

Application Number	Date of Appln	Committee Date	Ward
117054/FO/2017	20 Jul 2017	19 Oct 2017	City Centre Ward

Proposal Erection of a 30 storey building to form 573 student apartments (Use Class Sui Generis) with associated basement, ground and first floor commercial unit (use class A1, A2, A3, A4 and A5 and D1) (454 sqm) following demolition of existing buildings and other associated works

Location 1-5 New Wakefield Street, Manchester, M1 5NP

Applicant Unite Students, 5th Floor Swan House, 17-19 Stratford Place, London, W1C 1BQ,

Agent Miss Laura Barrowclough, Turley, 1 New York Street, Manchester, M1 4HD,

Description

The site measures approximately 0.08 ha and includes two buildings at 1-5 New Wakefield Street. It is bounded by the New Wakefield Street to the north, the River Medlock to the south and buildings to the east and west. Oxford Road Station is immediately to the north and is grade II listed. The surrounding area contains a mix of uses including residential, commercial, restaurants, retail and car parking. The site is within 'The Corridor Manchester' where a significant amount of regeneration activity is ongoing.

No1 New Wakefield Street is a two storey building that dates from the late 19th/early 20th century which has been occupied by a live music venue, Sound Control, since 2010. The building no longer meets their requirements and they are looking for new premises. No 3 New Wakefield Street is three storeys and is constructed of reinforced concrete and brick. Both buildings extend to the River Medlock.

To the west is a five storey brick building constructed in 1924 which contains apartments on the upper floors and a bar on the lower levels. A multi storey car park is adjacent to the River Medlock accessed from Great Marlborough Street. On the opposite side of the River Medlock is a 12 storey hotel that was built in 2010 using black engineering bricks.

To the east is a 2 storey late 19th/early 20th century that fronts onto Oxford Road which contains a bar. On the opposite side of New Wakefield Street is a brick Victorian railway viaduct. An opening opposite the site contains an external terrace for a bar and provides a route through to the Salisbury and the stairway to the rear of the Station. The remaining archways are blank.

New Wakefield Street has a distinctive character generated by the curve of the street which follows the line of the viaduct opposite. The existing buildings at the site are not within a Conservation Area but owing to their age and format, could be considered to be non-designated heritage assets.

The Whitworth Street Conservation Area is located to the east on the opposite side of Oxford Road and the following listed buildings are in close proximity to the site, namely, the Former Refuge Assurance Company Offices (now known as the Principal Hotel) Grade II*, Manchester Oxford Road Station, the Dancehouse Theatre, the Dalton Statue in forecourt of Dalton College II and Chatham Mill, all Grade II.

The area was occupied by industry and densely built back to back housing in the early 19th century in part of the city known as Little Ireland and famously described by Engels in 1845. By the late 19th century, the railway had been constructed and New Wakefield Street had been created. The area changed from industrial to commercial in nature and more recently the transformation of the wider area has commenced which has seen the development of educational functions, residential accommodation and the introduction of taller buildings.

The Proposal

The applicant is the one of the largest managers and developers of purpose-built student accommodation in the UK and provides accommodation for around 50,000 students, in more than 140 properties across 28 university cities. They have five properties in and around the City Centre at New Medlock House on Chester Street, Kincardine Court, Parkway Gateway, Piccadilly Point and Cavendish Place.

Planning permission is sought for a 30 storey building to provide 573 student apartments. The proposal would incorporate 70 flats, in clusters containing between 5 and 10 beds, with shared kitchen facilities, and 56 studios. All rooms would be en-suite with full Wi Fi access and dedicated pastoral care and a student management programme would be provided. Communal spaces would be provided for social activities and study, which would promote and provide opportunities for student interaction. Rooms would be available in range of cluster flats that vary in size and could be provided at lower rental levels that are accessible to the mainstream student market.

There would be 454 sq.m. of commercial floorspace in the basement, ground and first floors which could be used as a variety of active uses including retail, a restaurant or a bar.

The building would be 30 storeys and a maximum height of 125.03AOD and would comprise of a lower podium with a tower above. The tower element would be set back which would reduce the impact on New Wakefield St with the podium relating to the scale of the adjoining building. The tower would comprise 4 distinct stacked segments which would reduce as the building gets taller. The segments would be reinforced and emphasised by deep shadow lines. Cut outs would be introduced to alternating corners which would articulate the form and create a twisted appearance and help to reduce its mass. The cut outs would be highly reflective and express a deeper layering to the building.

The materials and detailed design would help to reinforce the overall articulation of the building and the different segments. The envelope would comprise metal cladding panels with fixed glazing units along with perforated metal panels with

openable windows behind. The windows would be staggered in a regular pattern to reinforce the overall composition. Expressed fins would provide additional texture and layering to the façade and emphasise the verticality of the building. The fins would be misaligned through each block, providing additional depth to the façade and help to break down the mass. The alignment of the fins would contrast with the repetitive nature of the window pattern. The fins would be a terracotta colour to reflect some of the nearby terracotta buildings.

The main pedestrian access would be taken directly from the lobby area off New Wakefield Street. Two car parking would be provided in the basement for disabled residents or staff. 144 cycle parking bays would be provided in the basement representing 25% provision.

A refuse and recycling store would be provided at lower ground floor and bins would be taken to the top of an alleyway within the site adjacent to New Wakefield Street for collection by refuse vehicles. Servicing of the commercial unit would take place on New Wakefield Street.

The lower levels of the building would be set back and allow the footway to be widened and create the opportunity for outdoor seating. It may be possible to incorporate public art in new gates to the alley to the side of the development.

The planning submission

This planning application has been supported by the following information:

- Supporting planning statement;
- Tall buildings statement;
- Design and access statement;
- Environmental standards statement;
- Travel plan;
- Waste management plan;
- Student management plan;
- Telecommunication assessment;
- TV reception statement;
- Crime Impact Statement;
- Ecology Report; and
- Ventilation strategy.

In addition to the above reports, the planning application is also accompanied by an Environmental Statement (ES) which includes other documents including heritage impact assessment, transport assessment and flood risk assessment.

Consultations

Local residents/public opinion – The proposal has been advertised as a major development, as being of public interest, as affecting the setting of Listed Buildings and Conservation Areas together with being an EIA development. Site notices were displayed at various locations around the application site. In addition, notification letters have been sent to an extensive area, local residents and businesses.

44 individual letters of objection have been received and the comments can be summarised as follows:

- The city centre is becoming full of ill-conceived and architecturally insensitive projects;
- The proposed building is an eyesore eradicating a historical area of Oxford Road and the city;
- The proposed development looks out of place considering the surrounding buildings;
- Creating development such as these will create transient residents and leads to rise in antisocial behaviour this is at the expense of existing residents;
- The design is ugly and offensive. This development will set a precedent for bland blocks of concrete;
- The proposal marks a destruction of heritage. The proposed development is inappropriate next to the Principal hotel. The development will overshadow and disrupt the grade II* hotel building;
- There will soon be no live/club spaces left in town. The loss of sound control will have a detrimental impact on the cultural heritage of Manchester;
- There are too many student blocks in this location. This is unnecessary;
- The block is too big adjacent to the listed hotel and is in a prominent location;
- The development is out of place for the surrounding area and imposes over New Wakefield Street/James Leigh Street. The demolition of the existing buildings contribute to the New Wakefield Street unique architectural and social collective;
- Manchester needs affordable homes not this. The building will be empty for 6 months of the year;
- The proposal includes no green space which is needed to combat air quality issues;
- There will be no increase in services as a consequence of the proposal;
- The design will become dated and poor quality in terms of materials and design;
- The proposal will create a wind tunnel;
- If the tower is approved it will pave the way to demolish and redevelop Little Ireland one of Manchester's oldest neighbourhoods;
- The development is incongruous to the surrounding street scene.

A representation has also been received from Landmark Inns Ltd, who, whilst in favour of the development, have the following comments to make:

- Impact on New Wakefield Street and its junction with Oxford Road during the demolition and construction phases – customers and suppliers need to gain access to our premises as normal and the street needs to be maintained and kept clean;
- The area adjacent to our business is adopted highway and is used as a fire escape for our building together with storing our bins in this location. Landscaping and new fencing will be required in this location.
- There are concerns about wind turbulence and clarification is required if a study has been undertaken.

Manchester Conservation Areas and Historic Buildings Panel – The collection of buildings in this area are of some interest and form an important group that should be retained and the history and scale of the street has significant value. The removal of these valuable heritage buildings will impact on the wider area and the setting of listed buildings and the conservation area.

The building would be out of scale with the surrounding context and is a poor urban design response and is in an odd location. The panel suggested that any height and scale should be on the Oxford Road frontage rather than in this location. They raised concern that, as a result of it being a sour sided townier, it could impact on the ability to develop the frontage. The panel felt that this was a poor architectural solution.

Highway Services – The number of vehicle trips generated by the development would not trigger the need for a highway impact assessment. The site is located within a highly accessible city centre location and as such, is well served by sustainable modes. Oxford Road station is located directly adjacent to the north of the site with regular bus services proving connections across the surrounding area routed along Oxford Road and Whitworth Street.

Details of pick up/drop offs associated with the development should be provided. Access would remain as existing and two disabled bays are proposed which is acceptable in principle. The cycle space provision is considered acceptable.

The draft travel plan framework is considered to be acceptable. Clear monitoring should form part of the planning conditions. A servicing management strategy and a construction management plan is requested.

Environmental Health – Recommends conditions regarding hours for deliveries and servicing, fume extraction, construction management plan, operating hours for the commercial units, lighting and control of glare, acoustic insulation to the commercial accommodation, glazing specifications and, internal noise limits for the commercial units.

The waste management strategy has been reviewed and is acceptable in principle subject to further information being submitted with regards to frequency of waste collections. The air quality assessment is acceptable and verification regarding contamination should be submitted on completion of the development.

Flood Risk Management – Details of a surface water drainage scheme shall be submitted for approval together with a management regime and verification report.

Historic England – The development of this site has the potential to affect the setting of the grade II* listed Principal hotel, a building of high architectural significance. The existing buildings on the site are of limited heritage significance. Perspectives suggests the development would be visible along the Oxford Road/Street corridor and from Oxford Road Station. While tall, the proposed building appears to be reasonably well proportioned and the location of the site a short distance back from the main road frontage mitigates its impact on views in which the grade II* hotel is experienced. The form and mass together with the architectural

approach suggest a distinctive design yet one which would not compromise the setting and status of the listed hotel and its striking tower.

It is considered that the development would satisfy this legislative and policy context and therefore there is no objection to this application.

Greater Manchester Archaeological Advisory Service (GMAAS) – An archaeological desk based assessment identifies potential industrial archaeological interest relating to the late 18th Century Mill and 19th Century rectifying distillery. There is also potential archaeological interest in the fabric of the existing buildings on site, which could not be properly accessed during the study. GMAAS accept that the later development will have damaged earlier buried archaeological remains, but there is potential for some survival which needs to be tested through archaeological evaluation trenching. This works needs to form part of a condition of the approval together with an appraisal of the existing buildings. This should form part of the conditions of the planning approval.

Design for Security at Greater Manchester Police - The development should be carried out in accordance with the submitted Crime Impact Statement and this should form part of the conditions of the approval.

Environment Agency – There is no objection in principle to the proposed development. The site is within flood zone 3 (high risk). In accordance with the sequential test of the NPPF, the LPA should satisfy itself that there are no other sites available at lower risk in preference to the application site.

The proposed layout replicates the existing building footprint and would effectively form the channel of the River Medlock. The proposal does not provide any improved access or amenity value associated with the river. The core strategy policy SP1 refers to the River Medlock as a resource where access will be improved. It is not clear how the development achieves this.

The measures with the flood risk assessment should be implemented by way planning condition together with an informative about structures being in close proximity to the River Medlock.

Network Rail - There is a list of asset protection measures which require consideration.

Aerodrome Safeguarding – The proposed development does not conflict with any safeguarding criteria and there are no objections to the proposal. However, an informative of the planning approval shall advise the applicant about any necessary crane permits.

Greater Manchester Ecology Unit – Adequate ecological information has been supplied. Ecological issues include bats, nesting birds and proximity to the River Medlock.

No evidence of bat roosts were found following assessment and survey of the site. An informative of the approval shall provide guidance in the event bats are found. In

addition, whilst no evidence of roostings were identified, the bat activity in the area was recorded and the River Medlock identified as a potential foraging/commuting habitat. As such, it is recommended that any external lighting avoid excessive illumination of the River as it may prevent bats utilising the water. This should be secured by planning condition.

There is a potential for birds to nest on the buildings proposed for demolition. As such, no demolition should take place during bird nesting season.

There is the potential for negative impacts on the ecological potential of the River Medlock as defined under the water framework directive during construction resulting from dust, debris and pollutants entering watercourse and post development resulting from surface and foul water drainage. As such protective measures should be introduced which should be secured by planning condition. Furthermore, details of the impact of disposal of surface water from the development on the Medlock. This should also be agreed by planning condition.

Policy

The Development Plan

The Development Plan consists of The Manchester Core Strategy (2012); and Saved policies of the Unitary Development Plan for the City of Manchester (1995)

The Core Strategy was adopted in July 2012 and is the key document in the 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.

A number of UDP policies have been saved and accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents as directed by the National Planning Policy Framework (NPPF).

The NPPF requires application to be determined in accordance with the Development Plan unless material considerations indicate otherwise.

The relevant policies within the Core Strategy are as follows:

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.

SO3 Housing - supports a significant increase in high quality housing provision at sustainable locations throughout the City, to both address demographic needs and to

support economic growth. Manchester's population grew by 20% between 2001 and 2011 which demonstrates the draw of the city and the power of its economy within the region. The growth of economy requires the provision of well-located housing to provide an attractive place for prospective workers to live in so that they can contribute positively to the economy.

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.
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Policy SP1 'Spatial Principles' one of the key spatial principles is the emphasis on the creation of neighbourhoods of choice, providing high quality and diverse housing around district centres which meet local needs, all in a distinct environment. New development should maximise the use of the City's transport infrastructure, in particular promoting walking, cycling and the use of public transport.

The proposal would contribute towards meeting housing growth in the City and creating a high quality neighbourhood for residents to live in. Consideration has been given to minimising the impact on local residents along with protecting the historical context.

Policy EC3 'The Regional Centre' states that housing would be appropriate within the Regional Centre and should complement mixed use employment areas and higher density development is appropriate. The proposal would provide a dense residential development thus contributing towards the City housing growth.

Policy T1 'Sustainable Transport' seeks to deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking. The proposal is located in an area where there is access to a range of public transport modes whilst encouraging other forms of transport such as cycle, car sharing and car clubs.

Policy T2 'Accessible areas of opportunity and needs' This proposal would be in a highly sustainable location, close to all forms of public transport and would have a minimal impact on the local highway network and encourage the use of other forms of transport.

