Application Number	Date of Appln	Committee Date	Ward
118683/FO/2017	21st Dec 2017	8th Mar 2018	City Centre Ward

Proposal Demolition of the existing structure and construction of a part 32, part 10 and part 5 storey building comprising 807 student bed spaces (sui generis), amenity space, landscaping, cycle provision and associated highways works

Location Land Bound By River Street, A Premier Inn And Associated Carpark, Mancunian Way And Garwood Street, Manchester, M1 5BG

Applicant Downing Students (River Street) Ltd Partnership Incorated, C/o Agent ,

Agent Mr John Cooper, Deloitte LLP, 2 Hardman Street, Manchester, M3 3HF,

Description

The application site is 488 sq metres (0.05 hectares) and bounded by River Street, Garwood Street, the elevated Mancunian Way and its slip road and the surface level car park of the Premier Inn. It is highly visible at a prominent location at a gateway entry point. A concrete frame has occupied the site for many years and self-seeded shrubs are growing around the perimeter. The site has temporary security fencing.

A residential apartment building known as City South is to the north, and is five to seven storeys in height and there are further residential buildings lying beyond that to the north on City Road East. The five storey Premier is to the east and has car parking to the rear. To the west is a single storey industrial building which forms part of Olympia Trading Estate, which is partially screened by mature trees and landscaping which overlook Garwood Street.

The site lies on the south eastern edge of the Great Jackson Street Strategic Regeneration Framework Area, where major regeneration developments are coming forward as part of a high density mixed use quarter. This includes the Owen Street development, comprising four towers ranging from 38 to 65 storeys, which is currently under construction; and the redevelopment of the Olympia Trading Estate site on Great Jackson Street with three towers, which the Planning and Highways Committee was minded to approve at its February meeting.

First Street is on the opposite side of Medlock Street. This 20-acre site has been transformed, under the First Street Development Framework, into a mixed-use location involving large scale office, cultural and leisure developments, as well as high quality public realm.

There is a partially-built concrete frame on the site which was erected for a development of 65 apartments originally consented under planning permission 057203/FO/CITY3/99. Construction commenced on site circa 2004/2005, but the scheme was effectively abandoned shortly after the frame was erected. The following two further applications were approved but were never implemented:

084948/FO/2007/C3 - erection of a 215 bedroom hotel which sought to utilise the existing frame, extending it upwards by a further two storeys. This was approved in 2008; and

100000/FO/2012/C1 – erection of a 42 storey building comprising up to 600 residential/serviced apartments, commercial uses and basement car parking. This was approved on 4 January 2013.

The Proposal

The proposal would involve the total clearance of the site and the erection of a part 32 storey, part 10 storey and part 5 storey building to be used as purpose built student accommodation (PBSA). A total of 807 student bed spaces would be provided within the development, arranged as studios, clusters and apartments. The proposed development comprises the following elements:

- 342 x studios;
- 53 x 2 bedroom apartments;
- 27 x 3 bedroom apartments;
- 18 x 4 bedroom apartments;
- 4 x 5 bedroom clusters;
- 31 x 6 bedroom clusters;
- 232 secure cycle spaces;
- 10 visitor cycle spaces;
- Reception area and management offices;
- 727 sqm of amenity space, including shared communal areas for residents, comprising a social area with TV lounge, games room, cinema and gym, study rooms, presentation/board rooms and a quiet space; and
- 1,456sqm of public realm landscape.
- The development would be car-free, although two accessible parking spaces would be provided on River Street.

The development would create a block that would follow the lines of River Street and Garwood Street, although it would be set back from the existing back of pavement to create a wider landscaped pavement and increase separation distances with City South. The building would be set back adjacent to the Mancunian Way with a staggered line to create a landscaped public realm area. The main entrance to the building would be off River Street, with a secondary entrance off the public realm area adjacent to the Mancunian Way. The ground floor would accommodate the management areas, waste storage, cycle stores and plant areas, with the student accommodation on the floors above.

The buildings would be arranged in three distinct blocks forming a U-shape around a roof garden on top of the ground floor. The three blocks would consist of:

- a five storey building fronting onto River Street, with a further green roof;
- a 10 storey building fronting onto Garwood Street and River Street; and
- a 32 storey building running parallel with the boundary to the adjacent hotel car park, to the rear of the five storey building. The 32 storey block would

cantilever out over part of the public realm area at level five and above, supported by three exposed smooth concrete pillars.

View from River Street

View from south east at Mancunian Way junction

The ground floor would be clad in a dark grey brick with a glass curtain wall system. The outer elevations of the buildings on the upper floors would be clad in 'cor-ten' weathered steel rainscreen cladding panels, with glazed dark grey aluminium framed windows, whilst the inner courtyard elevations would be clad in dark blue back-painted glass rainscreen and dark blue metal panels, with glazed aluminium framed windows. The windows would be arranged in vertical lines and would be deeply recessed within the elevations. The gable end of the 32 storey tower facing the Mancunian Way would be clad in dark blue back-painted glass rainscreen, with one vertical line of glazed aluminium framed windows in the centre of the elevation. The windows in the gable end of the tower facing the City Centre and the gable end of the 10 storey building facing the Mancunian Way would be recessed behind perforated 'cor-ten' weathered steel screen panels and would be offset from each other on each floor, giving a chequered appearance in contrast to the straight vertical lines of windows on the other elevations.

Waste stores would be provided on each level and the waste would then be transferred down to two purpose built storage areas within the ground floor of the building, with one storage area per core. Twenty 1100 litre Eurobins would be provided. The collection and emptying of the bins would be overseen by the building management and the Eurobins would be moved from the stores to Garwood Street on the day of collection. All waste would be removed using a private contractor who would sort and recycle the waste at the depot. The strategy is based on two collections per week, which could be amended as necessary, for example to increase the number of collections at the start and end of each term, when students generate more rubbish. In the event that future local authority collections would be required (which would be once weekly), the ground floor space is sufficiently large and flexible to accommodate additional waste storage.

Consultations

Publicity - The application has been advertised in the Manchester Evening News, site notices have been displayed and the occupiers of nearby properties have been consulted. One representation has been received expressing concern regarding demolition and construction issues such as noise levels, working hours, how long demolition and construction would go on for, and dust and debris control.

University Of Manchester - At present the University is not in a position to support new planning applications for purpose built student accommodation (PBSA) in Manchester due to its uncertainty over the demand profile for PBSA in the coming years. This position results from factors including: the demand for University accommodation has reduced since 2016-17; bed spaces were still available in a number of centrally located PBSA developments at the beginning of the 2017-18 academic session; new PBSA that has recently opened or received planning permission will have an impact on future demand for non-University PBSA. The University also believes the combination of small room sizes and the layout of communal facilities are inappropriate and would not be conducive to student well-being and mental health, with the risk of vulnerable students becoming isolated. They question whether the layouts would meet the City Council's Houses in Multiple Occupation (HMO) standards. They are also concerned that the development is not

in proximity to the university campuses and that it is not clear how residents would safely walk from the development to the campuses.

Highway Services - Further details of the proposed servicing and loading arrangements should be provided and conditions requiring a full Travel Plan and a construction management plan should be attached to any permission.

