

<b>Application Number</b>	<b>Date of Appln</b>	<b>Committee Date</b>	<b>Ward</b>
110986/FO/2016/C1	13th Jan 2016	28 July 2016	Ardwick Ward

**Proposal** Erection of a 4 storey annexe building to the School of Physics and Astronomy Schuster Building.

**Location** Schuster Building, Brunswick Street, Ardwick, Manchester, M13 9SR

**Applicant** Mr John Concannon , The University of Manchester, Directorate Of Estates, Beyer Building G.003, Oxford Road, Manchester, M13 9PL

**Agent** Mr Matthew Burl, Hawkins Brown, 3C Tariff Street, Manchester, M1 2FF

## Description

### The Site

The site is located within the Oxford Road Campus, at the junction of Upper Brook Street, and Brunswick Street and measures 1.717 hectares. The site is adjacent to the Schuster Building which forms part of the main campus Quadrant, the other quadrant buildings include; Williamson, Simon and Chemistry. The site is not adjacent to any listed buildings and does not lie within a conservation area.

University buildings create an elevation along Upper Brook Street which is permeated by routes into the campus. Brunswick Street is one of these and connects directly into the residential area of Ardwick and the Brunswick Estate.



## The Development

Planning permission is sought for the construction of a four storey building plus roof plant accommodation. The building would be known as the Schuster annexe and would be connected to the existing Schuster building. The building would be used for teaching and associated uses along and have a recreational area. Hard and soft landscaping is also proposed.

The building would have direct and level access from the existing Schuster Building. The design aims to a contemporary response to the surrounding area. The proposed red brick would complement the Schuster Building. The Annexe facade would express the spaces within the building, and its textured appearance would add depth and interest to the eastern and western elevations in particular. A metal bridge would link the buildings.

Windows would be a mix of flush with brickwork and set back within a reveal. Vertical zinc fins would be fitted adjacent to some of the windows. The ground floor elevation would have a folded glass base to reflect the 'twist' in geometry between the main Schuster building and the proposed annexe. This geometry is also reflected in the roof top screen which would be artist designed perforated metal.

The gable elevation to Brunswick Street would have a large 3-storey picture window with a ceramic fritted pattern applied to the glass. The Link Building is clad in zinc panel rainscreen in a vertical stretcher bond pattern. Windows are punched into this pattern format.

Parking spaces for disabled people would be provided via the campus service road. Visitor, student and staff parking is provided by campus wide car parks. Existing cycle parking is located outside the main entrance of the Schuster Building. Additional cycle parking is proposed for the Annexe building and would comprise a further 11 cycle parking spaces within the existing cycle parking area of the Schuster Building.

Refuse, recycling and other service access would be maintained via the existing Schuster Building loading bay, goods lift, and adjacent stores accessed via the campus service road.

The proposed building would be organised on four levels and would include:

- A Ground floor 'Ideas Mill' consisting of a Flat Floor Teaching Space which could be used for presentation, collaborative teaching and learning, surrounded by a series of break-out rooms for group discussion and working. The ground floor also hosts a new location for Student Services and a Careers Work-Out area.
- At first floor a Teaching Laboratories would be combined with a demonstration area, Fab Lab, Prep Space and a 4th Year Project Space. The first floor is connected to the second floor through an open well and central stair to allow good communication between floors and viewing of the demonstration area.

- At Second Floor the laboratory accommodation would continue with Teaching labs combined with Project Group Working space, 4thYear individual works spaces and Incubator space. Both the first and second floors would be connected back to Schuster via a northern bridge connection.
- At Third Floor the entire academic staff would be housed through a series of individual offices for academics and open plan space for support staff. The accommodation would be linked back to Schuster in the same way as the floors below and is combined with social and meeting room accommodation.







## 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. Site notices were also placed adjacent to the site. No representations have been received.

Highway Services – No comments received.

Environmental Health – Recommended conditions to control: noise; hours of operation, deliveries and construction, contaminated land and remediation.

Neighbourhood Team Leader (Arboriculture) – No comments received.

South Manchester Regeneration - Central SRF – No comments received.