Policy EN1 'Design principles and strategic character areas' The proposal's considered to be a high quality scheme in terms of its design and appearance that would enhance the regeneration of the area.

Policy EN2 'Tall Buildings' must be of excellent design quality, appropriately located, contribute sustainability and place making and bring regeneration benefits. They must complement the City's built assets and make a positive contribution to the evolution of a unique, attractive and distinctive City, including to its skyline and approach views. Suitable locations would include sites within and immediately adjacent to the City Centre with particular encouragement given to non-conservation areas and sites which can easily be served by public transport nodes. The proposal is considered to be a high quality development that will have a positive impact on views into the City and the regeneration of the area.

Policy EN3 'Heritage' proposals for development that complements and takes advantage of the distinct historic and heritage features of the City Centre are encouraged. They must preserve or enhance the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance, including scheduled ancient monuments, listed buildings, registered parks and gardens, conservation areas and archaeological remains.

The proposal has been designed to preserve the setting of the adjacent Listed Buildings and Conservation Areas and this is discussed in more detail below.

Policy H12 'Purpose Built Student Accommodation' the provision of new purpose built student accommodation will be supported where the development satisfies the criteria below. Priority will be given to schemes which are part of the universities' redevelopment plans or which are being progressed in partnership with the universities, and which clearly meet Manchester City Council's regeneration priorities.

1. Sites should be in close proximity to the University campuses or to a high frequency public transport route which passes this area.
2. The Regional Centre, including the Oxford Road Corridor, is a strategic area for low and zero carbon decentralised energy infrastructure. Proposed schemes that fall within this area will be expected to take place in the context of the energy proposals plans as required by Policy EN 5.
3. High density developments should be sited in locations where this is compatible with existing developments and initiatives, and where retail facilities are within walking distance. Proposals should not lead to an increase in on-street parking in the surrounding area.
4. Proposals that can demonstrate a positive regeneration impact in their own right will be given preference over other schemes. This can be demonstrated for example through impact assessments on district centres and the wider area. Proposals should contribute to providing a mix of uses and support district and local centres, in line with relevant Strategic Regeneration Frameworks, local plans and other masterplans as student accommodation should closely integrate with existing neighbourhoods to

contribute in a positive way to their vibrancy without increasing pressure on existing neighbourhood services to the detriment of existing residents.

5. Proposals should be designed to be safe and secure for their users, and avoid causing an increase in crime in the surrounding area. Consideration needs to be given to how proposed developments could assist in improving the safety of the surrounding area in terms of increased informal surveillance or other measures to contribute to crime prevention.

6. Consideration should be given to the design and layout of the student accommodation and siting of individual uses within the overall development in relation to adjacent neighbouring uses. The aim is to ensure that there is no unacceptable effect on residential amenity in the surrounding area through increased noise, disturbance or impact on the streetscene either from the proposed development itself or when combined with existing accommodation.

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

8. Consideration should be given to provision and management of waste disposal facilities that will ensure that waste is disposed of in accordance with the waste hierarchy set out in Policy EN 19, within the development at an early stage.

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

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

The proposals are in accordance with this policy and this is discussed in detail below.

EN4 'Reducing CO2 emissions by enabling low and zero carbon development' the Council will seek to reduce fuel poverty and decouple growth in the economy, growth in CO 2 emissions and rising fossil fuel prices. All development must follow the principles of the energy hierarchy being designed to reduce the need for energy through design and the use of energy efficient features and through the use of low or zero carbon energy generating technologies

Policy EN5 'Strategic areas for low and zero carbon decentralised energy infrastructure' the regional centre has a major role to play in achieving an increase in the level of decentralised, low and zero carbon energy supplies.

Policy EN6 'Target framework for CO 2 reductions from low or zero carbon energy supplies' states that developments over 1000 sqm will be expected to meet targets shown with the policy unless this can be shown not to be viable.

Consideration has been given to how the buildings functions would reduce overall energy demands and the building fabric is considered to be high quality and would allow energy costs to remain low.

Policy EN9 'Green Infrastructure' states that development should maintain green infrastructure in terms of its quantity, quality and function. Developers should enhance the quality and quantity of green infrastructure, improve the performance of its functions and create and improve linkages to and between areas of green infrastructure.

Policy EN14 'Flood Risk' development should minimise surface water run-off, and a Flood Risk Assessment (FRA) is required for proposals on sites greater than 0.5ha within critical drainage areas. Consideration has been given to the surface water run-off and a scheme will be agreed which minimises the impact from surface water run-off.

Policy EN15, 'Biodiversity and Geological Conservation', requires developers to identify and implement reasonable opportunities to enhance, restore or create new biodiversity, either on site or adjacent to the site contributing to linkages between valuable or potentially valuable habitat areas where appropriate. The application site is not considered to be of high quality in ecology terms. The biodiversity of the site will be improved through the additional tree planting.

Policy EN16 'Air Quality' The proposal would not compromise air quality and would incorporate measures to minimise dust from the construction process and car usage during the operational phases.

Policy EN17 'Water Quality' Consideration has been given to minimising the impact on the River Medlock during construction.

Policy EN18, 'Contaminated Land', The applicant has provided provisional details relating to ground conditions and further investigative work would be needed to confirm the findings of the provisional details and determine if any mitigation is required.

EN19 'Waste' states proposals must be consistent with the principles of the waste hierarchy (prevention, reduction, re-use, recycling, energy recovery, and disposal). The applicant has a clear waste management strategy for the site which will ensure that residents adhered to recycling principles.

PA1 'Developer Contributions' states that where needs arise as a result of development, the Council will seek to secure planning obligations. Through such obligations, the Council may seek contributions for a number of benefits, including affordable housing, with priorities assessed on a site by site basis. This is discussed later in relation to the submitted Financial Viability Assessment.

Policy DM1 'Development Management' all development should have regard the following specific issues:-

Appropriate siting, layout, scale, form, massing, materials and detail;

Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area;

Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise;

Community safety and crime prevention;

Design for health;

Adequacy of internal accommodation and external amenity space;

Refuse storage and collection;

Vehicular access and car parking;

Effect on biodiversity, archaeological or built heritage;

Green infrastructure;

Flood risk and drainage.

The applicant has given careful consideration to the design, scale and layout of the development along with providing solutions to prevent noise ingress, crime, refuse and car and cycle parking. The proposal also meet the City Councils space standards.

DM2 'Aerodrome safeguarding'

The Unitary Development Plan for the City of Manchester (1995)

The Unitary Development Plan for the City of Manchester was adopted in 1995. However, it has now been largely replaced by the Manchester Core Strategy. There are some saved policies which are considered relevant and material and therefore have been given due weight in the consideration of this planning application. The relevant policies are as follows:

Saved policy DC18 'Conservation Areas' states that the Council will give particularly careful consideration to development proposals within Conservation Areas. This is discussed in detail below.

DC19 'Listed Buildings' - the Council will have regard to the desirability of securing the retention, restoration, maintenance and continued use of such buildings and to protecting their general setting. This is discussed in detail below.

Saved policy DC20 Archaeology states the Council will give particular careful consideration to development proposals which affect scheduled Ancient Monuments

and sites of archaeological interests, to ensure their preservation in place. This is discussed in detail below.

Saved policy DC26, Development and Noise, states that the Council intends to use the development control process to reduce the impact of noise on people living and working in the City. In particular, consideration will be given to the effect of new development proposals which are likely to be generators of noise. Conditions will be used to control the impacts of developments.

The proposal has been designed to minimise the impact from noise sources and further mitigation will be secured by planning condition.

For the reasons given below, it is considered that the proposal is consistent with the policies contained within the UDP.

Other material policy considerations.

The Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (Adopted 2007)

This document provides guidance to help develop and enhance Manchester. In particular, the SPD seeks appropriate design, quality of public realm, facilities for disabled people (in accordance with Design for Access 2), pedestrians and cyclists. It also promotes a safer environment through Secured by Design principles, appropriate waste management measures and environmental sustainability. Sections of relevance are:

Chapter 2 'Design' – outlines the City Council's expectations that all new developments should have a high standard of design making a positive contribution to the City's environment;

Paragraph 2.7 states that encouragement for "the most appropriate form of development to enliven neighbourhoods and sustain local facilities. The layout of the scheme and the design, scale, massing and orientation of its buildings should achieve a unified form which blends in with, and links to, adjacent areas.

Paragraph 2.8 suggests that in areas of significant change or regeneration, the future role of the area will determine the character and design of both new development and open spaces. It will be important to ensure that the development of new buildings and surrounding landscape relates well to, and helps to enhance, areas that are likely to be retained and contribute to the creation of a positive identity.

Paragraph 2.14 advises that new development should have an appropriate height having regard to the location, character of the area and specific site circumstances. Although a street can successfully accommodate buildings of differing heights, extremes should be avoided unless they provide landmarks of the highest quality and are in appropriate locations.

Paragraph 2.17 states that vistas enable people to locate key buildings and to move confidently between different parts of the neighbourhood or from one area to another.

The primary face of buildings should lead the eye along important vistas. Views to important buildings, spaces and landmarks, should be promoted in new developments and enhanced by alterations to existing buildings where the opportunity arises.

Chapter 8 'Community Safety and Crime Prevention' – The aim of this chapter is to ensure that developments design out crime and adopt the standards of Secured by Design;

Chapter 11 'The City's Character Areas' – the aim of this chapter is to ensure that new developments fit comfortably into, and enhance the character of an area of the City, particularly adding to and enhancing the sense of place.

Manchester Residential Quality Guidance (2016)

The City Council's Executive has recently endorsed the Manchester Residential Quality Guidance. As such, the document is now a material planning consideration in the determination of planning applications and weight should be given to this document in decision making.

The purpose of the document is to outline the consideration, qualities and opportunities that will help to deliver high quality residential development as part of successful and sustainable neighbourhoods across Manchester. Above all the guidance seeks to ensure that Manchester can become a City of high quality residential neighbourhood and a place for everyone to live.

The document outlines nine components that combine to deliver high quality residential development, and through safe, inviting neighbourhoods where people want to live. These nine components are as follows:

- Make it Manchester;
- Make it bring people together;
- Make it animate street and spaces;
- Make it easy to get around;
- Make it work with the landscape;
- Make it practical;
- Make it future proof;
- Make it a home; and
- Make it happen.

City Centre Strategic Plan 2015-2018 (March 2016)

On the 2 March 2016 the City Council's Executive approved the City Centre Strategic Plan which seeks to provide an up-to-date vision for the City Centre within the current economic and strategic context along with outlining the key priorities for the next few years for each City Centre neighbourhood. This document seeks to align itself with the Manchester Strategy (January 2016) along with the Greater Manchester Strategy. Overall the City Centre plan seeks to "shape the activity that will ensure that the City Centre continues to consolidate its role as a major economic and cultural asset for Greater Manchester and the north of England".

The report recognises 'Corridor Manchester' as a unique area of the City, and the most economically important in Greater Manchester.

The plan identified that there has been strong population growth over the last 20 years and demand for city centre living is rapidly increasing. It also reflects on the scale of development in the 'Corridor Manchester' area which include the delivery of initial phases of the University of Manchester Campus Masterplan, new facilities for Manchester Metropolitan University and new City labs which are bespoke built biomedical facilities.

The strategy identified the continuing development of the University of Manchester and Manchester Metropolitan campus masterplans to create high quality learning environments that enhance the student experience.

Manchester Strategy (January 2016)

The strategy sets the long term vision for Manchester's future and how this will be achieved. An important aspect of this strategy is the City Centre and how it will be a key driver of economic growth and a major employment centre. Furthermore, increasing the centre for residential is fundamental along with creating a major visitor destination.

The strategy identifies the importance of the Universities in the City (and region) and recognises their established reputation in the science, research and development sector. This attracts and retains students in the City. The strategy also recognises the importance of education, particularly to degree level and the importance of apprenticeships. It seeks to ensure all children have access to high quality education and seeks to retain and grow the high quality Universities.

Amongst other matters, the vision includes:

Have a competitive, dynamic and sustainable economy that draws on our distinctive strengths in science, advance manufacturing, culture and creative and digital business – cultivating and encouraging new ideas;
Possess highly skilled, enterprising and industrious people;
Be a place where residents from all backgrounds feel safe, can aspire, succeed and live well;
Be clean, attractive, culturally rich, outward looking and welcoming.

Corridor Manchester

Corridor Manchester is a strategically important economic contributor and a key growth area within the city. The Corridor Manchester Strategic Spatial Framework will build on this. This represents a long term spatial plan for the Corridor based on recognition that there is an inadequate pipeline of space for businesses and institutions within the Corridor to properly grow and realise their potential. This is evidently a constraint to the realisation of the Corridor Manchester vision. The Draft Framework seeks to strengthen the Corridor as a place to live, visit and work for students and knowledge workers from across the world. The strategy recognises that for the area to continue to be successful there needs to be a focus on

the development of a cohesive, inclusive area. The development programme plans to deliver over 4 million sq ft of high quality commercial, leisure, retail, and residential space.

Corridor Manchester already contains one of the largest higher-education campuses in the UK with nearly 70,000 students studying at the University of Manchester, Manchester Metropolitan University and the Northern College of Music. These educational institutions are world renowned and Manchester is recognised as a destination of choice for students across the globe.

Both the University of Manchester and Manchester Metropolitan University have put in place aspirational growth plans. This includes the University of Manchester's proposed £1 billion capital investment programme which seeks to deliver the 'world class estate' needed to support its 2020 vision to be one of the leading universities in the world by 2020. Manchester Metropolitan University has recently published a ten year Estates Strategy which outlines a series of strategic investment proposal to the value of c£300m to support its University Strategy. The Strategy notes that over the next five years, the number of students studying at MMU will grow by 10%. This concentration of students is very evidently a key part of the success of the Corridor. It underpins and supports the research activities of the educational institutions, whilst the large population living, working and spending time in the Corridor give the area its vibrancy and contribute significantly to its large economic output.

However, Manchester is operating in a highly competitive higher education market. The City must continue to look to enhance the student experience if it is to maintain its position on the world stage and realise its growth aspirations for the Corridor. This is a key objective of the investment plans outlined by the universities. As at present, the future success of Manchester as student destination will, in part, underpin the realisation of the Council's aspirations for Corridor Manchester. This will require continued investment in the infrastructure which supports the student population and which ensures the student experience remains world renowned. This will include investment in educational facilities but also extends to transport infrastructure, retail and leisure facilities and, critically, high quality and accessible residential accommodation. Consideration must be given to the whole student experience.