Environmental Health - Recommends conditions relating to servicing hours, construction management plan, lighting, acoustics, waste storage and management, wheel wash, air quality and ground contamination.

MCC Flood Risk Management - Recommends conditions regarding Sustainable Drainage Systems (SuDS).

Work & Skills Team - Recommends a local labour condition be attached to any permission.

Greater Manchester Police - The proposal should be designed and constructed in accordance with the recommendations within the Crime Impact Statement and a condition requiring Secured by Design accreditation should be attached.

Historic England (North West) - No comments.

Environment Agency - No objections subject to conditions regarding ground contamination, piling and no infiltration of surface water drainage.

Greater Manchester Archaeological Advisory Service - The extensive groundworks for the previous development scheme on the site would have destroyed any potential archaeological remains so GMAAS recommend that no further archaeological works are required for this site.

National Air Traffic Safety (NATS) - No objection.

Manchester Airport Safeguarding Officer - No objections.

Natural England - The proposal is unlikely to affect any statutorily protected sites or landscapes. It is in an area that could benefit from enhanced green infrastructure provision. Natural England's standing advice on protected species should be applied. The application may provide opportunities to incorporate biodiversity and landscape enhancements into the scheme.

Greater Manchester Ecology Unit - Recommends a condition requiring biodiversity enhancement measures and an informative regarding the protection of nesting birds.

Issues

Relevant National Policy

The National Planning Policy Framework sets out Government planning policies for England and how these are expected to apply. The NPPF seeks to achieve

sustainable development and states that sustainable development has an economic, social and environmental role (paragraphs 6 & 7). Paragraphs 11, 12, 13 and 14 of the NPPF outline a "presumption in favour of sustainable development". This means approving development, without delay, where it accords with the development plan. Paragraph 12 states that:

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

The proposed development is considered to be consistent with sections 1, 2, 4, 6, 7, 8, 10, 11 and 12 of the NPPF for the reasons outlined below.

Section 1 - Building a strong and competitive economy - The proposal would be a high-quality development in an area in need of regeneration. It would create jobs during construction and would complement the existing community within the area. New residents would support the local economy through the use of facilities and services.

Section 2 Ensuring the Vitality of Town Centres - The proposal would develop a key site and would help to create a neighbourhood that would attract and retain a diverse labour market. This would support Greater Manchester's growth objectives, delivering appropriate housing and meeting the demands of a growing economy and population. It would be in a location that is well connected and would therefore help to promote sustained economic growth.

Section 4 Promoting Sustainable Transport – The proposal is in an accessible location close to the Deansgate tram and train interchange, Oxford Road Train Station and bus routes. This is a highly sustainable location and the development would contribute to wider sustainability and health objectives giving people a choice about how they travel.

Section 6 (Delivering a wide choice of high quality homes) – The scheme would provide an efficient, high-density development that would bring purpose built student accommodation to a sustainable City Centre location. The scheme would provide a range of accommodation sizes and help to create a sustainable, inclusive and mixed community. Significant investment in housing is required in appropriate locations within Manchester as the City grows. The City Centre is the biggest source of jobs in the region and the proposal would provide suitable accommodation to support the growing economy and help to create a vibrant, thriving and active community.

Section 7 Requiring Good Design - The proposal has been the subject of significant design consideration, consultation and evolution. The buildings and public realm would be of a high quality and would help to raise the standard of design within the area.

Section 8 Promoting healthy communities – The development would facilitate social interaction and help to create a healthy, inclusive community. The provision of student housing would help to broaden the City Centre population and the

development would help to integrate the site into the locality and increase levels of natural surveillance.

Section 10 Meeting the challenge of climate change, flooding and coastal change – The application site is in a highly sustainable location and would seek to achieve a 'Very Good' BREEAM rating. An Energy Statement and Environmental Standards Statement have demonstrated that the development would accord with a wide range of principles intended to promote the responsible development of energy efficient buildings integrating sustainable technologies from conception, through feasibility, design and build stages and also in operation.

The site is in Flood Zone 1 (low risk) and a Flood Risk Assessment has been carried out. This is discussed in more detail below.

Section 11 Conserving and enhancing the natural environment – The documents submitted with this application have considered issues such as ground conditions, noise and lighting, and the impact on ecology and demonstrate that the proposals would not have any significant adverse impacts in respect of the natural environment.

Section 12 Conserving and Enhancing the Historic Environment - The proposals would not have an adverse impact on the character or appearance of Castlefield Conservation Area or on the settings of listed buildings and this is discussed in greater detail below.

Core Strategy

The proposals are considered to be consistent with Core Strategy Policies SP1 (Spatial Principles), CC3 (Housing), CC5 (Transport), CC6 (City Centre High Density Development), CC8 (Change and Renewal), CC9 (Design and Heritage), CC10 (A Place for Everyone), H1 (Overall Housing Provision), T1 (Sustainable Transport), T2 (Accessible Areas of Opportunity and Need), EN1 (Design Principles and Strategic Character Areas), EN2 (Tall Buildings), EN3 (Heritage), EN4 (Reducing CO2 Emissions), EN6 (Target Framework for CO2 Reductions), EN8 (Adaptation to Climate Change), EN9 (Green Infrastructure), EN14 (Flood Risk), EN15 (Biodiversity and Geological Conservation), EN16 (Air Quality), EN17 (Water Quality), EN18 (Contaminated Land), EN19 (Waste), DM1 (Development Management) and DM2 (Aerodrome Safeguarding).

The Core Strategy Development Plan Document 2012 -2027 was adopted on 11 July 2012 and is the key document in Manchester's Local Development Framework. It sets out the long term strategic planning policies for Manchester. A number of UDP policies have been saved until replaced by further development plan documents to 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. The adopted Core Strategy contains a number of Strategic Spatial Objectives that form the basis of the policies contained therein, as follows:

SO1. Spatial Principles – The development would be in a highly accessible location and reduce the need to travel by private car and would therefore support sustainable growth and help to halt climate change.

SO2. Economy – The scheme would provide jobs during construction along with permanent employment in a highly accessible location. It would provide student housing near to the universities and employment opportunities, and would therefore help to support the City's economic growth and performance, reduce economic, environmental and social disparities, and help to create inclusive sustainable communities.

S03 Housing – The scheme would provide a good range of student accommodation in a highly accessible and sustainable location.

S05. Transport – The development would be highly accessible reducing the need to travel by private car and make the most effective use of public transport. This would improve physical connectivity and help to enhance the functioning and competitiveness of the city and provide access to jobs, education, services, retail, leisure and recreation.

S06. Environment – The development would protect and enhance the natural and built environment 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; improve recreational opportunities; and ensure that the City is inclusive and attractive to residents, workers, investors and visitors.

Policy SP 1 Spatial Principles – The development would be highly sustainable and provide high quality residential accommodation close to economic and commercial development. It would be close to sustainable transport provision and maximise the potential of the City's transport infrastructure. It would enhance the built and natural environment and create a well-designed place that would both enhance and create character, re-use previously developed land and reduce the need to travel.

Policy CC3 Housing – It is expected that a minimum of 16,500 new homes will be provided in the City Centre up to 2027. The development would be located within an area identified for residential development and would contribute to meeting the overall Core Strategy housing targets for the City Centre by providing purpose built housing for students that could free up other housing.