Greater Manchester Police – No comments received.

Environment Agency - No objection in principle to the proposed development. The submitted Flood Risk Assessment (FRA) explains that the finished floor level of the proposed annexe is to be set at the same level as the existing building. This is acceptable in principle.

Transport For Greater Manchester – No comments received.

Greater Manchester Archaeological Advisory Service – Is satisfied that the proposed development does not threaten the known or suspected archaeological heritage. On this basis there is no reason to seek to impose any archaeological requirements upon the applicant.

Greater Manchester Ecology Unit – Recommended conditions to protect birds, bats, protected Wild Mammals and landscaping / trees.

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

Travel Change Team – No comments received.

United Utilities Water PLC – No comments received.

Wildlife Trust – No comments received.

Greater Manchester Geological Unit – No comments received.

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

Salford City Council – No objection.

## **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, CC10, EC8, EN1, 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, 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 enhanced academic facilities.

SO5. 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.

SO6. 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 proposal would develop an underutilised 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 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 building 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.

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 Core Strategy Policies EN1 (Design Principles and Strategic Character Areas), CC6 (City Centre High Density Development) - The proposed development has been the subject of significant design consideration and consultation. It would maximise 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.

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 information 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 landscaping 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 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.

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 statements relating to: ground conditions, trees, flood risk, crime, noise, travel, waste and archaeology in support of the application. 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 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 £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**

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.

## **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 redevelopment of the site 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 developments that are occurring every day at the University which in turn will maintain the University's position in world leading research.

## **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

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 scheme would 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 key features are included in the sustainability strategy:

- Very high efficiency fabric for external glazing and walls.
- Air tightness of 3(m<sup>3</sup>/hr)/m<sup>2</sup> at 50Pa
- Maximum of 40% average glazed area, appropriately located to ensure balance between optimal daylight infiltration and minimal summer solar gains.
- Maximise the potential for natural ventilation (currently viable for some ground floor areas only).
- No comfort cooling to occupied spaces.
- Energy efficient building services, including underfloor heating and high efficiency heat recovery on ventilation.
- High efficiency LED lighting throughout.

The Scheme is designed to target a BREEAM rating of Very Good.

## **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**

A noise survey has been undertaken to establish the background noise levels representative of noise-sensitive residential premises closest to the proposed development and at the façade of the existing Schuster building. Noise modelling has been undertaken to predict the noise impact of the proposed building services plant based on current design stage proposals. It has been demonstrated that the predicted the noise rating level associated with the proposed plant will be 5 dB below the background noise level at existing residential premises during daytime and night-time periods. As a result, effects which are significant will be avoided and thus the proposals are compliant with the requirements of the NPPF and National Planning Guidance: Noise. The predicted plant noise levels are also compliant with BREEAM Design Stage criteria at all receptors. Assessments have also been undertaken to ensure the buildings' acoustic performance including sound insulation meet the appropriate standards for its purpose including BREEAM and BB93.

## **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 (NO<sub>2</sub>) air quality objective. 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.

As a result of the energy saving measures in the Schuster building and other existing stock on the University campus the existing central boiler plant is planned to be used to heat the new annex. As a consequence there are now on site emissions from the proposed Schuster Annex. The ventilation plant proposed for the building is designed to suit normal teaching spaces and is clean at the point of extraction. There are no on site combustion processes involved.

## **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. Previous land uses on and adjacent to the site have included terraced properties, a garage, a works and an electricity sub-station.

Further information would be required to be submitted in relation to gas monitoring equipment along with:

- Watching brief for unexpected contamination
- WAC testing undertaken prior to disposal of any surplus spoil
- Waste transfer notes are retained for all spoil removed from the site.
- Details of site management procedures (control of dust etc.)
- Provision of a site completion report to include the above.

## **Water Resources and Flood Risk Assessment**

The SFRA Map indicates that the application site is located in the Conurbation Core Critical Drainage Area and also shown on the EA Statutory maps for planning as being located in flood zones 1 and 2. This therefore warrants the submission of a Flood Risk Assessment which has been submitted with the planning application. A Civil & Structural Strategy for the below ground and storm water management has also been submitted.