This is recognised by the Draft Corridor Manchester Strategic Spatial Framework. It states that:

'The investment of the universities and their recognition as world class institutions will undoubtedly result in an increasingly greater student intake from outside of the region and internationally. This will drive demand for new student residential accommodation within the Corridor, in locations that are within a reasonable walking distance to the heart of the universities, over the lifetime of the strategy. This will include an upgrade of existing stock that is reaching the end of its life as well as additional provision. New student accommodation must incorporate a range of price points and be of a quality in terms of product, management and pastoral care that will safeguard the student experience, particularly for first year and overseas students'

The Draft Framework provides strategic policy support for new student accommodation in the Corridor, though places a number of important parameters to this, including:

Where compliance with Policy H12 of the Manchester Core Strategy is achieved and development is in line with evidenced demand;

Where it supports Corridor Manchester's overall range of uses and vitality as well as facilitating investment in infrastructure to support wider regeneration objectives. Essentially the Draft Framework seeks to support student residential schemes which deliver 'added value' beyond simply the numerical provision of student accommodation. This reflects that realising the place-making potential of the Corridor sits at the heart of the Framework. Objectives in this regard include:

Encouraging the design of development to reflect and showcase the world-leading work and activities taking place within the Corridor;

To encourage a more diverse retail, food and drink, culture, leisure, sport and entertainment offer within Corridor Manchester, supporting stronger daytime and evening economies;

To enhance the public realm through well-planned and designed streetscape;
To connect and animate the space, forming intersections where people can meet formally and informally.

Building on this, the Draft Framework seeks to secure anchor destinations and the mix of cultural uses, cinema and theatre; coffee shops, restaurants and independent shops that combine to provide places where people spend their leisure time. It promotes the siting of new uses where they will thrive and can act as a springboard for the emergence of secondary destinations.

There will be a requirement for development proposals to contribute positively to these key place-making objectives for the Corridor.

It is noteworthy that the site for the proposed development is identified in the Draft Corridor Manchester Strategic Spatial Framework as an area for 'future development opportunities' and an area appropriate for increased density development to deliver the accommodation and floorspace needs of the Corridor.

National Planning Policy Framework

The central theme to the NPPF is to achieve sustainable development. The Government states that there are three dimensions to sustainable development: an economic role, a social role and an environmental role (paragraphs 6 & 7).

Paragraph 8 of the NPPF goes on to state that these roles should not be undertaken in isolation:

"...to achieve sustainable development, economic, social and environmental gains should be sought jointly and simultaneously through the planning system"

Paragraph 9 of the NPPF states that pursuing sustainable development involves seeking positive improvements in the quality of the built, natural and historic environment as well as in people's quality of life. This includes making it easier for jobs to be created in cities.

Section 4 outlines the Government's objectives in respect of promoting sustainable transport, in particular developments should be supported that exploit opportunities for the use of sustainable transport modes for the movement of goods or people.

Section 7 'Requiring Good Design' outlines the Government's expectations in respect of new developments:

"The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people" (paragraph 56)

Paragraph 58 states that local plans should develop robust and comprehensive policies that set out the quality of development that will be expected for the area. In particular, planning policies and decisions should aim to ensure that developments:

Will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;

Establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit;

Respond to local character and history, and reflect the identity of local surroundings and materials, whilst not preventing or discouraging appropriate innovation;

Are visually attractive as a result of good architecture and appropriate landscaping.

Paragraph 59 goes on to state that:

"Local planning authorities should...concentrate in guiding the overall scale, density, massing, height, landscape, layout, materials and access of new development in relation to neighbouring buildings and the local area more generally"

Paragraph 63 of the NPPF also states that great weight should be given to outstanding or innovative design which helps raise the standard of design more generally in the area.

Paragraph 65 goes on to state that buildings which are incompatible with an existing townscape but are of high level of sustainability in general can be supported if mitigated by good design.

Section 11 'conserving and enhancing the natural environment' provides guidance of the minimising the impacts of new developments on existing environments. Developments should therefore consider impacts on ecology, biodiversity and noise.

Paragraph 124 states that planning policies should sustain compliance with and contribute towards EU limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and the cumulative impacts

on air quality from individual sites in local areas. Planning decisions should ensure that any new development in Air Quality Management Areas is consistent with the local air quality action plan.

Section 12 outlines the Governments objectives in terms of conserving and enhancing the historic environment. Paragraph 128 states that in determining applications, 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. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes or has the potential to include heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation.

Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this assessment into account when considering the impact of a proposal on a heritage asset, to avoid or minimise conflict between the heritage asset's conservation and any aspect of the proposal.

Where there is evidence of deliberate neglect of or damage to a heritage asset the deteriorated state of the heritage asset should not be taken into account in any decision.

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 goes on to state that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification.

Substantial harm to or loss of a grade II listed building, park or garden should be exceptional. Substantial harm to or loss of designated heritage assets of the highest significance, notably scheduled monuments, protected wreck sites, battlefields, grade

I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.

Paragraph 133 states where a proposed development will lead to substantial harm to or total loss of significance of a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:

- the nature of the heritage asset prevents all reasonable uses of the site; and
- no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and
- conservation by grant-funding or some form of charitable or public ownership is demonstrably not possible; and
- the harm or loss is outweighed by the benefit of bringing the site back into use.

Paragraph 134 states 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.

Local planning authorities should not permit loss of the whole or part of a heritage asset without taking all reasonable steps to ensure the new development will proceed after the loss has occurred.

Local planning authorities should look for opportunities for new development within Conservation Areas and World Heritage Sites and within the setting of heritage assets to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to or better reveal the significance of the asset should be treated favourably.

Promoting healthy communities is an integral part of delivering the Government sustainable vision; this includes creating safe and accessible environments where crime and disorder do not undermined quality of life. In addition, there should be high quality public spaces.

Meeting the challenge of climate change is also important part of the NPPF. This includes supporting energy efficient developments as part of a low carbon future. In addition, areas at risk of flooding should be avoided. Conserving and enhancing the natural environment is also a key consideration and efforts should be made to increase biodiversity at development sites.

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 and where the development is absent or relevant policies are out-of-date, to grant planning permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the NPPF.

National Planning Policy Guidance (NPPG)

The relevant sections of the PPG are as follows:

Air Quality provides guidance on how this should be considered for new developments. Paragraph 8 states that mitigation options where necessary will be locationally specific, will depend on the proposed development and should be proportionate to the likely impact. It is important therefore that local planning authorities work with applicants to consider appropriate mitigation so as to ensure the new development is appropriate for its location and unacceptable risks are prevented. Planning conditions and obligations can be used to secure mitigation where the relevant tests are met.

Other legislative requirements

Section 16 (2) of the Planning (Listed Building and Conservation Areas) Act 1990 (the "Listed Building Act") provides that "in considering whether to grant listed building consent for any works to a listed building, the local planning authority or the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses"

Section 66 Listed Building Act requires the local planning authority to have special regard to the desirability of preserving the setting of listed buildings. This requires more than a simple balancing exercise and considerable importance and weight should be given to the desirability of preserving the setting. Members should consider whether there is justification for overriding the presumption in favour of preservation.

Section 72 of the Listed Building Act provides that in the exercise of the power to determine planning applications for land or buildings within a conservation area, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.

Section 149 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.

Section 17 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') and has considered the following topic areas:

- Water environment;

- Wind microclimate;
- Ground conditions;
- Transport;
- Ecology;
- Noise;
- Air quality;
- Built heritage;
- Daylight and sunlight;
- Townscape and visual impact;
- Archaeology;
- Climate change; and
- Socio-economic.

The Proposed Development is an “Infrastructure Project” (Schedule 2, 10 (b)) as described in the EIA Regulations. The Site covers an area of approximately 0.08 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 proposal could give rise to significant environmental effects.

In accordance with the EIA Regulations, this ES sets out the following information:

A description of the proposal comprising information about its nature, size and scale;

The data necessary to identify and assess the main effects that the proposal is likely to have on the environment;

A description of the likely significant effects, direct and indirect on the environment, explained by reference to the proposals possible impact on human beings, 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.

Principle of the proposal and the schemes contribution to regeneration

The contribution that a scheme would make to the regeneration of Manchester is an important consideration in the evaluation of this application. The City Centre is the primary economic driver in the Region and is crucial to its longer term economic

success. Therefore, the City Centre must continue to meet occupier requirements and the growth and maintenance of the higher education function and the infrastructure required to support it is critical to economic growth. There is an important link between economic growth, regeneration and the provision of a range of residential accommodation.

The City 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.

The scheme would bring a high quality building to 'The Corridor' area which responds positively to the setting and local environment and setting of nearby listed buildings and brings a positive use to the application site which currently consists of underutilised buildings which are in a poor state of repair. This is a key requirement of the emerging development framework for this area which seeks to deliver the accommodation infrastructure needed to attract students to Manchester and which matches its reputation as a world class place to study. This would ensure that Manchester remains competitive on a global higher education stage. The proposal would result in the loss of the existing uses at the site. The sound control nightclub occupies a 3 floor venue which comprises bar and live music room. The use contributes positively to the City's music and tourism economy. However, the operator considers that the premises is no longer fit for purpose due to the physical constraints and size of the building which precludes the range of type of music events which the building can accommodate.

The capacity constraints of the building mean that it can only hold live music events for up to 450 people which limits the type of event which Sound Control can offer which ultimately affects the attractiveness and growth of the business. In addition, it also means that there is competition with other small music venues within the City. As a result, Sound Control wish to safeguard its future in order that it can successful contribute for the foreseeable future to Manchester's music scene.

As such, it is currently in the process of securing new premises in the City Centre which better meets the needs and growth aspirations of the business. Sound Control have provided details of their support for this proposal and the applicant is supporting finding alternative premises for the use.

It should also be noted that the proposal will have wider socio-economic benefits during the construction and operational phases. It is recommended that a condition of the planning permission is that a local labour agreement is reach with the applicant to ensure that these aspirations are realised.

It is considered that the development would be consistent with the regeneration frameworks for this area including the City Centre Strategic Plan and draft framework for Corridor Manchester. The proposal would complement and build upon the City Council's current and planned regeneration initiatives. The proposal is therefore

considered to be consistent with sections 1 and 2 of the National Planning Policy Framework, and Core Strategy policies H1, SP1, EC3, H12, CC1, CC3, CC4, CC7, CC8, CC10, EN1 and DM1. As such, it is necessary to consider the potential impact of the development.

Consideration of alternatives

A statutory requirement when considering EIA developments is the need to consider alternatives in the development of a proposal. In this instance, alternative sites were discounted as they failed to be located in such close proximity to the University campuses and offer the regeneration opportunities that will be delivered by this proposal in line with the draft Corridor Manchester plan.

Principle of Student accommodation and compliance with Policy H12

Whilst the proposal would deliver key outcomes and objectives within the draft framework, consideration must be given to policy H12 'Purpose Built Student Accommodation'. This policy outlines key criteria which must be addressed.

The site is located close to Oxford Road which is the main north south arterial road linking the University campuses with the City Centre and is therefore well connected to and in close proximity to the University Campuses. It would be an energy efficient development and achieve a 29% reduction in CO2 against Part L (2010) together with achieving a BREEAM very good rating.

It is in an area where a wide variety of amenities and services are within easy walking distance. Students would be expected to take advantage of the sustainable location and public transport available. Travel planning would monitor this and promote sustainable sources of travel.

The proposal would have a positive impact on the local area and would support the objectives of the Corridor Manchester draft strategic spatial framework. The proposal would re-use an under-utilised brownfield site and create a high quality landmark building adjacent to a major public transport interchange. The area is undergoing significant change as a result of investment by the universities and the private sector at St Peters Square, the Civic Quarter, First Street and the BBC. This is a crucial component of the economic growth and development of the City and the region and this proposal would make a major contribution to that process.

The design and layout is compatible with the surrounding uses in particular the existing student offer in the area. In addition, it is not considered that there are any unacceptable impacts on amenity of existing surrounding residential or commercial uses. Waste management arrangements would meet the requirements of the users and would encourage recycling.

The proposal would result in the loss of the existing buildings which could be considered to add to the character of New Wakefield Street. This is dealt with below.

The applicant has submitted information regarding the need for additional student accommodation in the city. This indicates that the number of full time undergraduates in Manchester increased by 6.3% between 2012/13 and 2015/16 representing an

increase of approximately 630 students per annum. The number of full time students in the city is expected to grow by 3.5% (approximately 2000 students) between 2015/17 and 2021 due to natural growth and attractiveness of the Universities.

The assessment has concluded that there is an imbalance between the supply of student bedrooms and student numbers. The increased supply of student accommodation has not reflected the growth in the number of students in the city and the gap between supply and demand is increasing. New supply has tended to be focussed on the higher end market with the majority of undergraduates not being able to access such expensive accommodation. As a consequence, students are likely to seek to access poorer but cheaper accommodation such as houses in multiple occupation (HMOs) which have wider implications for the housing market and stability of local neighbourhoods.

The need for a development of this nature is reinforced within correspondence from the University of Manchester which expresses their support for the proposal including using their own knowledge about need and demand for this type of accommodation.

Finally, policy H12 discusses the importance of schemes being deliverable. As detailed above, the applicant is one of the largest student accommodation providers in the UK. As a result, it has extensive experience in developing and managing large student residential schemes together with in depth knowledge of the market and type of products students are looking for. The applicant is committed to delivering this proposal and, subject to planning permission, intent to commence work at the site in 2018 with the building to be fully operational by the start of the academic year in September 2020.

It is considered that the proposal complies with the requirements of policy H12 in full and therefore the principle of developing this site for purpose built student accommodation is considered to be acceptable. In addition, the proposal complies with the aspirations of Corridor Manchester which seeks to increase the supply of purpose built student accommodation within walking distance of the University Campuses.

Tall Building Assessment including impact on townscape

The proposal is for a 30 storey building. The cumulative effect of this along with other tall buildings would inevitably have an impact on the character and visual amenity of the immediate context and would change long range views from many directions.

The Core Strategy supports tall buildings where it can be demonstrated that they are of excellent design quality, are appropriately located, contribute positively to sustainability and place making and would deliver significant regeneration benefits. Sites within the City Centre are considered to be suitable where they are viable and deliverable, particularly where they are well served by public transport nodes.

One of the key considerations is whether the proposed buildings are of an appropriate scale and quality. The applicant has undertaken a tall building assessment using the criteria as set out in the Guidance on Tall Buildings Document

published by English Heritage and CABE. Historic England's Advice Note 4, 2015 updated the CABE and English Heritage Guidance published in 2007, responding to the National Planning Policy Framework and the increase in proposals for new tall buildings. The Advice Note identifies a series of steps that should be undertaken at pre-application for tall buildings which are addressed in the information submitted in support of the application.