Policy CC5 Transport – The proposal would be accessible by a variety of modes of transport and would help to reduce carbon emissions and help to improve air quality.

Policy CC6 City Centre High Density Development – The proposals would be a high density development and involve an efficient use of land.

Policy CC8 Change and Renewal – The proposal is a large scheme, which would improve the accessibility and legibility of the Centre.

Policy CC9 Design and Heritage – The new building would have a high standard of design appropriate to the City Centre context. It would minimal impact on the character and appearance of the nearby Castlefield Conservation Area and on the settings of a number of nearby listed buildings. This is set out in more detail later in the report.

Policy CC10 A Place for Everyone – The development would help to broaden the range of housing within the City Centre and would be accessible.

Policy H1 Overall Housing Provision - The development would provide purpose built student accommodation within the City Centre, which is seen as an appropriate location for such development. It would help to create a mixed use community and would contribute to the ambition of building 90% of new housing on brownfield sites.

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.

Policy T1 Sustainable Transport – The development would encourage a modal shift away from car travel to more sustainable alternatives. It would improve pedestrian routes within the area and the pedestrian environment.

Policy T2 Accessible Areas of Opportunity and Need – The proposed development would be easily accessible by a variety of sustainable transport modes and would help to connect residents to jobs, local facilities and open space.

Policy EN1 Design Principles and Strategic Character Areas - The site currently has a negative impact and there is an opportunity to enhance the architectural and urban qualities of it. The proposal involves a good quality design, and would enhance the character of the area and the overall image of Manchester. The design responds positively at street level, which would improve permeability. The positive aspects of the design are discussed in more detail below.

EN 2 Tall Buildings – The proposed building would have a high standard of design quality, be appropriately located within the site, contribute positively to sustainability, contribute positively to place making and would bring significant regeneration benefits.

Policy EN3 Heritage - The quality and design of the building would maintain the character and appearance of the nearby Castlefield Conservation Area and would not have a detrimental impact on the settings of the nearby listed buildings. This is discussed in more detail below.

Policy EN4 Reducing CO2 Emissions by Enabling Low and Zero Carbon Development - The proposal would follow the principle of the Energy Hierarchy to reduce CO2 emissions.

Policy EN6 Target Framework for CO2 reductions from low or zero carbon energy supplies – The development would comply with the CO2 emission reduction targets set out in this policy.

Policy EN 8 Adaptation to Climate Change - The energy statement sets out how the building has been designed to consider adaptability in relation to climate change.

Policy EN9 Green Infrastructure – The development includes tree planting and the incorporation of rooftop gardens.

Policy EN14 Flood Risk – A Flood Risk Assessment has been prepared and this is discussed in more detail below.

EN15 Biodiversity and Geological Conservation – The redevelopment would provide an opportunity to secure ecological enhancement for fauna typically associated with residential areas such as breeding birds and roosting bats.

Policy EN 16 Air Quality - The proposal would be highly accessible by all forms of public transport and reduce reliance on cars and therefore minimise emissions from traffic generated by the development.

Policy EN 17 Water Quality - The development would not have an adverse impact on water quality. Surface water run-off and grounds water contamination would be minimised.

Policy EN 18 Contaminated Land and Ground Stability - A site investigation, which identifies possible risks arising from ground contamination has been prepared.

Policy EN19 Waste – The development would be consistent with the principles of waste hierarchy. In addition the application is accompanied by a Waste Management Strategy.

Policy DM 1 Development Management – This policy sets out the requirements for developments and outlines a range of general issues that all development should have regard to. Of these the following issues are or relevance to this proposal:

- appropriate siting, layout, scale, form, massing, materials and detail;
- design for health;
- adequacy of internal accommodation and amenity space.
- impact on the surrounding areas in terms of the design, scale and appearance of the proposed development;
- that development should have regard to the character of the surrounding area;
- effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation;
- accessibility to buildings, neighbourhoods and sustainable transport modes;
- impact on safety, crime prevention and health; adequacy of internal accommodation , external amenity space, refuse storage and collection, vehicular access and car parking; and
- impact on biodiversity, landscape, archaeological or built heritage, green Infrastructure and flood risk and drainage.

The application is considered in detail in relation to the above issues within this report and is considered to be in accordance with this policy.

Policy DM2 Aerodrome Safeguarding – The development would not have an impact on the operational integrity or safety of Manchester Airport or Manchester Radar.

Saved Unitary Development Plan Policies

DC18.1 Conservation Areas – It is considered that the proposal would maintain the character and appearance of the nearby Castlefield Conservation Area. This is discussed in more detail later in the report.

DC19.1 Listed Buildings – It is considered that the proposal would not have a detrimental impact on the settings of listed buildings. This is discussed in more detail later in the report.

Policy DC20 Archaeology – The site has previously been redeveloped and it is considered that no archaeological interest remains on the site.

DC26.1 and DC26.5 Development and Noise – The application is supported by acoustic assessments and it is considered that the proposal would not have a detrimental impact on the amenity of surrounding occupiers through noise and that it would be adequately insulated to protect the amenity of occupiers of the development. This is discussed in more detail later on in this report.

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

This Supplementary Planning Document supplements guidance within the Adopted Core Strategy with advice on development principles including on design, accessibility, design for health and promotion of a safer environment. The proposals comply with these principles where relevant.

Strategic Plan for Manchester City Centre 2015-2018

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

The application site falls within the area designated as Great Jackson Street. This area will be transformed into a primarily residential neighbourhood, building on the opportunities provided by its adjacency to the city centre and surrounding developments such as First Street. The River Medlock will be utilised to create a distinct identity and sense of place, which will be attractive to new residents. The key priorities for this area are:

- Delivering the first phases of new residential accommodation.
- Ensuring effective linkages to neighbouring development areas, in particular First Street, and to Hulme, including Hulme Park.
- Ensuring high levels of environmental and energy management as part of the development.

The proposed development would be consistent with achieving these priorities.

Central Manchester Strategic Regeneration Framework

This Strategic Regeneration Framework sets a spatial framework for Central Manchester within which investment can be planned and guided in order to make the greatest possible contribution to the City's social, economic and other objectives and identifies the Southern Gateway area, within which the site sits, as one of the main opportunities that will underpin the Framework, which is extremely important for Central Manchester, the city as a whole and the surrounding area. It is considered that the application proposals will contribute significantly to achieving several of the key objectives that are set out in the Framework, including creating a renewed urban environment, making Central Manchester an attractive place for employer investment, and changing the image of Central Manchester.

Stronger Together: Greater Manchester Strategy 2013 (GM Strategy)

The sustainable community strategy for the Greater Manchester City Region was prepared in 2009 as a response to the Manchester Independent Economic Review (MIER). MIER identified Manchester as the best placed city outside London to increase its long term growth rate based on its size and productive potential. It sets out a vision for Greater Manchester where by 2020, the City Region will have pioneered a new model for sustainable economic growth based around a more connected, talented and greener City Region, where all its residents are able to contribute to and benefit from sustained prosperity and a high quality of life.

The proposed residential development of the application site will clearly support and align with the overarching programmes being promoted by the City Region via the GM Strategy.

