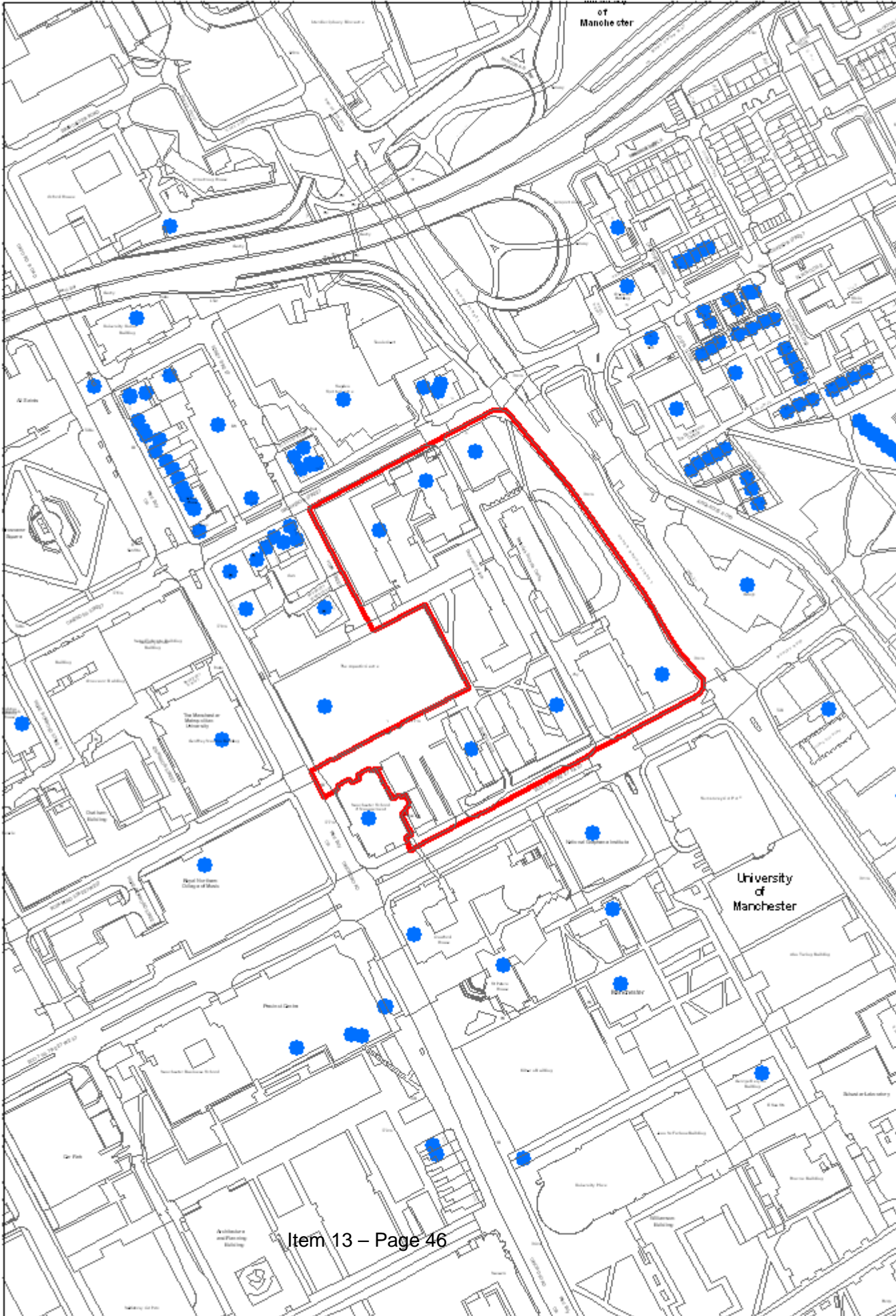
Highway Services
Environmental Health
Environment & Operations (Refuse & Sustainability)
Travel Change Team



Neighbourhood Team Leader (Arboriculture)
Corporate Property
MCC Flood Risk Management
Central Neighbourhood Team
MCC Flood Risk Management
Access Officer
Bridges & Capital Programmes
Corridor Manchester
Grove Village Residents Association
Greater Manchester Police
United Utilities Water PLC
Historic England (North West)
Environment Agency
Transport For Greater Manchester
GM Fire & Rescue Service
Fire Prevention Officer
Greater Manchester Ecology Unit
Wildlife Trust
Central Manchester University Hospitals NHS Foundation Trust
Greater Manchester Pedestrians Society
Greater Manchester Geological Unit

A map showing the neighbours notified of the application is attached at the end of the report.

Representations were received from the following third parties:

Relevant Contact Officer : Tony Mitchell
Telephone number : 0161 234 4776
Email : a.mitchell@manchester.gov.uk



 Application site boundary  Neighbour notification

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