A Townscape and Visual Impact Assessment has examined the impact that the proposal would have, particularly on the site and surrounding area. The impact is considered in isolation and in conjunction with committed development in a Cumulative Assessment. Key viewpoints have been identified as part of the wider Townscape Visual Impact Assessment. A total of 28 viewpoints were assessed. These are as follows:

View point 1 – Oxford Road;
View point 2 – Cloak Street;
View point 3 – Charles Street;
View point 4 – Pritchard Street car park;
View point 5 – Oxford Street;
View point 6 – Oxford Road station;
View point 7 – St Peters Square;
View point 8 and 9 – Canal Street;
View point 10 – Rochdale Canal;
View point 11 – Manchester Central;
View point 12 – Whitworth Street;
View point 13 – Whitworth Street West (footbridge over)
View point 14 – Great Bridgewater Street;
View point 15 – Liverpool Road;
View point 16 – Castlefield Basin;
View point 17 – Castlefield Basin;
View point 18 – Chester Road roundabout;
View point 19 – Mancunian Way (footbridge over);
View point 20 – Hulme Park;
View point 21 – Stretford Road (Bridge Over Princess Road);
View point 22 and 23 – Medlock Street;
View point 24 and 25 – Whitworth Street;
View point 26 – Oxford Road;
View point 27 – Wilmot Street;
View point 28 – Trinity Way;

The effects have been assessed through a combination of desk study research and walkover surveys of the site and the surrounding area. The Assessment provides a comparison from key viewpoints of the impact on the surrounding area against the current situation, including conservation areas and the setting of listed buildings, to evaluate the overall impact. .

External appearance and visual amenity

The building has been designed as 4 distinct blocks which are off-set at different angles which would provide a distinctive form. This would be articulated and

emphasised by a series of 'cut outs' that would be clad in opaque glass which provides a smooth and reflective contrast to the textured façade and creates a deeper layering of the built form.

The palette of materials has been restricted and would involve a metal cladding system with fixed glazed units and perforated metal panels. Openable windows would be provided behind the perforated panel to allow natural ventilation. External fins would provide additional texture which would be realigned through each tier. This would provide additional depth to the façade.

These fins would be terracotta in colour to reflect the terracotta used on brick buildings within the vicinity of the site. The fins have also been expressed vertically to provide expression to the window pattern of the building.

The resulting effect is a high quality distinctive building in terms of its appearance and form. The distinct 'segments' help to break down and reduce the scale and the massing of the building and provide a high quality envelope.

The overall effect would be the creation of a façade that is darker than and would contrast with the lighter colours of the nearby student castle, both of which will be seen in the same context from various key vantage points.

The proposal would provide a new interface with the River Medlock to the south where the high quality façade would provide a welcome addition to the area and from the vantage points of the river and building.

Overall the design is considered to be high quality with the proposed building offering an individual and distinctive architectural response. The scale of the building and use of glazing and metal and simply palette of colours offer a common theme through the development which takes reference from the surrounding developments and heritage assets. The proposal is therefore considered to comply with policies EN1 and EN2 of the Core Strategy.

Credibility of the Design

Proposals of this nature are expensive to build so it is important to ensure that the standard of design and architectural quality are maintained through the process of procurement, detailed design and construction. The design team recognises the high profile nature of the proposed use.

The applicants acknowledge that the market is competitive and the quality of the development is paramount. A significant amount of time has been spent developing and carefully costing the design to ensure that the scheme as submitted can be delivered. The applicant is keen to commence work on site as soon as possible.

The proposed materials have been selected following detailed research and discussions with contractors and suppliers to establish the cost parameters, maintenance requirements and to understand weathering characteristics, to ensure that they can be delivered within the cost parameters and are of appropriate quality and longevity.

The development team have experience of delivering high quality buildings, including residential schemes, in city centre locations. They recognise the high profile nature of the site which has ensured that the design response is appropriate for this strategically important site.

The proposal has also had the benefit of a review by Places Matter! Who expressed general support for the proposal and its form.

Landscaping and public realm

A new area of public realm would be created at ground floor level, essentially widening the exiting footway along New Wakefield Street. This is as a result of the lower levels of the development being set back from the adopted footway. New paving would be provided which would create a larger social space to be created at the front of the building.

The service yard to the side of the building would be secured by new access gates and the applicant has indicated that this could provide an opportunity for some form of public art.

Impact of the historic environment

The site is not within a Conservation Area but there are a number of Listed Buildings and Conservation Areas in close proximity to the site. The proposal would have an impact on the surrounding historic environment and on key views across the City.

The applicant has undertaken a heritage assessment to consider the impact of the proposal on the surrounding historic environment as required by para 128 of the NPPF. The setting of the identified heritage assets has also been addressed to allow the potential impact of the proposals to be understood and evaluated. A total of 93 listed buildings have been identified with the closest listed buildings being the Former Refuge Assurance Company Offices (now known as the Principal Hotel) Grade II*, and Manchester Oxford Road Station, the Dancehouse Theatre, the Dalton Statue in forecourt of Dalton College II and Chatham Mill, all Grade II.

The study also considered the impact of the development on the George Street, St Peter's Square and Whitworth Street Conservation Areas together with the non-designated heritage assets of the former picture house cinema, Textile finishing works, Hotspur Press (former Medlock Mill) and Kingston Public House.

The Whitworth Street Conservation Area is closest to the site and contains a high concentration of listed buildings. The proposal would be visible in some views from within the Conservation Area and in views looking northwards up Oxford Road where the proposal and the Conservation Area (together with St Peters Square and George Street Conservation Areas) would be viewed in the same context. The proposal would redevelop a site that makes little contribution to the area in terms of its appearance. The development proposes a high quality design that would make a positive contribution to the varied street scene and quality of buildings in the area.

As such, it is not considered that there are any of the impacts would be unduly harmful.

The proposal could have an impact on the setting of a number of listed buildings as identified above and these are set out below followed by an assessment of the views within which they may they be seen and the specific impacts on those views.

The Former Refuge Assurance Company Offices (now known as the Principal Hotel) (Grade II*) is a distinctive landmark building along Oxford Road whose tower is prominent in views across the City. The building is four storeys plus basement and attics and together with the decorative features outlined above. The building contains distinctive element: the elongated tower element, the elevations to Oxford Street with square four light 17th Century inspired mullioned window openings and the Baroque entrance. The brickwork to the principal Oxford Street elevation appear darker than the orange tower with the contrasting white-grey stone entrance.

The listed building would be seen in the same context as the proposed 30 storey building. The proposal is set back from Oxford Road and this would reduce its impact on the setting of the listed building would allow the building to be appreciated and experienced in its current context. The proportions of the proposal, together with the high quality façade and materials would provide a high quality and distinctive building within the setting of the listed building. Historic England conclude that the proposal would not compromise the setting and status of the listed hotel and its tower.

Manchester Oxford Road Station (Grade II) is a post war railway station and has a unique and striking design. It is constructed of laminated timber shells supported on a cruck like frame. Its unusual shape, design and use of timber cladding create a striking addition to the urban street scene. The station is located to the north of the site. Views of the Station would be retained because of its elevated position above New Wakefield Street. It is therefore considered that there is no impact on the listed building as there is no physical or visual relationship with the station and the application site.

The Dancehouse Theatre (Grade II) is a former cinema built between 1929 and 1930. It is of steel frame construction in four storeys over nine bays, with a white faience principal façade with brick rear elevations and retains its internal layout of double auditoria over a first floor restaurant and waiting halls, foyer and shops. The building is located south of the site between Hulme Street and Chester Street. There would be long rang views of the proposal behind the listed building when looking towards the City Centre. However, there is a degree of physical separation between the listed building and the site and it would not adversely impact on the setting of the listed building or how it is appreciated and viewed in the street scene.

The Dalton Statue in forecourt of Dalton College (Grade II) is a statue of the Chemist and Physicist John Dalton and dates to 1854 by William Theed the Younger. It is cast in bronze on a sandstone plinth with cut lettering and is located on Charles Street to the east of the site. Given the physical separation of the structure to the proposal, it would continue to be unaffected within the setting of John Dalton College which it forms part of.

Chatham Mill (Grade II) is a six storey mill constructed in brown red bricks. It consists of six storey rectilinear block of 17 bays, with engine house against the gable wall to the southwest. The mill dates from 1820 and is a good example of an early 19th Century mill. It is located on Chester Street and is physically separated from the listed building. Given the scale of the proposal, there is potential for some long ranging views of it from the listed building. However, it is not considered that this would result in any harmful impacts on the listed building, its setting or the understanding of its importance.

There are a number of non-designated heritage assets in close proximity to the site, namely the former picture house cinema, textile finishing works, hotspur press (former Medlock Mill) and Kingston Public House. These buildings hold some historical value reflecting a way of life during their time of construction and intended use. Whilst there would be views of the proposal within the same context as these buildings, it is not considered that there would be any unduly harmful impacts in this regard.

The buildings located at the site are considered to be non-designated heritage assets with 1 New Wakefield Street being a two storey red brick building of late 19th or early 20th Century construction. The building has a distinctive arched windows. The ground floor aspect of the building has been heavily modified. Number 5 New Wakefield Street is an early 20th Century, 3 storey building. The building is faced with red-brown brick with a staggered parapet. The building is distinctive due to the fenestration of the first and second floor windows. The ground floor is heavily altered which compromises its value.

Both buildings would be lost as a result of the proposal. Whilst they represent examples of the evolution of this part of New Wakefield Street there are also other examples of more modern buildings in the locality. The buildings are not considered to be in good condition with better examples across the city of late 19th and early 20th century buildings.

An Environmental Statement and heritage assessment provides a detailed consideration of the impact on the historic environment particularly where they are seen within key views. The scale of the impact, together with the impact on the significance of the heritage asset, has been judged to be either low beneficial, negligible or neutral in most cases together with there being instances where the proposed development improves the visual amenity of the area thus being beneficial.

As detailed above, these heritage assets have been considered within the 28 key viewpoints though the visual impact assessment. The viewpoints have been grouped into specific zones of the City Centre. The key viewpoints, within each zone, together with conclusions can be summarised as follows:

Zone E 'Corridor Manchester'

View point 1 'Oxford Road' provides a view along the Oxford Road and is considered to be one of the principal views of the development and contains views of a number of listed buildings including the Refuge Assurance building and its tower, the Library

and Town Hall together with views of the Conservation Areas. The proposal would be viewed up behind the street façade and would be seen in the same context as other nearby tall buildings such as the student castle. The addition of the proposal would provide a complementary addition to this building and development at Circle Square providing a range of scales and articulation within this view point. The 'cut outs' within the proposed development would clearly be evident from this view point providing visual interest.

The proposal would not cause confusion or visual tension with the Refuge Assurance Building and would not impede views of Central Library and the Town Hall. This is a view shared by Historic England. Overall it is therefore considered that the effect of the development on this view point is moderate beneficial.

View point 2 'Cloak Street' provides views looking from Cloak Street towards the site. It is considered that the proposal would fit appropriately into the urban grain of developments which is series of tall buildings clustered together.

View point 3 'Princess Street/Charles Street' provides a view towards the site and contains important heritage assets such as a grade II listed building together with the back drop of Whitworth Street Conservation Area. Although the proposal would be visible from above the building heights, the manner in which the proposal would be experienced would be relatively lower as it could not be appreciated or viewed the entirely. The impact on this view point is not considered to be significant.

Viewpoint 26 'Oxford Road' provides long ranging views of the proposal looking north wards towards the city centre. The proposal would be highly visible with the magnitude of the building being evident. The proposal would have a significant beneficial impact on the townscape and its scale and appearance would respond positively to the sky line and provide a new landmark feature situated amongst the cluster of other University buildings.

Zone F 'The Village'

Viewpoints 8 and 9 'Canal Street' provide marginal views of the top of the building. Whilst this area contains many important heritage buildings, the impact of the proposed development from these vantage points is not considered to be significant.

Viewpoint 4 'Pritchard Street Car Park' provides a view across the car park and contains the grade II* refuge assurance building and tower. This view point has changed with the addition of student castle and the proposal would not unduly detract from the view of the listed building and its tower. The scale of the proposal and its distinctive architecture and contrasting materiality would contribute to the range of scales within this view. The impact of the development on this view point is not considered to be significant and will add to the quality of the urban townscape from this vantage point.

Zone H 'Central Business District'

View Point 7 'St Peters Square' provides a view looking south from within the conservation area. Historic fabric can be seen in this view and given the open aspect

of this view, it is considered to be sensitive to change. However, the proposal is some distance away and it is considered that it could be absorbed into the townscape without having an unduly harmful impact. Only a minor element of the development would be visible and would not result in any harmful impacts on the setting and views of the historic environment.

Zone N 'Petersfield'

Viewpoint 5 'Oxford Street' provides a view from Oxford Street looking south from within the conservation areas and contains a number of historic buildings including the tower of the former refuge assurance building and other listed and non-designated heritage assets. The scale and appearance of the building would be clearly evident but it is considered to be well proportioned and allows the distinctive architecture to be viewed along with the more historic form and styles. The proposal would add to the variety of buildings scale and design in the townscape thereby having a beneficial impact. The listed tower of the refuge assurance building would remain highly visible and would not be compromised owing to the distances between the two sites.

Viewpoint 6 'Oxford Road Station' provides a view from outside of the station. The magnitude of the proposal would clearly be evident from within the listed station complex due to the close proximity of the site. However, the proposal is considered to be a positive addition to the townscape, due to its quality, therefore being of benefit to the visual amenity of the local townscape.

Viewpoint 10 'Rochdale Canal' provides a view from the canal towpath. The proposed development would be seen within a cluster of tall buildings and have a negligible impact on the townscape.

Viewpoint 11 'Manchester Central' provides a view from the front steps of Manchester Central where the proposal can be seen in the context of the student castle and the vertical tower of the mill building. The upper levels of the proposal would be seen from this vantage point at a relatively far distance. The impact on this view point is not considered to be significant.

Viewpoints 12, 24 and 25 'Whitworth Street West' provides a series of views along Whitworth Street West. Although the building would clearly be evident from this view point, it would be seen alongside other tall buildings and add to the variety of scale of the townscape. This view is not considered to be particularly sensitive due to the open nature of the road and the limited number of historic buildings allowing the proposal to be absorbed into the townscape.

Viewpoint 13 'Whitworth Street West footbridge' provides a long ranging view where the proposal would be seen in the context of other tall buildings in the area and would not have a significant impact on townscape or visual amenity.

Viewpoint 14 'Great Bridgewater Street' provides a minor view of the top of the building above the listed viaduct. The view of the building is limited and is not considered to impact on the townscape quality or affect the setting of the listed building.

Zone P 'Southern Gateway'

Viewpoint 27 'Hulme Street/Wilmott Street' contains a number of heritage assets in the form of the former mill complex and associated chimney. The current townscape is considered to be high quality. The proposal would be seen in the context of other modern buildings including the student castle which dominates the view. The view of the chimney would remain dominant and the quality of the proposal would provide a positive contrast to the heritage assets, forming a beneficial impact on the townscape.

The proposal is a major development that would be seen from a number of key vantage points across the city which include a number of heritage assets. Whilst there are a number of instances where the development would be seen from key views, which also contain heritage assets, the impact of the proposal would not be unduly harmful. In some instance, it would have a beneficial impact on the Manchester skyline thus enhancing the city townscape. Where the development would clearly be seen in the same context as heritage assets, the significance and setting of these buildings is clearly still evident and any harm that does arise is considered to be modest and outweighed by the substantial regeneration benefits that the development of such a high quality scheme will bring to this area.