Great Jackson Street Development Framework

In October 2007, the Executive endorsed a regeneration framework for high quality and high density redevelopment, following public consultation with landowners, local residents, businesses and other key stakeholders, and requested the Planning and Highways Committee take the Development Framework into consideration when considering applications for planning permission, listed building consent and advertisement consent in the Great Jackson Street area. Following an update in 2015, the Framework has just been updated again, with the revised framework being minded to approve by the Executive Committee on 10 January 2018, following public consultation. The overall aim of the updated Framework is to create a high quality residential neighbourhood with high value homes that would support the growth of the economy. It would be possible to create a vibrant, safe, secure and sustainable community incorporating a range of dwelling types, providing an attractive place to live, with a range of apartments and two and three storey houses. This would be supported and underpinned by the creation of a high quality environment including areas of public space, shared/private amenity space and new pedestrian linkages and connections.

The proposed development would support the principles of the updated Framework and would bring an unsightly piece of land back into use, enhancing the area's profile.

The First Street Development Framework (FSDF)

This was endorsed by Manchester City Council in March 2011 and places a strong focus on creating the “sense of place”. It recognises that First Street must become embedded within its wider neighbourhood, and become a provider of facilities, services and accommodation for that wider neighbourhood, if it is to unlock its own potential and provide the stimulus for much wider physical regeneration activity in the years to come. It is considered that the proposal would provide accommodation that would support the regeneration of First Street.

The Corridor Manchester Strategic Vision to 2025

The Corridor Manchester Partnership brings together Manchester City Council, the University of Manchester, Manchester Metropolitan University and the Central Manchester University Hospitals NHS Foundation Trust with the aim of generating further economic growth and investment in the knowledge economy for the benefit of the City Region.

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 a 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 that 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.

This is recognised by the Draft Corridor Manchester Strategic Spatial Framework, which 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 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".

Manchester Green and Blue Infrastructure Strategy 2015

The Manchester Green and Blue Infrastructure Strategy (G&BIS) sets out objectives for environmental improvements within the City within the context of objectives for growth and development. The proposal includes a landscape scheme with tree planting and green roofs. It would improve pedestrian linkages through to the Great Jackson Street area and the River Medlock.

Castlefield Conservation Area Declaration

Designated in October 1979, the conservation area's boundary follows the River Irwell, New Quay Street, Quay Street, Lower Byrom Street, Culvercliff Walk, Camp Street, Deansgate, Bridgewater Viaduct, Chester Road, Arundel Street, Ellesmere Street, Egerton Street, Dawson Street and Regent Road. The area was extended in June 1985 by the addition of land bounded by Ellesmere Street, Hulme Hall Road and the River Irwell.

The Castlefield area has evolved over many years and the elevated railway viaducts, canals and rivers create a multi-level environment. It has a mixture of buildings from small scale houses to large warehouses and modern buildings. There are a variety of building materials, which tend to be urban and industrial in character.

Further development can take place that respects the character of the area, and there is room for more commercial property. Ideally, new development should incorporate a mix of uses. The height and scale, the colour, form, massing and materials of new buildings should relate to the existing high-quality structures and complement them. This approach leaves scope for innovation, provided that new

proposals enhance the area. The diversity of form and style found in existing structures in Castlefield offers flexibility to designers.

Legislative requirements

Section 66 of the Listed Building Act 1990 provides that in considering whether to grant planning permission for development that affects a listed building or its setting the local planning authority 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 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.

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

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

Environmental Impact Assessment

The applicant has submitted an Environmental Statement in accordance with the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2011 ('The Regulations'). During the EIA process the applicant has considered an extensive range of potential environmental effects and it is considered that the issues that could give rise to significant impact are:

- Wind Microclimate;
- Townscape and Visual Impact;
- Daylight, Sunlight and Overshadowing;
- Socio-Economic Issues; and
- Noise and Vibration.

These issues are dealt with in detail further on in the report below.

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

The Scheme's Contribution to Regeneration

Regeneration is an important planning consideration. Manchester City Centre is the primary economic driver in the City Region and is crucial to its longer term economic success. There is an important link between economic growth, regeneration and the provision of new residential development and, as the City moves into its next phase of economic growth, further housing provision is required to fuel and complement this development.

Development Frameworks have been endorsed for the First Street and Great Jackson Street areas which aim to regenerate large parts of the southern edge of the City Centre. The proposal would support and underpin this objective, enhancing the area's profile and could act as a catalyst for further development and regeneration, building on the work that is being carried out on Owen Street and at First Street, and helping to establish a new residential area within the City Centre. The proposal would develop a strategic site on the edge of the City's key regeneration areas and would help to transform a key entry point into the City.

This site occupies a prominent position on a gateway entry route into the City Centre from the south and along the Inner Ring Road. Its current condition, with a dilapidated concrete frame, has a massive negative impact on the area in many ways. Residents have understandably complained about its appearance over a protracted period and they have been concerned about the impacts of unauthorised access. It has regularly suffered from graffiti and there has been unauthorised access that has created health and safety issues. It has a negative impact on the residents, within the local area and on the image of the City. It is one of the very worst examples of blight in the City Centre. The Council has, throughout this period, worked with the land owner to try to bring forward a deliverable scheme and, as set out above, other planning applications have been supported. However, it has not be possible to date to bring forward development that would rid the area of this blight.

In addition to being highly desirable to remove this significant element of blight, the site holds a crucial and pivotal location in terms of helping to integrate the southern part of the City Centre with the real heart of the commercial core, building on developments at First Street and Great Jackson Street. To do this effectively, the site must provide a critical mass of development, which transforms people's perceptions of this part of the City Centre. The scale and mass of development are all crucial to this and the scheme has much to commend it in this respect. Similarly, the site can be seen as a gateway into the southern part of the City Centre and act as a 'marker'/orientation point. The 'barrier' effect of the Mancunian Way currently has an adverse effect on this integration as does the derelict concrete frame that has occupied the site for a number of years now, giving a poor image of this part of the city at a key gateway entry point. A high quality landmark development at this point would help to negate and overcome this.

Manchester's population is expected to increase by 100,000 by 2030, and this, together with trends and changes in household formation, requires more housing. Sixty thousand new homes are required over the next 20 years (3,000 per annum) and the scheme would contribute to this need within a part of the City Centre that has been identified as a suitable location for further residential development. Residential development would be consistent with a number of the Greater Manchester Strategy's key growth priorities. It would deliver homes to meet the demands of a

growing economy and population, in a well-connected location, adjacent to a major employment centre and would promote sustained economic growth within the City. The proposal would deliver good quality student accommodation and would complement the existing residential community in the area, as well as freeing up standard residential accommodation from use by students so that it can be used by other sectors of the population.

In view of the above, the development would be in keeping with the objectives of the City Centre Strategic Plan, the Greater Manchester Strategy, and would complement and build upon Manchester City Council's current and planned regeneration initiatives. As such, it would be consistent with sections 1 and 2 of the National Planning Policy Framework, and Core Strategy policies SP1, CC8, CC10, EN1 and DM1.

Principle of Purpose Built Student Accommodation (PBSA) and compliance with Policy H12

Whilst the proposal would deliver key outcomes and objectives within the regeneration frameworks, consideration must be given to policy H12 'Purpose Built Student Accommodation' which outlines key criteria which should be addressed. The site is within walking distance of both universities and is in close proximity to Oxford Road which is the main north south arterial road linking the University campuses with the City Centre. It is therefore well connected to and in close proximity to the University Campuses and would therefore satisfy the requirements of point 1 of Policy H12.