Building-related drainage - Surface rainwater runs from the roof into a single linear gutter. A fall of 1:60 is proposed for the roof. Rainwater is discharged from the gutter into roof outlets. Downpipes from the roof are integrated within the building to visually hide the pipework. Maintenance access is provided via proposed service risers.

As part of the storm water strategy an attenuation tank is proposed to accommodate extreme rain water conditions.

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 and Heating**

The new building has been modelled thermally with occupancy, equipment loads and weather data as well as material U values and glazing g values in respect of overheating. The mechanical design solution uses the existing systems within the Schuster building to connect heating and domestic services to service the new annex.

The new annex would be heated from the existing plate heat exchangers within Schuster. No new boilers are required. The existing heating in the Schuster Building is served by a University of Manchester private district heating network and it has been verified that the existing network has adequate spare capacity to serve the building. The existing central boiler plant would serve the new annex as a result of

freed up capacity in the system by virtue of energy saving measures used in Schuster and other related building stock.

New pumped systems would provide heating to ventilation plant located at ground floor level and at roof level. A variable temperature system would serve the underfloor heating system. The heating systems will be zoned and will allow temperature variability room to room where required.

The new building would be provided with new cold water supply. The existing cold water system in the Schuster Building has been assessed and it has been determined that there is adequate capacity to serve the building.

The building is largely sealed and has dedicated filtered and tempered mechanical ventilation serving the various zones controlled on air quality. The systems are zoned to allow out of hours working in specific areas allowing areas not in use to be switched off. Rooms off the internal courtyard will have manually opening windows. Stairwells will have manual opening windows.

The ventilation systems have been sized based on thermal modelling approach to identify air volumes to limit overheating to meet with Part L2a of the approved document.

A dedicated BMS controls system to control, meter and manage system alarms will be provided. This shall be an extension to the existing controls system in Schuster building.

### **Waste Management and Servicing**

The refuse and recycling storages for the Schuster Building is located within the existing bin store, accessed via the campus service road. It is proposed that refuse and recycling storage for the Annexe building is provided using this existing bin store. The current capacity for refuse storage of the existing bin store is provided by 3 Eurobins, which are not expandable. It is proposed that the additional refuse of the Annexe building will be accommodated by increasing the frequency of refuse collection. The current capacity for recycling storage is provided by 3 recycling cages located within the Schuster Building bin store. It is proposed that recycling storage for the Annexe building will be provided by adding one additional cage and increasing to the frequency of recycling collection. The number and size of new internal recycling bins for the Annexe building will be calculated using the guidance from the University of Manchester, which requires 1 recycling station per 20-30 person. The Annexe building will not require any specialist waste management and the refuse and recyclable waste is assumed to be the same as the Schuster Building.

A commercial operator is employed to collect refuse from the Schuster Building which is currently collected 3 times a week (Monday, Wednesday and Friday) via the campus service road. It is proposed that an increase to the frequency of refuse collections (to include Tuesday and Thursday) will provided for the increase in demand of the Annexe building. These additional collections will provide additional refuse volume of 66%, which exceeds the projected new occupancy of the Annexe



building. The recycling waste is currently separated into different waste streams into the cages on a daily basis, which is managed in house by the University. It is proposed the recycling collection from the Schuster Building bin store would be increase to meet the demand of the Annexe building, as well as, one additional recycling cage is to be provided within the bin store.

### Shadowing

A shadow path analysis has been undertaken to investigate the impact of shadows on adjacent sites from the proposed Schuster Annexe Building. In general there is very limited impact on adjacent sites, given the site is bounded by Upper Brook Street and Brunswick Street. The primary consideration is the impact on the existing Schuster building. The Schuster Building lies adjacent to the west of the site and there is therefore limited additional shading created by the proposed annexe building.

### Trees

9 trees have been removed from the site. None of the trees removed were protected. The University has a Tree Policy designed to cover tree loss caused through development by replacing trees on a two for one basis. It is recommended that a condition be imposed upon any approval.