As such, the impacts of the development amount to less than substantial harm as defined by paragraph 134 of the NPPF and can be suitably mitigated by the high quality and distinctive architecture that the buildings would bring together with the regeneration benefits in respect of improved connectivity in the area and high quality public realm. It is considered that this mitigate provides the public benefits required by the paragraph 133 of the NPPF which outweighs any harm which arises. These public benefits will be considered in detail below.

Impact Assessment

The proposal would result in some instances of adverse impact in relation to changes to the setting of a number of listed buildings, conservation areas and non-designated heritage assets. These impacts are considered to result in less than substantial harm.

In these circumstances, it is necessary to assess whether this level of harm would be outweighed by the public benefits that would be delivered, including whether it would secure the optimum viable use in accordance with the guidance provided in paragraph 134 of the NPPF. In doing so, regard must be had to the desirability of sustaining and enhancing the significance of the heritages assets, in line with paragraph 131 of the NPPF.

The proposal would regenerate a key site within the City Centre that currently have a negative impact on the area. This proposal would bring a viable and active use to the underutilised part of the City Centre and would take advantage of the close proximity to the Oxford Road Corridor. Activity and interest, together with a distinctive form of architecture, will be brought to this part of New Wakefield Street. High quality student accommodation would be provided in a highly sustainable location close to the Universities campuses.

A 30 storeys, the building would become a landmark feature replacing low quality building with a distinctive form of architecture. A cut back at ground and first floor will present a positive active frontage to New Wakefield Street which in turn would improve natural surveillance to the area.

Through careful design, scale, massing and materiality, the block is considered to respond positively into the surrounding historic context. Historic England consider proposal to be well proportioned and its position just off Oxford Road ensures that the development complements rather than competes with the tower of the grade II* Refuge Assurance building.

The visual assessment undertaken demonstrates that the building would be highly visible from key views some of which involve listed buildings and surrounding conservation areas. This, in some instances, would result in the development being seen in the same context of these important heritage assets and how these buildings are experienced.

However, as the above assessment has demonstrated, in most instances, the development would have a positive impact of views together with the setting of listed buildings and the Conservation Areas.

In summary, the Heritage Statement submitted in support of the application in conjunction with the visual impact assessment concludes that there would be some impacts. There can be no doubt that this proposal would change this area and would change the setting of the heritage assets. However, as detailed above, it is not considered that the level of would be less than substantial with there being significant public benefits.

The proposal has the potential to continue the regeneration of one of the City's key regeneration areas and would fully utilise a series of under-utilised sites. Indeed, as detailed above, there are significant benefits of the scheme of the City's skyline through the addition of a high quality landmark building in an area where there are already high quality tall buildings.

The proposed development would introduce a high-quality and distinctive building of an urban scale and would therefore make a positive contribution to the wider townscape. Therefore, this development could enhance the setting of affected heritage assets in line with NPPF paragraph 56-68 and 131.

It is considered, therefore, that, notwithstanding the considerable weight that must be given to preserving the setting of the listed buildings and conservation areas as required by virtue of S66 and S72 of the Listed Buildings Act, the harm caused would be less than substantial and would be outweighed by the public benefits of the scheme and meet the requirements set out in paragraphs 132 and 134 of the NPPF. In addition for the reasons set out above it is considered that the proposed development has been designed with regard to the sustaining and enhancing the significance adjacent heritage assets and would make a positive contribution to local character and distinctiveness and therefore meets with the requirements of paragraph 131 of the NPPF.

Impact on Archaeology

An archaeological assessment has identified that the principal archaeological interest relates to a late 18th century mill and 19th century rectifying distillery. There is also potential archaeological interest in the fabric of the existing buildings on site.

GMAAS have considered the information within the archaeological assessment and conclude that some of the early archaeology on site may have been damaged during the construction of the current buildings on the site. Nevertheless, GMAAS considered that this needs to be considered through archaeological evaluation trenching. Should any remains be found, this should be considered by further phases of excavation works.

In addition, GMAAS have recommended a historic building appraisal of the existing buildings on the site which would help establish if any further analysis of the fabric of the buildings are required before they are demolished.

All of the survey results should be deposited accordingly in order to help the understating of the historical developments in this part of Manchester during the 18th and 19th Centuries.

It is recommended that a detailed archaeology condition is imposed on this planning permission to ensure that all of the works listed above are carried out in an appropriate and sensitive manner in order to accord with policy EN3 of the Core Strategy and saved policy DC20 of the UDP.

Impact on Ecology

An ecological appraisal concludes that the application site is within 10k of a statutory designated site (Rochdale Canal – 6 km north east) together with three non-statutory designations (Rochdale Canal – Stott's Lane/Ducie Street Basin (0.97 km north east), Ashton Canal (1.01 km north east) and River Irwell (1.99 km northwest). The report considers the impact of the development on bats, birds, other species and habitats together with the proximity to the river Medlock.

With regards to bats, the age of the existing buildings at the application site, together with the close proximity to the river Medlock, provides opportunities for habitats and foraging. The bat survey results conclude that no bats were seen to emerge or re-enter any of the buildings during the survey. However, bats were witnessed foraging and commuting in the local area.

GMEU have considered these findings and concur with the results. They have recommended that an informative of the planning approval should advise that if bats are found during the demolition works all work should cease until an assessment has been made by a suitably qualified individual.

With regards to the evidence of foraging bats near the river Medlock, care and consideration should be given to any lighting in the area to ensure that it does not negatively impact on bat activity. There is also opportunities to include bat boxes

within the building façade to enhance the opportunities for bat activity in the area. GMEU recommend that this forms part of the conditions of the planning approval.

In terms of bird habitats, GMEU have recommended that no demolition works take place in bird nesting season and this should therefore form a condition of the planning approval.

The close proximity of application site to the river Medlock has the potential to give rise to negative impacts from the construction activities should adequate mitigation and protection not be put in place. GMEU have therefore recommended that a method statement should be submitted to protect the river from spillages, dust and debris. In addition, they have also recommended that consideration be given to the disposal of foul and surface water to minimise the impact on the river.

Effects on the Local Environment/ Amenity

This examines the impact that the scheme would have on nearby and adjoining occupiers and includes the consideration of issues such as microclimate, daylight, sunlight and overshadowing, air quality, noise and vibration, construction, operations and TV reception.

Sunlight, daylight, overshadowing and overlooking

An assessment has been undertaken by the applicant to establish the likely significant effects of the proposal on the amount of daylight and sun light received by properties which surround the application site. Consideration has also been given to any instances of overlooking which would result in a loss of privacy.

To assess the surrounding existing properties, in terms of impact on daylight, the BRE guidelines have been used to provide two main methods for assessing daylight – Vertical Sky Component (VSC) and No Sky Line (NSL). The third method of assessment for daylight is the Average Daylight Factor (ADF) which is a calculation which assess the quality and distribution of light within a room served by a window and takes into account the VSC value, the size and number of the windows and room and its use.

For the assessment of sunlight, the approach considers the Annual Probable Sunlight Hours (APSH) for a reference point on a window (i.e. if a window point can receive at least 25% APSH , then the room should still receive enough sunlight).

The properties which were assessed are as follows:

2 Wakefield Street;
Shell House, Oxford Road;
2, 4 and 6 Chester Street (no requirement to consider sunlight impacts); and
7-9 New Wakefield Street.

The impacts on the above properties is considered below:

2 Wakefield Street – Six windows were considered with 4 meeting the VSC guidelines of which 2 of the windows will experience an alteration between 20-30%. All of the windows will meet NSL, ADF and APSH guidelines.

Shell House – 92 windows were considered with 17 meeting the VSC guidelines and the remaining 75 experiencing an alterations between 20-30%. In terms of NSL, 39 windows were considered, with 38 meeting the guidelines with only 1 window experiencing an impact of between 30-40%. With regards to ADF, of the same 39 windows, 34 will meet the guidelines with the remaining 5 windows experiencing a 20-30% reduction. The assessment for APSH assessed 61 windows of which 52 were complaint, 2 window experiencing a 20-30% reduction, 6 between 30-40% reduction and 1 window with greater than 40% reduction;

2, 4 and 6 Chester Street – 93 windows were considered in terms of VSC of which 81 were compliant. Seven windows will receive between 20-30% reduction, 2 between 30-40% and 3 window greater than 40%. In terms of NSL and ADF, 79 windows were assessed and were found to be compliant with the guidelines.

7-9 New Wakefield Street – 24 windows were assessed in terms of VSC with 6 being complaint with the regulations, 2 experiencing a reduction between 20-30%, 2 windows experiencing a reduction between 30-40% and 14 windows greater than 40%. For NSL and ADF, 15 windows were considered. For NSL, 9 were compliant with 1 windows experiencing a reduction between 20-30%, 1 between 30-40% reduction and 4 windows greater than 40%. With regards to ADF, 10 of the 15 windows are considered to be complaint with 4 windows experiencing a reduction between 20-30% and 1 windows with a reduction greater than 40%. For APSH, 4 windows were considered and all were found to be complaint.

Based on the above considerations, with regards to VSC, of the 215 windows considered 50.2% met the BRE guidelines with a further 40% experiencing only minor adverse impacts, 1.9% moderate impacts and 7.9% major adverse impacts. With less than 10% of the windows experiencing moderate or major impacts it is considered that the results reflect the urban context of the application site where large buildings are located to close to one another. It should also be noted that the characteristics of some of the windows, due to their recessed nature forming balcony areas will inevitably impact on light availability with over 90% of the remaining windows having minor to negligible impacts in terms of VSC.

In terms of NSL, 132 windows were considered of which 95% fully complied with the BRE guidelines. Only 2.83% of the windows will experiencing a major adverse impact. It is therefore considered that the proposal will have a negligible impact with regards to NSL.

A study of the ADF results reveals that of the 139 windows considered 92.8% fully complied with the guidelines and when combined with the windows where the impacts are considered to be minor, this rises to 99.3%.

For ASPH, of the 71 windows considered 87.3% of them were compliant with the guidelines with only localised minor to moderate impacts. However, given the

context of the application site this is considered to be acceptable given the height and bulk of surrounding developments.

Overall, whilst it is noted that a degree of harm would arise to some existing developments, these are considered to be minimal in number and relate to the design of some of the development and/or the nature of the existing urban environment. The immediate area to the application site is characterised by a dense nature of development of tightly packed streets. This would have an inevitable effect on the availability of daylight and sunlight. It is considered that the impacts are acceptable in this context.

The daylight and sunlight assessment also concludes that there will be no cumulative impacts associated with surrounding developments on the conclusions made above.

It is not considered that the proposal will give rise to any incident of overlooking. The surrounding buildings are principally commercial in nature. There will be windows on all elevations of the building. However, they overlook the yard areas of the application site and adjacent building. The river Medlock separates the hotel building to the south from the application site. Whilst there are windows on the nearby buildings they do not look into residential accommodation. In this regard, it is not considered there is a loss of privacy.

Wind environment

A wind assessment has assessed the potential effects on wind and wind mitigation measures have been embedded into the design to minimise the impact on the wind microclimate.

The report concludes that there are no detrimental or harmful impacts and wind conditions actually improve as a result of the development. In general terms, the wind conditions at all thoroughfares, entrances and amenity locations are all considered to be within acceptable limits for their required use.

TV reception

A TV reception survey has sought to establish the impact on the surrounding terrestrial television signal and digital satellite signal from the addition of a tall buildings at the application site.

The survey concludes that residents surrounding the application site would continue to receive adequate broadcasts from the Winter Hill transmitter, and other transmitters, surrounding the application site.

During construction, the use of tower cranes at the application site may interfere with satellite broadcast signals to residents around the application site. As this would only occur during the construction activities and therefore the impacts would be temporary in nature and predictable. There would be minimal impact on radio signal in the area as a result of the proposed development.

It is recommended that in order to assess the impacts of the development on surrounding TV reception and post completion report shall be submitted for consideration which would then allow any suitable mitigation to be secured.

Air quality

An air quality assessment has considered whether the proposal would change air quality during the construction and operational phases. The majority of the application site is within an Air Quality Management Area (AQMA) where air quality conditions are known to be poor as a result of emissions from the surrounding road network.

The report submitted has considered the impact on air quality during both the construction and operational phases of the development.

Dust would be inevitable during the construction process but there is limited demolition with works mainly associated with earthworks and above ground construction activities. Good on site practices during this stage this would ensure dust and air quality impacts are not significant. This should remain in place for the duration of the construction period and should be the subject of a condition.

The impacts on existing air quality once the development is complete would be negligible. There is only car parking provision for two cars at the application site. Occupants will be encouraged to cycle and there is 25% provision in this regard. Given the close proximity of the Universities to the application site, it is considered that a large number of students would walk or use public transport.

In light of the mitigation measures proposed above, it is considered that the proposal will comply with policy EN16 of the Core Strategy, paragraph 8 of the PPG and paragraph 124 of the NPPF in that there will be no detrimental impact on existing air quality conditions as a result of the development.

Noise and vibration

A noise assessment has been provided to consider the noise insulation requirements for the accommodation. The main sources of noise from the development are emissions from plant and construction activities associated with the development, plant, and acoustic specification of the building to limit noise ingress from external noise.

Noise levels from the construction process would not be unduly harmful, provided that the strict operating and delivery hours are adhered to along with the erection of the hoarding line around the perimeter of the site, which would have acoustic properties, silencers from equipment along with regular communication with nearby residents. It is recommended that such details are secured by a planning condition.

The proposal is likely to require plant and details are required prior to the first use of the development and it is recommended that this is included as a condition of the planning approval.

The report also considers external noise sources on the proposed accommodation. The main sources of noise would be from the traffic, and other noise, along Oxford Road and the railway line to the north of the site. There is also potential noise from the commercial accommodation located within the ground floor of the block to impact upon the student living accommodation. It is therefore necessary that the accommodation are acoustically insulated to mitigate against any undue harm as a consequence of the noise sources.

It is anticipated that through the use of mechanical ventilation and appropriate glazing, the necessary noise criteria within the apartment can be met to protect the accommodation from unduly harmful levels of noise. It is recommended that further information is provided in respect of these measures together with a verification/post completion report prior to the first occupation of the residential and commercial accommodation.

It is recommended that the hours of the commercial units are restricted to protect the amenities of the residential accommodation and to reflect the residential character of the area.

On that basis, provided that construction activities are carefully controlled and the plant equipment and residential and commercial accommodation are appropriately insulated the proposed development is considered to be in accordance with policy DM1 of the Core Strategy, extant policy DC26 of the UDP and the NPPF.

Waste management

A major mixed use development of this nature is likely to generate a significant amount of waste which is required to be managed on a daily basis. In addition, there are also challenges in ensuring efficient waste removal within such a tall building including ensuring that waste is recycled.