This development would be energy efficient and achieve BREEAM very good. It is An Energy Assessment and an Environmental Standards Statement make a commitment to future proofing the scheme to enable connection to a future decentralised energy network in the future if it becomes available. It is considered therefore that the proposal would meet the requirements of point 2 of Policy H12.

The principle of a high density development has previously been established on the site and is consistent with the wider objectives of the First Street Development Framework and the Great Jackson Street Development Framework. The site is highly sustainable and close to a wide variety of amenities and services, as well as public transport. The target population is expected to have low levels of car ownership. Along with the provision of cycle parking and a Travel Plan, it is expected, therefore, that the proposal would not result in an increase in on-street parking in the surrounding area. It is considered therefore that the proposal would meet the requirements of point 3 of Policy H12.

The site has remained as a partially built gap site for the past 12 years, blighting the area with its unsightly half-built concrete frame. The prominence of the site on this key gateway route and the visibility of the concrete frame directly adjacent to the Mancunian Way give a poor image of the City. It has a negative impact on the local community and creates a poor quality built environment and issues of crime and safety. The redevelopment of the site would have a hugely beneficial impact on the area, improve the perception of the City at a key location and improve the vitality and

safety of the surrounding streets. It is considered therefore that the proposal would meet the requirements of point 4 of Policy H12.

The development would improve safety and security and safety in the area. It would incorporate measures such as a 24 hour concierge and would comply with the recommendations of the Crime Impact Statement and a condition should require Secured by Design accreditation. It is considered therefore that the proposal would meet the requirements of point 5 of Policy H12.

The proposed development includes a large range of unit types and sizes. The three bed units would have a total floorspace of 13.2-13.7sqm per bed when combined with the shared bathrooms and kitchens, and the four bed units would have a total combined floorspace of 14.2sqm per bed, which are considered to be adequate. Furthermore, the proposed bedrooms are comparable to the size of a traditional cluster bedroom, with an equal amount of storage space. The kitchens would contain all standard facilities, including a 4 ring hob, oven, built in microwave, fridge freezer, sink / drainer, worktop, bin and numerous base and wall units. All kitchens include an area of soft seating for occupants to eat and socialise outside their bedrooms. Furthermore, the proposals include extensive shared communal areas at ground floor (727sqm), which would include a social area comprising TV lounge, games room, cinema and gym, as well as study rooms, presentation/board rooms and a quiet space, allowing for a wide variety of social interactions and privacy. The communal space will be highly accessible to residents, with fast lift access between floors.

The applicant anticipates the new student population to largely comprise international and/or mature students who would benefit from the proposed robust management strategy. The applicant is an established provider of PBSA with an understanding of how to appropriately integrate PBSA developments into existing urban areas and they would design, build and operate the development. The main entrance on River Street would improve visibility and security and noise and disturbance would be minimised through the presence of on-site security and concierge. Clauses regarding noise nuisance would be written into tenancy agreements. The building would be subject to appropriate acoustic insulation levels and the local residents would be provided with the contact details of the on-site management company. It is considered therefore that the proposal would meet the requirements of point 6 of Policy H12.

There are no listed buildings or other buildings with a particular heritage value in the vicinity of the site. Therefore point 7 of Policy H12 is not considered relevant to this proposal.

Waste would be stored on each level and transferred to storage areas on the ground floor. A private waste collection service would sort recyclable material, and is consistent with the operation of other schemes run by the applicant. It is considered therefore that the proposal would meet the requirements of point 8 of Policy H12.

Whilst the applicant has not entered into a formal agreement with a university or other provider, they consider there is a need for additional student accommodation. UCAS figures released in November 2017 show the proportion of 18 year olds in the

UK going onto higher education has increased by 0.7 per cent. Whilst there has been a slight fall of 0.2 per cent in the total number of students (domestic, EU and international) entering higher education in the UK since 2016, the figure is the second highest on record. There are over 73000 students attending Higher education facilities in Corridor Manchester, accounting for over three per cent of the UK's student population. The Manchester Strategic Vision 2025 forecasts that total student numbers would continue to grow to 79,000 by 2025. It is anticipated that the numbers of international students to the UK will grow by almost 10 per cent up to 2020 and international postgraduate students would grow by over 50 per cent by 2024. The export value of international students is substantial and maintaining Manchester's international reputation as a leading destination for Higher Education is a key component of the regional economy.

The University of Manchester (UoM) and Manchester Metropolitan University (MMU) have high proportions of students from lower socio-economic backgrounds which highlights the need for there to be a wider choice of PBSA at a different price points to be made available within close proximity of the universities.

There are currently 1606 bed spaces with extant planning permissions or under construction within the private sector and the universities. It is known that a high number of students live with parents or guardians. Some of these students are likely to have been offered accommodation that does not meet their needs, such as houses in multiple occupation (HMOs), private market housing or other forms of accommodation either within the MCC boundary or beyond.

The draft Greater Manchester Spatial Framework Strategic Housing Market Assessment (October 2016) (GMSFSHMA) identifies that the proportion of Greater Manchester households that consist solely of full-time students is slightly above the national average at 3.2 per cent compared to the England figure of 0.6 per cent. The spatial distribution of full-time student households across Greater Manchester shows that 86 per cent are located in Manchester. The high numbers of students living in HMOs or private market housing in Manchester reduces the amount family housing and impacts on the residential communities they are located in, due to a lack of strong student management regimes. Students living beyond the City boundaries also have a negative impact on the City's economic growth due to the loss of local expenditure. The GMSFSHMA assesses that Manchester requires 62,405 new homes between 2015 and 2035, which equates to over 3,000 per year. As well as building new housing stock, there is clearly an opportunity to release housing currently occupied by students back into the market by providing more attractive and high density PBSA developments that can better meet the needs of students.

The developer has an established track record of developing and operating PBSA schemes which seek to broaden choice in the range of accommodation available to students. Many operators offer a simple choice between traditional en-suite cluster flats or single occupancy studios, and this is a viable model that has worked well for Downing in the past. The applicant has recognised that there is a growing segment of the market that does not want a single person flat, for cost and social reasons, or to share with five others. This, coupled with an ongoing drive to improve the affordability of student living and offer a more diverse living experience, has led the applicant to develop two, three and four bed shared facility cluster units. These

rooms would not have en-suites and would provide a more affordable alternative to the traditional six-bed cluster units. It reflects the demand for a more affordable offering.

The applicant is delivering this type of unit in current London schemes, for which Kings College London have signed a 10-year nominations agreement, reflecting the attractiveness of the product mix. Two hundred and fifty nine (32 percent) of the units would be within this category at this site, which would help to provide a balanced mix in a single scheme.

The overall mix would include traditional 6-bed cluster bedroom flats, and single bed studio flats alongside the two, three and four bed shared facility cluster units. This would help to differentiate the product from the more traditional models and would provide an affordable option of which there is a real and acknowledged shortfall in the Manchester market.

It is considered therefore that the proposal would meet the requirements of point 9 of Policy H12.