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

## Conclusion

The proposal for the site would form a key part of the entry sequence into Manchester City Centre from the south along Upper Brook Street. The proposal would 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 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) recently granted planning permission by Committee. 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.

A key objective within the University is that it 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 1 billion 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.

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 polices 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.

## 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, design and noise.

**Recommendation**      Approve

### 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 , EN6 , EN 8, EN9, EN11, EN14, EN15, EN 16 , EN17, EN18, EN19, DM 1 and PA1 saved Unitary Development Plan polices 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 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 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 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 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 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 final details of the landscaping 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 trees within the development site, or another agreed site(s) 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 / landscaping 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 Core Strategy.

11) Before development 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 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 the areas of public realm / landscaping 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

17) 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

18) 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

19) 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.

20) The development hereby approved shall include for full disabled access to be provided to all areas of public realm / landscaping 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.

21) 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.

22) 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.

23) Prior to first use of the public realm / landscaping 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 25) Final details of the method of extraction of any fumes, vapours and odours from 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.

24) The building 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.

25) 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.

26) 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.

27) 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.

28) The building 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.

29) Before the development commences 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.

30) Prior to development commencing a local labour agreement relating to the construction phase of development, shall be submitted to and agreed in writing with the City Council as local planning authority. The approved scheme shall be in place prior to the commencement of the development, and shall be kept in place thereafter.

Reason - To safeguard local employment opportunities, pursuant to pursuant to policies EC1 of the Core Strategy for Manchester.

### **Informatives**

This permission does not grant approval under Building Regulations.

### **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: 110986/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  
Neighbourhood Team Leader (Arboriculture)  
South Manchester Regeneration - Central SRF  
Greater Manchester Police  
Environment Agency

Transport For Greater Manchester  
Greater Manchester Archaeological Advisory Service  
Greater Manchester Ecology Unit  
Environment & Operations (Refuse & Sustainability)  
Travel Change Team  
United Utilities Water PLC  
Wildlife Trust  
Greater Manchester Geological Unit  
Central Manchester University Hospitals NHS Foundation Trust  
Central Manchester University Hospitals NHS Foundation Trust  
Environmental Health  
Highway Services  
Environment & Operations (Refuse & Sustainability)  
South Manchester Regeneration - Central SRF  
Travel Change Team  
Neighbourhood Team Leader (Arboriculture)  
Greater Manchester Ecology Unit  
Greater Manchester Geological Unit  
Wildlife Trust  
Environment Agency  
Greater Manchester Archaeological Advisory Service  
Greater Manchester Police  
Transport For Greater Manchester  
United Utilities Water PLC

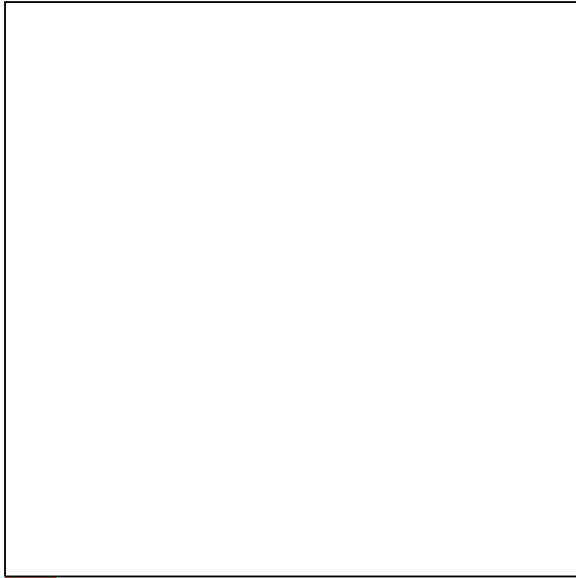
A map showing the neighbours notified of the application is attached at the end of the report.

**Representations were received from the following third parties:**

Greater Manchester Archaeological Advisory Service  
Greater Manchester Ecology Unit  
Environment Agency  
Salford City Council

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





 Application site boundary  Neighbour notification  
© Crown copyright and database rights 2016. Ordnance Survey 100019568