The waste management strategy for the building is as follows:

General waste – 18 x 1100 litres;
Pulpable waste – 2 x 1100 litres;
Mixed recycling – 2 x 1100 litres;
Food waste – 4 x 240 litres.

The waste and recycling store for the building will be located on the lower ground floor of the building. Students would be expected to take their own waste to this area. The applicant has confirmed that all their developments, including this proposal, have facilities to encourage students to recycle. There are waste storage areas within the kitchens where 3 sets of recycling boxes are provided with approximately 30 litres of storage together with small waste bin in the bedrooms.

The waste would be collected from New Wakefield Street having been moved to the road for refuse vehicles to collect. The local authority refuse collections would be supplemented by an additional collection per week, by a private contractor.

The refuse arrangements have been carefully considered and are appropriate in principle. Further information has been required by Environmental Health before the final strategy can be agreed. As such, it is recommended that a condition of the planning approval is that the final details shall be agreed.

Fume extraction

Fume extraction would be required for the commercial units if they are to be occupied by a food and drink use. It is considered that a suitable scheme can be put in place and integrated into the scheme. In this regard, it is recommended that a condition of the planning approval is that the fume extraction details are agreed.

Accessibility

All primary entrances to the commercial and residential entrances would be and would use no slip materials. All upper floors are accessible by lifts and internal corridors would be a minimum of 1500mm. All apartments have been designed to space standards allow adequate circulation space. Limited parking is available on the lower ground floor which could be used for disabled occupants if required.

Flood Risk/surface drainage

The site is located within flood zone 3 'high risk of flooding' and is surrounded by land which is located with flood zone 2 'medium risk of flooding'. As the upper floors of the building are intended to be occupied by student halls of residence, the development is classified as 'vulnerable'. As such, the sequential and exception test requires consideration.

The application is supported by a flood risk assessment. This has concluded that the site is at high risk of fluvial flooding from the River Medlock. The sequential test requires consideration to be given to alternative, less vulnerable sites. Only where there are no reasonably available sites in flood zone 1 and 2 should the suitability of flood zone 2 be considered, considering the flood risk vulnerability of land uses and applying the exception test if required.

The ground and upper floors of the development are set above the 1 in 100 year plus climate change floor level and are therefore considered to be acceptable for flood zone 1. The lower ground floor areas (basement) are considered as water compatible uses and would therefore be acceptable in flood zone 3 subject to suitable evacuation procedure being in place to limit the use during a flood event.

It is considered that a sequential approach has been adopted in designing the development to ensure the vulnerable accommodation will not be at risk in a flooding event. As such, although the development is classified as a vulnerable development due to its end user within flood zone 3, as the proposal has been designed to be 600 mm above the 1 in 100 year plus climate change flood event the exception test is not required.

In respect of the risk of flooding from the river Medlock, the Environment Agency has assessed the flood risk assessment submitted with the application. They have raised

no objection to the proposal on the grounds that the mitigation outlined above is implemented which includes raising of the finished floor levels of the building. It is therefore recommended that this forms part of the conditions of the planning approval.

The site is also at risk of surface water flooding and is located within a critical drainage area where there are complex surface water flooding problems from ordinary watercourses, culverts and flooding from the sewer network. As such, the area is sensitive to an increase in the rate of surface water run-off and/or volume from new developments which may exasperate local flooding problems.

The flood risk management team have assessed the drainage strategy for the site which details that a series of measures would be incorporated into the scheme to minimise any incidents of surface water flooding and reduce flow rates.

In line with the requirements of the flood risk management team, a detailed drainage scheme would be required through a condition along with a management/verification plan.

In order to satisfy the provisions of policy EN14 of the Core Strategy, it is recommended that this floor resilience measures, together with the drainage plan, form part of the conditions of the planning approval.

Impact on the highway network/car/cycle parking and servicing

A transport statement notes that the site is accessible to a range of transport modes and is close to a range of amenities and services. The application site is in close proximity to Oxford Road rail station together with many bus routes along Oxford Road connecting the application site to the University campuses, the City Centre (where there is access to tram services) and areas south of the City Centre.

The transport assessment indicates that the modelling of the highway network demonstrates that the proposal would have a minimal impact on the surrounding highway network. As the building will provide purpose built student accommodation, the development is a no car parking scheme with provision provided for two on site disabled car parking spaces. Access to these spaces will be provided from New Wakefield Street via the existing yard area to the west of the proposed building. Highway Services concur with these conclusions.

The applicant has proposed 114 (25%) cycle spaces within the cycle store on the lower ground floor. Whilst this represents a low level of provision, the applicant is committed to reviewing the situation based on take up at their other student blocks together with demand once the development is occupied. It is recommended that a condition of the planning approval ensure that this situation is under review.

A travel plan would be prepared and its full implementation should form part of the conditions of the planning approval.

Servicing of the development would be provided on street along New Wakefield Street and will require an amendment to the existing TRO. Further information has

been requested during the course of the application and this is currently being considered by highway services.

A construction management plan would be required as part of the planning conditions to ensure that any construction activities do not have any harmful impacts on the highway network.

The development would not have an unduly harmful impact on the local highway network. Travel planning would help take advantage of the sustainable location of the site. Servicing and construction requirements can also adequately met at the site. The proposal therefore accords with policies SP1, T1, T2 and DM1 of the Core Strategy.

Designing out crime

A Crime Impact Statement (CIS), prepared by Design for Security at Greater Manchester Police, recognises that the development would bring vitality to this area and more active frontage. It is recommended that a condition of the planning approval is that the CIS is implemented in full as part of the development in order to achieve Secured by Design Accreditation.

Sustainability

An energy and environmental standards statement demonstrates that the energy hierarchy has been applied and that low and zero carbon technologies have been used within the development which would enable the buildings to part L (2010).

The overall energy performance of the development is satisfactory and there would be an overall reduction in emissions as prescribed by policy EN6 of the Core Strategy. The development performs well, and complies with the spirit of the Core Strategy policies given the high quality building fabric and systems that are being incorporated into the buildings. It is recommended that the energy standards form part of the conditions of the planning approval.

Impact of rail infrastructure

Due to the close proximity of the railway infrastructure immediately to the north of the application, on the opposite side of New Wakefield Street, Network Rail have provided comments on necessary conditions and informative which seek to protect the rail infrastructure from damage and obstruction during the construction period. It is therefore recommended that these form part of the conditions of the planning approval.

Aerodrome safeguarding

Given the scale of the development, the proposal has been considered with regards to any potential impacts on aerodrome safeguarding. Aerodrome safeguarding officers have found no conflict with any safeguarding criteria. Due to the scale of the building it may be necessary for a tall permit to be obtained. This should form part of the conditions of the planning approval.

Ground conditions

Initial site investigation work has revealed that there are some complex ground conditions associated with the site due to its previous land uses together with being in close proximity to the river Medlock and being located above the Chester Pebble Beds principal aquifer.

Due to the previous land uses have been industrial in nature which increases the likelihood of land contamination being present that may impact on the water environment.

A detailed risk assessment remediation strategy is required together with conditions relating to understanding the methods for piling or other foundation design in order to ensure that there is no unacceptable impact on ground water.

The implementation of the remediation strategy should be confirmed through a verification report to verify that all the agreed remediation has been carried out. This approach should form a condition of the planning approval in order to comply with policy EN18 of the Core Strategy.

Public opinion

The majority of the concerns raised relate the scale and appearance of the proposed building and the impact on the surrounding heritage assets together with the loss of the existing buildings and uses at the site including Sound Control.

The application site is located in an area where there is expected to be change and regeneration. The proposal would seek the removal of buildings, which although have heritage merit, have come to the end of their meaningful life and now offers a greater contribution towards the regeneration of the area by being used for an alternative purpose. Sound Control have expressed the desire for alternative large premises which are fit for modern purposes and the applicant is providing support in this regard in terms of relocation.

Policy H12 of the Core Strategy has been satisfied with regards to the need for student accommodation and its contribution towards regeneration activity in the area. The University of Manchester has also indicated their support for the proposal based on student demand.

The design, scale and appearance of the building has been carefully considered together with its impacts on the setting of nearby listed building and heritage assets. The material palette will form a series of high quality materials which will provide a façade which is worthy of the scale of the building.

Although the proposal does not provide any external 'green spaces' there are communal and amenity areas within the building envelope which will provide spaces for student to socialise.

Construction management

Measures would be put in place to help minimise the impact of the development on local residents such as dust suppression, minimising stockpiling and use of screenings to cover materials. Plant would also be turned off when not needed and no waste or material would be burned on site. It would not be possible to site the compound/welfare facilities within the site boundaries due to the restricted size and this would need to be created locally.

There is unlikely to be any cumulative impact from the construction elements of the development. Whilst there is a large amount of activity in the local area, the close proximity to major roads will ensure such activities should not have a detrimental impact on the surrounding area.

As recommended by GMEU, it is also recommended that detailed consideration is given with regards to the impacts of the construction activities on the river Medlock including ensuring appropriate mitigation measures are put in place. In addition, and in line with the comments of Network Rail, it is recommended that informatives and conditions are used to protect the surrounding railway infrastructure from an impacts associated with the construction activities.

Provided appropriate measures are put in place the construction activities are in accordance with policies SP1 and DM1 of the Core Strategy and extant policy DC26 of the Unitary Development Plan. However, it is recommended that a condition of the planning approval is that the final construction management plan is agreed in order to ensuring the process has the minimal impact on surrounding residents and the highway network.

Legal Agreement

This application will be subject to a legal agreement which will secure monies for infrastructure improvements.

Conclusion

The proposal would have a positive impact on the regeneration of this part of the City Centre including contributing to the supply of high quality student accommodation. An active frontages would be provided to New Wakefield Street which would provide an inviting street scene together with improving natural surveillance.

The buildings would be of a high level of sustainability and the high quality materials on the exterior of the building are worthy of a building of landmark status.

The report has outlined that the proposal would not have any unduly harmful impacts on the setting of any heritage assets and in most instances would have a positive impact on the Manchester skyline.

The level of harm is considered to be less than substantial and is outweighed by the public benefits that would be delivered. Notwithstanding the considerable weight that must be given to preserving the setting of the listed buildings and conservation areas as required by virtue of S66 and S72 of the Listed Buildings Act, the harm caused

would be less than substantial and would be outweighed by the public benefits of the scheme thus meeting the requirements set out in paragraphs 132 and 134 of the NPPF.

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 approval of the application is proportionate to the wider benefits of approval and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation **MINDED TO APPROVE subject to the signing of a s106 agreement relating to infrastructure improvements**

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Pre application advice has been sought in respect of this matter where early discussions took place regarding the siting/layout, scale, design and appearance of the development along with noise and traffic impacts. Further work and discussion have taken place with the applicant through the course of the application as a result of matters arising from the consultation and notification process. The proposal is considered to be acceptable and therefore determined within a timely manner.

Reason for recommendation

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:

Drawings

10109-A-Z200-3-T3-099 Rev 00, 10109-A-Z200-3-T2-099 Rev 00, 10109-A-Z200-3-T1-099 Rev 00, 10109-A-B5D8-G200-E-SE-001 Rev 00, 10109-A-B5D8-G200-E-N-001 Rev 00, 10109-A-B5D8-G200-E-E-001 Rev 00, 10109-A-B5D8-G200-E-W-001 Rev 00, 10109-A-B5D8-G200-P-LG-001 Rev 00, 10109-A-B5D8-G200-P-01-001 Rev 00, 10109-A-B5D8-G200-P-00-001 Rev 00, 10109-A-B5D8-XP-002 Rev 00, 10109-AB5D8-G200-P-03-001 Rev 00, 10109-A-B5D8-G200-P-RF-001 Rev 00, 10109-A-B5D8-G200-P-TY-001 Rev 00, 10109-A-B5D8-G200-P-TY-001 Rev 00, 10109-A-B5D8-G200-P-TY2-001 Rev 00, 10109-A-B5D8-G200-P-TY3-001 Rev 00, 10109-A-B5D8-G200-P-TY4-001 Rev 00, 10109-A-B5D8-G200-P-TY5-001 Rev 00, 10109-A-B5D8-G200-P-TY6-01 Rev 00, 10109-A-B5D8-G200-S-AA-001 Rev 00, 10109-A-B5D8-G200-S-BB-001 Rev 00, 10109-A-B5D8-G251-D-TY-001 Rev 00, 10109-A-B5D8-G251-D-TY-002 Rev 00, 10109-A-B5D8-G100-XE-E-001 Rev 00, 10109-A-B5D8-G100-XE-N-001 Rev 00, 10109-A-B5D8-G100-XE-SE-001 Rev 00, 10109-A-B5D8-G100-XE-W-001 Rev 00, 10109-A-B5D8-G100-XP-001 Rev 00, 10109-A-B5D8-G110-P-001 Rev 00 and 10109-A-B5D8-G200-P-30-001 Rev 00 stamped as received by the City Council, as Local Planning Authority, on the 24 July 2017.

Supporting Information

Design and Access statement prepared by Simpson Haugh, Planning and Tall Building Statement prepared by Turley Planning, Framework Travel Plan prepared by Curtins, Waste Management Plan, Crime Impact Statement prepared by Design for Security at Greater Manchester Police, Ventilation Strategy prepared by Watermans, Energy and Lighting Statement prepared by Watermans, statement of community engagement prepared by Turley Engagement, Student Management Plan prepared by Unite Students, Environmental Standards Statement including BREEAM and CSH pre-assessment prepared by Turley Sustainability, Telecommunication Assessment prepared by WSP Parsons Brinkerhoff, demolition plan prepared by Simpson Haugh and Environmental Statement including associated chapters all stamped as received by the City Council as Local Planning Authority, on the 24 July 2017.

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to policies SP1 and DM1 of the Core Strategy.

3) No demolition works or vegetation clearance shall take place during the optimum period for bird nesting (March - September inclusive) unless nesting birds have been shown to be absent, or, a method statement for the demolition including for the protection of any nesting birds is agreed in writing by the City Council, Local Planning Authority. Any method statement shall then be implemented for the duration of the demolition works.

Reason - In order to protect wildlife from works that may impact on their habitats pursuant to policy EN15 of the Manchester Core Strategy (2012).

4) Notwithstanding the Environmental Statement prepared by HOW Planning including the flood risk assessment prepared by WSP/Parsons Brinckerhoff (ref. 70020194 Rev 2 May 2017) stamped as received by the City Council, as Local Planning Authority on the 17 May 2017, (a) A phase of the development shall not

commence until a scheme for the drainage of surface water from that phase of the new development shall be submitted for approval in writing by the City Council as the Local Planning Authority. This shall include:

- Details of surface water attenuation that offers a reduction in surface water runoff rate in line with the Manchester Trafford and Salford Strategic Flood Risk Assessment, i.e. at least a 50% reduction in runoff rate compared to the existing rates, as the site is located within Conurbation Core Critical Drainage Area;
- Runoff volume in the 1 in 100 year, 6 hours rainfall be constrained to a value as close as is reasonable practicable to the greenfield runoff volume for the same event, but never exceed the runoff volume from the development site prior to redevelopment for that event at all three locations of the outfalls;
- Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event with allowance for climate change in any part of a building;
- Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements and basement car parking). Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. The flood water should be routed away from the buildings and towards the less vulnerable areas i.e. open spaces, car parks and roads. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site;
- Construction details of flow control and SuDS elements.
- Proposal of surface water management during construction period.