In terms of the deliverability of the scheme, the applicant, Downing Students, has a strong track record of delivering student accommodation across the UK, including the Parkway Gate accommodation, which lies just to the east of the site, and they would apply their successful business model to deliver this site. It is considered therefore that the proposal would meet the requirements of point 10 of Policy H12.

Tall Buildings Assessment

One of the main issues to consider in assessing the scheme is whether this is an appropriate site for tall buildings. The proposal has been thoroughly assessed against the City Council's policies on tall buildings, the NPPF and the following criteria as set out in the Guidance on Tall Buildings Document published by English Heritage and CABE in July 2007.

Design Issues, Relationship to Context and Impact on Historic Context

The effect of the proposal on key views, listed buildings, conservation areas, scheduled Ancient Monuments, archaeology and open spaces has been considered.

Section 12 of the NPPF establishes the criteria by which planning applications involving heritage assets should be assessed and determined. Paragraph 128 identifies that Local Planning Authorities should require applications to describe the significance of any heritage assets in a level of detail that is proportionate to the assets importance sufficient to understand the potential impact of the proposals on their significance. In determining applications, the following considerations should be taken into account:

- 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 viability.
- The desirability of new development making a positive contribution to local character and distinctiveness.

Where a development proposal would lead to less than substantial harm to the significance of a heritage asset, this harm should be weighed against the public benefits of the proposals.

The application is supported by a Heritage Statement and a Townscape and Visual Impact Assessment of the proposal. The assessment includes the cumulative impact of development that has been proposed nearby. As the main higher grade heritage assets, (including St Peters Square, Albert Square, the Town Hall (grade I), Town Hall Extension (grade II*) and Central Library (grade II*), Manchester Central (grade II*) and Liverpool Road Station (grade I) are some distance away, the main impact on them would be experienced in long views and upon the city skyline, with many views screened by other developments such as Owen Street and Axis.

Whilst the site is not within a conservation area and there are no heritage assets directly on or adjacent to the site, it is approximately 400m from Castlefield Conservation Area. The closest listed buildings are a minimum of 260m away, all of which are Grade II. These include the former cotton mill on the west side of Cambridge Street; the mill chimney stack on Cambridge Street; Chorlton Old Mill; the mill on the north east corner of the junction with Chester Street; Chorlton New Mill and attached chimney; the Manchester South Junction and Altrincham Railway Viaduct; the floodgate on the east side of Knott Mill Bridge; the boundary stone on Knott Mill Bridge; the Bridgewater Canal Offices; the school house on Jacksons Crescent; and St Wilfrid's Church on Birchvale Close.

Most of these buildings/structures and the conservation area would be a significant distance away and would have a limited, if any, visual relationship with the site due to existing buildings between the site and the heritage assets. The impact on the Manchester South Junction and Altrincham Railway Viaduct, the Former Cotton Mill and the Mill Chimney Stack, on the west side of the junction with Cambridge Street was considered in more detail. The Heritage Assessment found that the proposal would have a neutral impact on the significance of these heritage assets. Overall, it is considered that the overall impact would be negligible the proposal would not have a detrimental impact on the settings of listed buildings or conservation areas.

The Townscape and Visual Impact Assessment covers a 1km radius from the site with 12 different viewpoints being considered. This demonstrates that the proposal would have some localised significant impacts when viewed from the immediate surroundings, from the adjacent smaller scale residential areas of Hulme and from the Mancunian Way. However, this would be a high quality development that would improve the area by redeveloping a site that has a negative impact. The building would create a positive landmark at an important gateway into the City Centre and enhance the City's skyline and have a positive effect on the townscape.

Relationship to Transport Infrastructure

A Transport Assessment concludes that the proposal would not have a material impact upon traffic and network capacity. The site is close to City Centre bus routes and bus stops; to the railway stations at Deansgate and Oxford Road; and to Metrolink services at Deansgate-Castlefield. The opportunity for sustainable travel is enhanced further by the site's location with good pedestrian and cycle links to the wider city centre. It is considered therefore that the site is in an optimum location for sustainable transport links

A Framework Travel Plan (TP) sets out a package of practical measures and includes a student welcome pack outlining and encouraging sustaibable modes of travel within the vicinity of the site. A full travel plan should be a condition of any approval.

There are no objections to the proposal from an aviation safeguarding aspect.

Architectural Quality

The key factors to evaluate are the building's scale, form, massing, proportion and silhouette, facing materials and relationship to other structures. The Core Strategy policy on tall buildings seeks to ensure that tall buildings complement the City's existing buildings and make a positive contribution to the creation of a unique, attractive and distinctive City. It identifies sites within and immediately adjacent to the City Centre as being suitable for tall buildings.

The proposal is for a high quality tall building that would reinforce this gateway entry point to the city centre and would be consistent with the Great Jackson Street Development Framework. The proposal would positively contribute to the group of tall buildings on this side of the City Centre, including four towers on Owen Street site, the Beetham Tower and Axis.

The layout would respond to the historic street pattern, as would the orientation of the buildings. The location of the tower would minimise the impact of overshadowing on the adjacent City South apartments. The ground floor would follow the street frontages of River Street and Garwood Street and the glazed residents' hub would provide an active frontage onto River Street and the public realm area. The lower building would be closest to the City South building on the opposite side of River Street. The materials would be high quality and emphasise the orientation, scale and context of the building. The outer envelope would be clad in red/brown 'cor-ten' steel, responding to the red brick that is predominant and traditional in Manchester buildings. A more reflective material would be used for the inner courtyard elevations and gable ends away from the City Centre, creating a distinctive contemporary design. A condition requiring samples of materials and details of jointing and fixing, and a strategy for quality control should be attached to any permission granted.

Given the above, it is considered that the proposed development would result in high quality buildings that would be appropriate to their surroundings.

Sustainable Design and Construction

An Energy Statement and an Environmental Standards Statement set out the sustainability measures proposed, including energy efficiency and environmental design. The development would utilise energy saving design, build, and construction, which would support the transition to a low carbon future and would re-use previously developed land. It would accord with the energy efficiency requirements and carbon dioxide emission reduction targets within the Core Strategy Policies EN4 and EN6 and the Manchester Guide to Development Supplementary Planning Document criteria, and it would achieve a BREEAM rating of 'Very Good'. In accordance with Core Strategy Policies EN4 and EN6 the principles of the energy hierarchy have been applied and it would achieve high levels of insulation in the building fabric and high specification energy efficiency measures. The scheme could be connected to a decentralised energy scheme should one become available in the future. Given the above, it is considered that the design and construction would be sustainable.

Credibility of the Design

Tall buildings are expensive to build so the architectural quality must be maintained through the process of procurement, detailed design and construction. The design has been subject to commercial review to ensure it remains commercially viable. The applicant has experience of delivering PBSA, for example the Park Gate student housing development to the east of the site. The viability of the scheme has been costed on the quality of scheme shown in the submitted drawings.

The design team have previous experience of delivering tall buildings within the City (most notably the Beetham Tower, No1 Deansgate and Owen Street) and have recognised the high profile nature of the application site and the requirement for design quality and architectural excellence. A significant amount of time has been spent developing the proposals and the scheme submitted for the planning application to ensure that it can be constructed and delivered.

Contribution to Public Spaces and Facilities

The proposal would deliver a significant enhancement to the area, particularly along River Street and the Mancunian Way. It would enhance the public realm around the site, with the buildings being set back from the back of pavement to provide a wider landscaped pavement area. The buildings would be staggered back from the Mancunian Way frontage to provide a dedicated area of high quality public realm, which would mark an arrival point at the end of the pedestrian crossing under the Mancunian Way flyover. A widened pedestrian route would be provided to allow for the anticipated increase in pedestrian footfall created by this development and the adjacent Great Jackson Street development area.

The public realm areas would be predominantly hard landscaped with tree planting. The improved public routes would allow the area to become open and permeable to pedestrians, whilst also encouraging the safe and sustainable movement of people. The new public realm would benefit from natural surveillance with the residents' hub at the ground floor and the accommodation on the upper floors overlooking it.

<u>Effect on the Local Environment</u>

This examines, amongst other things, the impact the scheme would have on nearby and adjoining residents. It includes the consideration of issues such as impact on daylight, sunlight and overshadowing, wind, noise and vibration, night-time appearance, vehicle movements and the environment and amenity of those in the vicinity of the building.

(a) Daylight, Sunlight and Overshadowing

The nature of high density developments in City Centre locations means that amenity issues, such as daylight, sunlight and the proximity of buildings to one another have to be dealt with in an appropriate way.

A daylight and sunlight analysis has been undertaken, which makes reference to the BRE Guide to Good Practice – Site Layout Planning for Daylight and Sunlight Second Edition BRE Guide (2011) and BS8206 – Part 2:2008 Code of Practice for Daylighting.

The BRE Guide is generally accepted as the industry standard and is used by local planning authorities to consider these impacts. The guide is not policy and aims to help rather than constrain designers. The guidance is advisory, and there is a need to take account of locational circumstances, such as a site being within a town or city centre where higher density development is expected and obstruction of natural light to existing buildings is often inevitable.

The following properties have been considered due to their sensitivity and proximity to the site:

- City South apartments on River Street;
- Offices fronting onto River Street (part of No1 City Road East);
- Houses at Lead Street, Hulme;
- Hunmanby Avenue, Hulme.

Daylight

The daylight assessment has used the Vertical Sky Component (VSC) and Obstruction Angle (25 degree) methods to assess the impact of daylight on these properties. In order to achieve the daylight recommendations in the BRE guidance, a window should retain a vertical sky component (VSC) of at least 27%, or where it is lower, a ratio of after/before of 0.8 or more. If the direct skylight to a room is reduced to less than 0.8 times its former value, this would be noticeable to the occupants. The BRE Guide recognises that different targets may be appropriate depending on factors such as location. The achievement of at least 27% can be wholly unrealistic in the context of high density city centre as this measure is based upon a suburban type environment (equivalent to the light available over two storey houses across a suburban street). It should be noted that the VSC level diminishes rapidly as building heights increase relative to the distance of separation. Within city centre locations the corresponding ratio for building heights relative to distances of separation is frequently much greater than this.

The obstruction angle is a useful initial indicator of the availability of daylight and also of the potential effect of the proposed scheme on surrounding buildings. This initial check involves drawing a plane from the bottom window of the building to be assessed with an angle of 25^{o} from the horizontal. If any part of the proposed scheme is above this plane, more detailed analysis is needed to find the loss of daylight to the existing building.

The results of the assessment show that the offices and the residential properties on Lead Street and Hunmanby Avenue in Hulme would not be adversely affected. However, the proposal would have an impact on some of the windows of the City South apartments facing onto River Street. Here, 85 (over half) of the windows tested would meet or be above the BRE criteria; there would be a minor impact on 57 (36.3 per cent) of the windows, a moderate impact on 11 (7 per cent) of the windows and a major impact on four (2.5 per cent) of the windows. Overall this equates to a moderate adverse impact

Sunlight

For sunlight impact assessment the BRE Guide sets the following criteria:

(a) Whether sunlight is enjoyed for at least 25% of the annual probable sunlight hours (APSH) throughout the year; and
(b) Whether 5% of the annual probable sunlight hours would be received during the winter months (21st September – 21st March).

A sunlight assessment has been prepared in respect of those windows in the properties that face within 90 degrees due south and therefore currently receive some direct sunlight. One hundred and fifty seven windows within the City South apartment building and five windows within the offices that are part of the No1 City Road East building were assessed. All of the office windows and 149 (94.9 percent) of the windows in the City South building would meet or exceed the BRE criteria. There would be a minor impact on 3 (1.8 percent) of the City South windows; a moderate impact on 1 (0.6 percent) of the windows; and a major impact on 4 (2.5 percent) of the windows. Overall, the effect on sunlight to the City South property is considered to be minor to moderate negative.

The BRE guide recognises that in an urban area, with high rise buildings, a higher degree of obstruction may be unavoidable. The guidelines are designed to be applied to suburban locations and it should be acknowledged that the site has been an unoccupied, low rise concrete frame for many years. Therefore, the existing baseline situation against which the sunlight, daylight and overshadowing impacts would be measured are not considered to be representative of the type of baseline situation that would be encountered within a city centre environment. It is inevitable that there would be a degree of obstruction to the existing levels of daylight and sunlight to the surrounding residential buildings. Furthermore, the proposed building would have less of an impact in terms of daylight and sunlight on the nearby buildings than that of the previous planning permission (Ref: 100000/FO/2012/C1) on the site, as it has been designed so that its orientation reduces the daylight and sunlight impacts.

Given the city centre location and the mitigating circumstances outlined above, it is considered that the impact of the proposed development would be acceptable.

Overshadowing Impacts

The towers would make best use of space within the site, and to provide areas of public realm that would receive sunlight. Whilst there would be some overshadowing around the site, the proposal would provide a space, available to the neighbouring residents, where previously there was none.

The proposal would have some impact on daylight and sunlight levels to some residential properties opposite the site. However, given the city centre location and the mitigating circumstances outlined above, it is considered that the impact would be acceptable.

Overlooking

There are no prescribed separation distances between buildings within the city centre and developments are by their very nature denser and closer together than in suburban locations. The site layout has been considered carefully in relation to the adjacent residential properties at City South, with the development set back from the existing pavement line and the lower five storey building being located on the River Street frontage. It is considered that the separation distances between the proposed buildings and the adjacent properties would be adequate and that the proposal would not have a detrimental impact in terms of overlooking.

(b) Wind

A wind microclimate study has assessed the impact of wind on the pedestrian environment and includes an assessment including future developments around the site. The wind microclimate study carried out for the previous approval on the site (under reference 100000/FO/2012/C1) considered the potential for wind effects on vehicles on the stretch of the Mancunian Way adjacent to the site. That assessment considered a taller development of similar overall layout and orientation to the proposed development and found the effects would not be significant. It is therefore considered that the potential for the development now under consideration to have a material effect on wind conditions for vehicles on the Mancunian Way is insignificant, and this issue was therefore scoped out of the Environmental Impact Assessment for this latest proposal.