(b) The phase shall then be constructed in accordance with the approved details, within an agreed timescale.

(d) Prior to the first occupation of the development and a verification report shall be submitted, including relevant photographic evidence, that the scheme has been implemented in accordance with the previously approved details.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution pursuant to policies SP1, EN14 and DM1 of the Manchester Core Strategy (2012).

5) (a) The development permitted by this planning permission shall only be carried out in accordance with the approved Flood Risk Assessment (FRA) by Curtins (ref: 062888-CUR-00-XX-RE-D-500 revision V04 dated 18/7/2017) and the mitigation measures detailed within section 5.0 of the FRA:

(b) The mitigation measures hereby approved shall be implemented prior to the first occupation of the development and a verification report shall be submitted, including relevant photographic evidence, that the scheme has been implemented in accordance with the previously approved details.

Reason: To reduce the risk of flooding to the proposed development and future occupants and reduce the impact of flooding on the development pursuant to policy EN14 of the Manchester Core Strategy.

6) (a) Prior to the commencement of the development, details of the disposal of foul and surface water from the development shall be submitted for approval. This shall include details of any potential impacts on the River Medlock and appropriate mitigation.

(b) The approved details shall be implemented in full prior to the first occupation of the student accommodation element of the development and a verification report shall be submitted, including relevant photographic evidence, that the scheme has been implemented in accordance with the previously approved detail.

Reason: In the interest of the ecology of the River Medlock pursuant to policy EN15 of the Manchester Core Strategy (2012).

7) No development shall commence until a programme of archaeological works for that phase has been submitted. The works are to be undertaken in accordance with Written Schemes of Investigation (WSI) submitted to and approved in writing by Manchester Planning Authority. The WSIs shall cover the following:

(a). A phased programme and methodology of investigation and recording to include:-

- a historic building assessment
- informed by the above, a more detailed archaeological building survey (subject to a separate WSI)
- archaeological evaluation through trial trenching
- informed by the above, more detailed targeted excavation and historic research (subject of a new WSI)

(b). A programme for post investigation assessment to include:-

- analysis of the site investigation records and finds
- production of a final report on the significance of the archaeological and historical interest represented.

(c). Dissemination of the results commensurate with their significance.

(d). Provision for archive deposition of the report and records of the site investigation.

(e). Nomination of a competent person or persons/organisation to undertake the works set out within the approved WSI.

Reason - To record and advance understanding of heritage assets impacted on by the development and to make information about the archaeological heritage interest publicly accessible pursuant to policy EN3 of the Manchester Core Strategy.

8) Notwithstanding the Ground Conditions report plus technical appendices prepared by Curtins stamped as received by the City Council, as Local Planning Authority, on the 24 July 2017 within the Environmental Statement,

a) prior to the commencement of the development the following information shall be submitted for approval in writing by the City Council, as Local Planning Authority, to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site

- Submission of a site investigation and risk assessment report;
- Submission of a remediation strategy.

b) When the phase 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 policies DM1 and EN18 of the Core Strategy.

9) Prior to the commencement of development, a detailed construction management plan outlining working practices during construction shall be submitted to and approved in writing by the Local Planning Authority, which for the avoidance of doubt should include;

- Display of an emergency contact number;
- Measures to protect the River Medlock from spillages, dust and debris;
- Communication strategy with residents;
- Details of Wheel Washing;
- Dust suppression measures;
- Compound locations where relevant;
- Location, removal and recycling of waste;
- Routing strategy and swept path analysis;
- Parking of construction vehicles and staff; and
- Sheeting over of construction vehicles.

The development shall be carried out in accordance with the approved construction management plan for the duration of the construction process.

Reason - To safeguard the amenities of nearby residents and highway safety, pursuant to policies SP1, EN9, EN19 and DM1 of the Manchester Core Strategy (July 2012).

10) Prior to any above ground works, a) a programme for the issue of samples and specifications of all material to be used on all external elevations of the development in that phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. The programme shall include timings for the submission of samples and specifications of all materials to be used on all external elevations of the development along with jointing and fixing details, details of the drips to be used to prevent staining in and a strategy for quality control management.

b) All samples and specifications shall be submitted to and approved in writing in accordance with the programme as agreed under part a). The approved materials shall then be implemented as part of the phase.

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

11) Prior to the first occupation of the development, details of the boundary treatment to the alleyway/access off New Wakefield Street shall be submitted for approval in writing by the Council, as Local Planning Authority. The approved details shall then be implemented as part of the development and be in place prior to the first occupation.

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.

12) Prior to the first occupation of the development hereby approved, details of the implementation, maintenance and management of the sustainable drainage scheme for that phase shall be submitted for approval in writing by the City Council, as Local Planning Authority.

For the avoidance of doubt the scheme shall include the following:

- Verification report providing photographic evidence of construction; and
- Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.
- Evidence that there will be no impact on the Ashton Canal from the disposal of water from the development.

The approved scheme shall then be implemented in accordance with the details and thereafter managed and maintained for as long as the development remains in use.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution pursuant to policies SP1, EN14 and DM1 of the Manchester Core Strategy (2012).

13) The development hereby approved shall be carried out in accordance with the Environmental Standards Statement prepared by Turley Sustainability stamped as received by the City Council, as Local Planning Authority, on the 24 July 2017. A post construction review certificate/statement for the development shall be submitted for approval, within a timescale that has been previously agreed in writing, to the City Council as Local Planning Authority.

Reason - In order to minimise the environmental impact of the development pursuant to policies SP1, T1-T3, EN4-EN7 and DM1 of the Core Strategy and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

14) Notwithstanding drawing 10109-A-B5D8-G200-P-00-001 Rev 00 stamped as received by the City Council, as Local Planning Authority, on the 24 July 2017 (a) prior to the first occupation of the development hereby approved details of a hard and soft landscaping scheme (including appropriate materials, specifications) for the public realm area shall be submitted for approval in writing by the City Council as Local Planning Authority.

(b) The approved scheme shall be implemented prior to the first occupation of the development

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies SP1, EN9 and DM1 of the Core Strategy.

15) Notwithstanding the noise report prepared by RBS Acoustics Ltd stamped as received by the City Council, as Local Planning Authority, on the 24 July 2017, (a) prior to the first occupation of the development, details of any externally mounted ancillary plant, equipment and servicing shall be submitted for approval. (b) The approved scheme shall be implemented and prior to the first occupation of the development and post construction survey (including appropriate mitigation measures and timescales for implementation if necessary) shall be submitted for approval in writing by the City Council, as Local Planning Authority. The measures agreed thereafter retained and maintained in situ.

Reason - To minimise the impact of plant on the occupants of the development pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

16) Notwithstanding the noise report prepared by RBS Acoustics Ltd stamped as received by the City Council, as Local Planning Authority, on the 24 July 2017, prior to the commercial unit as indicated on drawings 10109-A-B5D8-G200-P-LG-001 Rev 00, 10109-A-B5D8-G200-P-01-001 and 10109-A-B5D8-G200-P-00-001 Rev 00 stamped as received by the City Council, as Local Planning Authority, on the 24

July 2017, a scheme of acoustic insulation shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall then be implemented and retained and maintained for as long as the development remains in use.

Reason - In order to limit the outbreak of noise from the commercial premises pursuant to policies SP1 and DM1 of the Core Strategy (2007) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

17) Notwithstanding the noise report prepared by RBS Acoustics Ltd stamped as received by the City Council, as Local Planning Authority, on the 24 July 2017, (a) prior to the first occupation of the student accommodation hereby approved, the accommodation shall be insulated in accordance with a scheme submitted for approval in writing by the City Council, as Local Planning Authority. (b) The approved scheme shall be implemented and prior to the first occupation of the student accommodation element and post construction survey (including appropriate mitigation measures and timescales for implementation if necessary) shall be submitted for approval in writing by the City Council, as Local Planning Authority. The measures agreed thereafter retained and maintained in situ.

Reason: To secure a reduction in noise in order to protect future residents from noise from the surrounding road and rail network pursuant to policies SP1, H1 and DM1 of the Core Strategy (2007) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

18) (a) Notwithstanding the Waste Management Plan prepared by Turley stamped as received by the City Council, as Local Planning Authority, on the 24 July 2017, prior to the first occupation of the student accommodation and/or the commercial use, a scheme for the storage (including segregated waste recycling) and disposal of refuse for the student accommodation and commercial element within the development shall be submitted for approval in writing by the City Council, as Local Planning Authority.

(b) The details of the approved scheme shall be implemented as part of the first occupation of the student accommodation and/or commercial element and shall remain in situ whilst the use or development is in operation.

Reason - To ensure adequate refuse arrangement are put in place for the residential element of the scheme pursuant to policies EN19 and DM1 of the Manchester Core Strategy.

19) Prior to the first use of each of the commercial unit, as indicated on drawings 10109-A-B5D8-G200-P-LG-001 Rev 00, 10109-A-B5D8-G200-P-01-001 and 10109-A-B5D8-G200-P-00-001 Rev 00 stamped as received by the City Council, as Local Planning Authority, on the 24 July 2017, details of a scheme to extract fumes, vapours and odours from that commercial unit shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall then be implemented prior to the first occupation of the commercial unit and thereafter retained and maintained in situ.

Reason - To ensure appropriate fume extraction is provided for the commercial units pursuant to policies SP1 and DM1 of the Manchester Core Strategy and saved policy DC10 of the Unitary Development Plan for the City of Manchester (1995).

20) Prior to the first use of each commercial unit as indicated drawings 10109-A-B5D8-G200-P-LG-001 Rev 00, 10109-A-B5D8-G200-P-01-001 and 10109-A-B5D8-G200-P-00-001 Rev 00 stamped as received by the City Council, as Local Planning Authority, on the 24 July 2017, details of any roller shutters to the ground floor of that commercial unit shall be submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt the shutters shall be fitted internally to the premises. The approved details shall be implemented prior to the first occupation of each commercial units and thereafter retained and maintained in situ.

Reason - To ensure that the roller shutters are appropriate in visual amenity terms pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012).

21) The development hereby approved shall include a building and site lighting scheme and a scheme for the illumination of external areas during the period between dusk and dawn. Prior to the first occupation of the development, full details of such a scheme for that phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall be implemented in full prior to the first occupation of each phase and shall remain in operation for so long as the development is occupied.

Reason - In the interests of amenity, crime reduction and the personal safety of those using the building and surrounding area and ensure that lighting is installed which is sensitive to the bat environment the proposed development in order to comply with the requirements of policies SP1 and DM1 of the Core Strategy.

22) If any lighting at the development hereby approved, when illuminated, causes glare or light spillage which in the opinion of the Council as local planning authority causes detriment to adjoining and nearby residential properties, within 14 days of a written request, a scheme for the elimination of such glare or light spillage shall be submitted to the Council as local planning authority and once approved shall thereafter be retained in accordance with details which have received prior written approval of the City Council as Local Planning Authority.

Reason - In order to minimise the impact of the illumination of the lights on the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Core Strategy.

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

Monday to Saturday 07:30 to 20:00

Sundays (and Bank Holidays): No deliveries/waste collections

Reason - In the interest of residential amenity pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

24) The commercial unit hereby approved, as indicated on drawings 10109-A-B5D8-G200-P-LG-001 Rev 00, 10109-A-B5D8-G200-P-01-001 and 10109-A-B5D8-G200-P-00-001 Rev 00 stamped as received by the City Council, as Local Planning Authority, on the 24 July 2017, shall not be open outside the following hours:-

Monday to Saturday	08.00hrs - 23.00hrs
Sundays	09.00hrs - 23.00hrs

There shall be no amplified sound or any amplified music at any time within the units.

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.

25) The commercial unit as shown on drawing 10109-A-B5D8-G200-P-LG-001 Rev 00, 10109-A-B5D8-G200-P-01-001 and 10109-A-B5D8-G200-P-00-001 Rev 00 stamped as received by the City Council, as Local Planning Authority, on the 24 July 2017, shall remain as one unit and shall not be sub divided without the benefit of planning permission being secured.

Reason- In the interests of residential amenity and to ensure the future viability and vitality of the commercial units pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies DM1, C5 and SP1 of the Manchester Core Strategy.

26) The commercial unit, as indicated on drawings 10109-A-B5D8-G200-P-LG-001 Rev 00, 10109-A-B5D8-G200-P-01-001 and 10109-A-B5D8-G200-P-00-001 Rev 00 stamped as received by the City Council, as Local Planning Authority, on the 24 July 2017, can be occupied as A1 (excluding convenience retail), A2, A3 or A4 and D1 (excluding a place of worship). The first use of the commercial unit to be implemented shall thereafter be the permitted use of that unit and any further change of use may be the subject of the requirement of a new application for planning permission or subject to the requirements of the Town and Country Planning (General Permitted Development) Order 2015.

Reason - For the avoidance of doubt and in order to secure a satisfactory form of development due to the particular circumstance of the application site, ensuring the vitality of the units and in the interest of residential amenity, pursuant policy DM1 of the Core Strategy for Manchester.

27) In the event that any of the commercial units, as indicated on drawings 10109-A-B5D8-G200-P-LG-001 Rev 00, 10109-A-B5D8-G200-P-01-001 and 10109-A-B5D8-G200-P-00-001 Rev 00 stamped as received by the City Council, as Local Planning Authority, on the 24 July 2017 are occupied as an A3 or A4 use, prior to their first use the following details must be submitted and agreed in writing by the City Council, as Local Planning Authority. These details are as follows:

- Management of patrons and control of external areas. For the avoidance of doubt this shall include:

- Dispersal policy;
- Mechanism for ensuring windows and doors remain closed after 9pm

The approved scheme shall be implemented upon first use of the premises and thereafter retained and maintained.

Reason - To safeguard the amenities of nearby residential occupiers as the site is located in a residential area, pursuant to policies SP1, DM1 and C10 of the Manchester Core Strategy and to the saved policy DC26 of the Unitary Development Plan for Manchester.

28) The development shall be carried out in accordance with the Crime Impact Statement prepared by Design for Security at Greater Manchester Police stamped as received by the City Council, as Local Planning Authority, on the 24 July 2017. The development shall only be carried out in accordance with these approved details. Prior to the occupation of each phase the Council as Local Planning Authority must acknowledge 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.

29) The development hereby approved shall be carried out in accordance with the Framework Travel Plan stamped as received by the City Council, as Local Planning Authority, on the 24 July 2017.

In this condition a Travel Plan means a document which includes:-

- i) the measures proposed to be taken to reduce dependency on the private car by those living at the development;
- ii) a commitment to surveying the travel patterns of residents/staff during the first three months of the first use of the building and thereafter from time to time
- iii) mechanisms for the implementation of the measures to reduce dependency on the private car
- iv) measures for the delivery of specified Travel Plan services
- v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car

Within six months of the first use of each phase, a Travel Plan for that phase which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted for approval in writing by the City Council as Local Planning Authority. Any Travel Plan which has been approved by the City Council as Local Planning Authority shall be implemented in full at all times when the development hereby approved is in use.

Reason - To assist promoting the use of sustainable forms of travel for residents, pursuant to policies T1, T2 and DM1 of the Manchester Core Strategy (2012).

30) Prior to the first occupation of the development, the cycle store and provision of 144 cycle stands as indicated on drawing 10109-A-B5D8-G200-P-LG-001 Rev 00 stamped as received by the City Council, as Local Planning Authority, on the 24 July 2017 shall be implemented and made available for the occupants of the development. The cycle store shall remain available and in use for as long as the development is occupied.

Reason - To ensure there is sufficient cycles stand provision at the development and the residents in order to support modal shift measures pursuant to policies SP1, T1, T2 and DM1 of the Manchester Core Strategy (2012).

31) Prior to the first occupation of the student accommodation element of the development hereby approved, details of a cycle provision strategy for the development shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The strategy shall include the on and off site cycle provision, and measures to encourage the use of cycling for the development. The approved strategy shall be implemented prior to the first occupation of the student accommodation element of the development and remain in use for as long as the development is occupation.

Reason - To mitigate against the lack of on-site car parking is available for the development pursuant to policies SP1, T1, and DM1 of the Manchester Core Strategy (2012).

32) Prior to the first occupation of the student accommodation element of the development, the car parking layout as indicated on drawing 10109-A-B5D8-G200-P-LG-001 Rev 00 stamped as received by the City Council, as Local Planning Authority, on the 24 July 2017 shall be implemented and made available. The car parking shall remain available for as long as the student accommodation element remains in use.

Reason - To ensure sufficient car parking is available for the occupants of the office element of the development pursuant to policies SP1, T1, and DM1 of the Manchester Core Strategy (2012).

33) Prior to the first occupation of the student accommodation element for the development, a detailed servicing strategy for each phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt this shall include details of the management arrangements for moving in and out times including any associated management and operational requirements. The approved strategy, including any associated mitigation works, shall be implemented and be in place prior to the first occupation of the student accommodation element and thereafter retained and maintained in operation.

Reason – To ensure appropriate servicing management arrangements are put in place for the development in the interest of highway and pedestrian safety pursuant to policy SP1 and DM1 of the Manchester Core Strategy (2012).

34) Prior to the first occupation of the student accommodation element of the development hereby approved a scheme of highway works and details of footpaths reinstatement/public realm for the development shall be submitted for approval in writing by the City Council, as Local Planning Authority.

For the avoidance of doubt this shall include the following:-

- Improvements to the public realm;
- Creation of laybys and associated Traffic Regulation Orders (TROs) on New Wakefield Street;

Improvements to the public realm including details of materials (including natural stone or other high quality materials to be used for the footpaths and for the areas between the pavement and building line) and tree planting and soft landscaping where appropriate.

The approved scheme for each phase shall be implemented and be in place prior to the first occupation of the student accommodation element and thereafter retained and maintained in situ.

Reason - To ensure safe access to the development site in the interest of pedestrian and highway safety pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012).

35) Notwithstanding the TV Reception Survey, stamped as received by the City Council, as Local Planning Authority, on the 24 July 2017, within one month of the practical completion of the development, and at any other time during the construction of the development if requested in writing by the City Council as Local Planning Authority, in response to identified television signal reception problems within the potential impact area a study to identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out above shall be submitted for approval in writing by the City Council, as Local Planning Authority. The measures identified must be carried out either before each phase is first occupied or within one month of the study being submitted for approval in writing to the City Council as Local Planning Authority, whichever is the earlier.

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

36) (a) Prior to the commencement of the development, details of a local labour agreement in order to demonstrate commitment to recruit local labour for both the construction and operations elements of the that phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. (b) The approved document shall be implemented as part of the construction and occupation phases of the development. Within six months of the first occupation of the

development details of the results of the scheme for that phase shall be submitted for consideration.

Reason - The applicant has demonstrated a commitment to recruiting local labour pursuant to policies SP1 of the Manchester Core Strategy (2012).

37) Prior to the first occupation of the development, details of bird and bat boxes to be provided (including location and specification) shall be submitted for approval in writing by the City Council, as Local Planning Authority in that phase. The approved details shall then be implemented within a timescale to be agreed in writing with the City Council, as Local Planning Authority.

Reason – To provide new habitats for birds and bats pursuant to policies SP1 and EN15 of the Manchester Core Strategy (2012).

38) Prior to the first occupation of the student element of the development hereby approved, details of disabled car parking provision shall be submitted for approval in writing. The approved details shall then be implemented prior to the first occupation of the student element and remain in situ for as long as the development remains in use.

Reason - To ensure sufficient car parking is available for disabled occupants of the development pursuant to policies SP1, T1, and DM1 of the Manchester Core Strategy (2012).

39) Prior to the first occupation of the student element of the development hereby approved, a detailed tracking analysis for the largest vehicle to enter the car parking spaces on drawing 10109-A-B5D8-G200-P-LG-001 Rev 00 stamped as received by the City Council, as Local Planning Authority, on the 24 July 2017 Shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented, including any necessary mitigation/alterations, prior to the first occupation of the development hereby approved.

Reason – To ensure that there is appropriate access/egress into the car parking spaces pursuant to policy DM1 of the Manchester Core Strategy (2102).

Informatives

- Under the Habitat Regulation it is an offence to disturb, harm or kill bats. If a bat is found during demolition all work should cease immediately and a suitably licensed bat worker employed to assess how best to safeguard the bat(s). Natural England should also be informed.
- This development may require a permit under the Environmental Permitting (England and Wales) Regulations 2016 from the Environment Agency for any proposed works or structures, in, under, over or within eight metres of the River Medlock which, is designated a 'main river'. This was formerly called a Flood Defence Consent. Some activities are also now

excluded or exempt. A permit is separate to and in addition to any planning permission granted. Further details and guidance are available on the GOV.UK website: <https://www.gov.uk/guidance/flood-risk-activities-environmental-permits>.

- The developer or crane operator must contact Manchester Airports Control of Works Office at least 21 days in advent of intending to erect a crane or other tall construction equipment on the site. This is to obtain a tall equipment permit and to ascertain if any operating restrictions would be required. Any operating restriction that are subsequently imposed by Manchester Airport must be fully complied with.
- You should ensure that any external wall treatments approved for planning purposes are discussed in full with Building Control to ensure they meet with the guidance contained in the Building Regulations for fire safety. Should it be necessary to change the external facade treatment due to conflicts with Building Regulations, you should also discuss the changes with the Planning team to ensure they do not materially affect your permission.
- With a development of a certain height that may/will require use of a tower crane, the developer must bear in mind the following. Tower crane usage adjacent to railway infrastructure is subject to stipulations on size, capacity etc. which needs to be agreed by Network Rail's Asset Protection prior to implementation. Tower cranes have the potential to topple over onto the railway; the arms of the cranes could over-sail onto Network Rail air-space and potentially impact any over-headlines, or drop materials accidentally onto the existing infrastructure. Crane working diagrams, specification and method of working must be submitted for review and agreement prior to work(s) commencing on site.
- Network Rail will need to review and agree all excavation and earthworks to determine if the works impact upon the support zone of our land and infrastructure as well as determining relative levels in relation to the railway. Network Rail would need to agree to the following:
 - Alterations to ground levels
 - De-watering works
 - Ground stabilisation works

Network Rail would need to review and agree the methods of construction works on site to ensure that there is no impact upon critical railway infrastructure. No excavation works are to commence without agreement from Network Rail.

Alterations in loading within proximity of the railway boundary must be agreed with Network Rail.

- Soakaways, as a means of storm/surface water disposal must not be constructed near / within 20 metres of Network Rail's boundary or at any point which could adversely affect the stability of Network Rail's property. Once water

enters a pipe it becomes a controlled source and as such no water should be discharged in the direction of the railway.

- Storm/surface water must not be discharged onto Network Rail's property or into Network Rail's culverts or drains.
- Suitable drainage or other works must be provided and maintained by the developer to prevent surface water flows or run-off onto Network Rail's property.
- Proper provision must be made to accept and continue drainage discharging from Network Rail's property.
- Suitable foul drainage must be provided separate from Network Rail's existing drainage.
- Drainage works could also impact upon culverts on developers land.

Water discharged into the soil from the applicant's drainage system and land could seep onto Network Rail land causing flooding, water and soil run off onto lineside safety critical equipment / infrastructure; or lead to de-stabilisation of land through water saturation.

- To note are:
 - The current level of railway usage may be subject to change at any time without prior notification including increased frequency of trains, night time train running, heavy freight trains, trains run at weekends /bank holidays.
 - Maintenance works to trains could be undertaken at night and may mean leaving the trains' motors running which can lead to increased levels of noise and vibration.
 - Network Rail also often carry out works at night on the operational railway when normal rail traffic is suspended and often these works can be noisy and cause vibration.
 - Network Rail may need to conduct emergency works on the existing operational railway line and equipment which may not be notified to residents in advance due to their safety critical nature, and may occur at any time of the day or night, during bank holidays and at weekends.
 - Works to the existing operational railway may include the presence of plant and machinery as well as vehicles and personnel for project or emergency works.
 - The proposal should not prevent Network Rail from its statutory undertaking. Network Rail is a track authority. It may authorise the use of the track by train operating companies or independent railway operators, and may be compelled to give such authorisation. Its ability to respond to any enquiries regarding intended future use is therefore limited.
- The scope and duration of any Noise and Vibration Assessments may only reflect the levels of railway usage at the time of the survey.
- Any assessments required as a part of CDM (Construction Design Management) or local planning authority planning applications validations process are between the developer and their appointed contractor.
- Network Rail cannot advise third parties on specific noise and vibration mitigation measures. Such measures will need to be agreed between the developer, their approved acoustic contractor and the local planning authority.

- Design and layout of proposals should take into consideration and mitigate against existing usage of the operational railway and any future increase in usage of the said existing operational railway.
- The developer is to submit directly to Network Rail, a Risk Assessment and Method Statement (RAMS) for all works to be undertaken in proximity of the operational railway under Construction (Design and Management) Regulations, and this is in addition to any planning consent. Network Rail would need to be re-assured the works on site follow safe methods of working and have also taken into consideration any potential impact on Network Rail land and the existing operational railway infrastructure. Review and agreement of the RAMS will be undertaken between Network Rail and the applicant/developer. The applicant /developer should submit the RAMs directly to:
- As the proposal includes works which may impact the existing operational railway and in order to facilitate the above, a **BAPA** (Basic Asset Protection Agreement) will need to be agreed between the developer and Network Rail. The developer will be liable for all costs incurred by Network Rail in facilitating this proposal, including any railway site safety costs, possession costs, asset protection costs / presence, site visits, review and agreement of proposal documents and any buried services searches. The BAPA will be in addition to any planning consent.

The applicant / developer should liaise directly with Asset Protection to set up the BAPA.

For major works / large scale developments an Asset Protection Agreement will be required with further specific requirements.

AssetProtectionLNWNorth@networkrail.co.uk

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: 117054/FO/2017 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
MCC Flood Risk Management
Greater Manchester Police
Greater Manchester Police
Historic England (North West)
Environment Agency

Transport for Greater Manchester
Greater Manchester Archaeological Advisory Service
Greater Manchester Ecology Unit
Network Rail
Manchester Airport Safeguarding Officer

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:

75 Manor Road, Levenshulme, Manchester, M19 3EU
67 Granby House, Granby Row, Manchester, M1 7AR
105 withington road, manchester, M16 8EE
Apartment 50, Mere House, MANCHESTER, M15 4QR
110 Asia house, 82 princess street, Manchester, M1 6bd
49 Beech Road, Stockport, SK3 8HD
30 MILVERTON ROAD, MANCHESTER, M14 5PJ
Flat 51, Montana House, 136 Princess Street, Manchester, M1 7AF
Flat 1, 22 Turner Street, Manchester, M4 1DZ
148 Leeds Road, Kippax, Leeds, Ls257ep
1-3 station approach oxford road, turn left off whitworth st, manchester, M1 6FU
Apartment 601, 25 Simpson Street, Manchester, M4 4AR
89 Shawbrook Road, Burnage, MANCHESTER, M19 1JF
Flat 42 Roach Court, Hamerton Road, Manchester, M40 7QP
21 Bodmin Road, Astley, Manchester, M29 7EZ
Apartment 409, Barton Place, 3 Hornbeam Way, Manchester, M4 4AT
Emmett st east, Monsall, Manchester, M408pd
10 Redesmere Drive, Cheadle Hulme, Cheadle, SK8 5JY
4 Westfield Rd, Chorlton, Manchester, M210SP
Flat 22 Tatton Court, Egerton Road, Manchester, M14 6XH
8 Emmett street east, monsall, Manchester, m40 8pd
31 Barlow Road, Manchester, M19 3DB
151 Fitzwarren Court, Rosehill Close, Manchester, M6 5NF
Apartment 64, Archer House, John Street, Stockport, SK1 3FX
409 Barton Place, 3 Hornbeam Way, Manchester, M4 4AT
Flat 713, 37 Potato Wharf, Manchester, M3 4BD
Flat 4, 49 Every Street, Manchester, M4 7DN
5 Ancroft Street, Hulme, Manchester, M15 5JW
65 Princess House, 144 Princess Street, Manchester, m1 7ep
233 Broadfield Road, Manchester, m14 7jt
24 South Lonsdale Street, Stretford, Manchester, M320jf
Flat 707, The Birchin, 1 Joiner Street, Manchester, M4 1PH
64 Arcot avenue, Cramlington, NE23 1 EY
Beechlea, 2 Beech Grove, Manchester, M14 6UY
33 Alexandra Road, Manchester, M16 7HA
41 Queens Road, Hazel Grove, Stockport, Sk74hx
Flat 1, 110 Hart Road, Manchester, M14 7BB
25, Roberts Street, Roberts Street, Eccles, M30 0FX
108 albert mill, 50 Ellesmere st, Manchester, M15 4jy

549 Brantingham Road, Chorlton, Manchester, M21 8an
159 Chatsworth Road, Stretford, Manchester, M32 9PY
Apartment 44 Velvet House, Manchester, M1 3we

Relevant Contact Officer : Jennifer Atkinson
Telephone number : 0161 234 4517
Email : j.atkinson@manchester.gov.uk



 Application site boundary  Neighbour notification
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