The wind microclimate study for the proposed development acknowledges that there would be an impact for pedestrians in terms of safety and comfort, but the introduction of mitigation measures would create suitable conditions for existing and planned uses in and around the site. Specific measures on site include:

- porous, screens distributed across the undercroft area;
- a 3m high, porous fence along the northeast Site boundary with similar gates at each end of the passage;
- 1m high solid parapet around the southwest and southeast podium eaves;

- 3m x 3m canopy extending out from the podium eaves above the recessed southeast entrance, with a porous side screen extending down to the ground;
- 5 - 5.5m high, semi-mature, deciduous trees, of a species with substantial retained solidity in winter (i.e. numerous branches):
    - in clusters along the south side of the Site;
    - along the northwest elevation; and
    - towards the corners of the southwest elevation.

Given the above, it is considered that, whilst it is likely that there would be some impact in terms of wind effects on the pedestrian environment around the development in terms of safety and comfort but that these effects are capable of mitigation to achieve acceptable conditions.

(c) Air Quality

An Air Quality Assessment has assessed the impact of the development on air quality at construction and operation stages. The construction process is expected to produce dust and increased emissions. Any adverse impacts would be temporary and could be controlled using mitigation measures included within best practice guidance. Following completion and during operation, the development is unlikely to result in an increase in traffic due to being a car-free development. The air quality assessment has shown that poor air quality could be experienced up to and including the third floor of the development but that this could be mitigated by the use of mechanical ventilation. Given the above, it is considered that the proposal would have an acceptable impact on air quality and would be suitable for residential use, providing mechanical ventilation is employed, and a condition requiring this should be attached to any permission.

(d) Noise and Vibration

The impact of the use on amenity through noise generation and from plant and equipment has been considered. An acoustic report outlines how the premises can be acoustically insulated to prevent unacceptable levels of noise breakout and to ensure adequate levels of acoustic insulation within the building. These measures should be controlled through a condition. Given the above, it is considered that the proposal would not have an adverse impact through noise and vibration.

(e) TV reception

A baseline Television Reception Survey has been carried out, which shows that any interference to TV reception would most likely occur within a ‘shadow’ area to the south east of the proposed development, with the greatest risk to receivers being within 1km of the application site. The report recommends mitigation measures should any interference be found, including:

- Replacement of aerials with more directional or higher gain aerials;
- Repositioning aerials so that the received signal is stronger;
- The installation of amplifiers;
- Replacing terrestrial equipment with satellite or cable equipment.

A condition requiring a post-construction survey and any mitigation measures should be attached to any permission to ensure that any mitigation measures are appropriately targeted. Given the above, it is considered that the proposal would not have a significant adverse impact on TV reception.

(f) Vehicle Movements

The impact of the proposals in terms of the highway network have been considered and there are no highway objections. It is considered therefore that the proposed use would not have a significant impact on vehicle movements. As discussed above, the site is well located close to alternative transport means.

Contribution to Permeability

The contribution of the proposals to permeability, linkages on foot and, where appropriate, the opening up or closure of views to improve how a place can be easily understood and traversed, is an important planning consideration.

The proposal would include the provision of high quality public realm, which would provide a valuable amenity space, as well as providing a through-route for pedestrians to gain access to the pedestrian route under the Mancunian Way to Hulme. The ground floor layout has been designed to maximise the active frontage along River Street and the proposed areas of public realm, which would help to increase activity and vitality on surrounding streets, as well as increasing passive surveillance. The landmark buildings would improve legibility.

It is considered therefore that the proposals would contribute positively to permeability, linkages and the legibility of the City Centre and wider townscape.

Provision of a Well-Designed Environment

A high quality design is proposed that would include a wide mix of accommodation sizes. Roof gardens would be provided above the podiums along with the proposed public realm areas. High quality materials are proposed for the buildings and public realm and complementary colours would unify the different areas of the site.

In assessing the above criteria, it is considered that the applicant has thoroughly demonstrated that the proposals would satisfactorily meet the English Heritage and CABE guidance and that the proposals would provide a tall building of a quality acceptable to this site. In view of the above the proposals would also be consistent with sections 1, 2, 4, 6, 7, 8, 10 and 12 of the NPPF, policies SP1, DM1, EN1, EN2, EN3, EN14, CC6 and CC9 of the Core Strategy and saved UDP policies DC18, DC19, DC20 and DC26.

Waste and Recycling

Waste storage would be provided in two purpose built storage areas within the ground floor of the building, with one storage area per core. Twenty 1100 litre Eurobins would be provided. The collection and emptying of the bins would be overseen by the building management and the Eurobins would be moved from the

stores to Garwood Street on the day of collection. All waste would be removed using a private contractor who would sort and recycle the waste at the depot. The strategy is based on two collections per week, which could be amended as necessary, for example to increase the number of collections at the start and end of each term, when students generate more rubbish. In the event that future local authority collections would be required (which would be once weekly), the ground floor space is sufficiently large and flexible to accommodate additional waste storage.

Given the above, it is considered that the proposal is in accordance with policy DM1 of the Core Strategy.

Full access and Inclusive Design

The proposal would provide level access into and throughout the buildings and across the site, and two accessible parking spaces would be provided on the street outside the development. The proposal would therefore be consistent with sections 7 and 8 of the National Planning Policy Framework and policies SP1, DM1 and CC10 of Core Strategy.

Crime and Disorder

The proposal would bring additional vitality to the area. It would overlook all frontages and would enliven the street scene and help to provide natural surveillance of the public realm. The proposal would reduce opportunities for crime and the fear of crime, and is supported by a Crime Impact Statement carried out by Greater Manchester Police. The statement confirms support for the design approach and includes recommendations for detailed design measures to be incorporated into the final scheme. It is recommended a condition be attached to any approval requiring the development to achieve 'Secured by Design' accreditation.

In view of the above the proposals are consistent with section 8 of the National Planning Policy Framework, and policies SP1 and DM1 of the Core Strategy.

Green and Blue Infrastructure

The proposal would create a new public realm area and enhancements to the pavements around the site. This would improve the environment adjacent to the Mancunian Way and enhance the linkage between the site and the green infrastructure within Hulme, as well as drawing people through to the extensive public realm being created within the Great Jackson Street area, which includes the Owen Street riverside area and walkway adjacent to the River Medlock. Fifteen trees would be planted within the public realm to the rear of the site, with a further 18 trees planted within the pavement areas along River Street and Garwood Street. The proposals also include a green roof which would further contribute to bio-diversity, water management and climate adaptation. It is considered therefore that the proposal would increase the green infrastructure, improve linkages to existing green infrastructure and improve access to open spaces and the River Medlock. It is therefore consistent with the Manchester Green and Blue Infrastructure Strategy 2015.

Ecology and Biodiversity

The proposal would have no adverse effect on statutory or non-statutory designated sites and no habitat on the site is considered to be of significant importance to local flora or fauna. The ecological report submitted with the application suggests a number of measures for the construction phase of the development to protect birds and hedgehogs and recognises the opportunity to secure ecological enhancement for fauna such as breeding birds and roosting bats. Conditions should be attached to any approval requiring such measures.

In view of the above the proposals are considered to be consistent with section 11 of the National Planning Policy Framework, and policies DM1, EN9 and EN15 Core Strategy.

Contaminated Land and Impact on Water Resources

There is the possibility that some contamination may exist on the site. A Contaminated Land Risk Assessment and Remediation Strategy recommends a condition to ensure adequate measures are undertaken to prevent risks from contamination and requiring a verification report following completion of site works.

In view of the above, the proposals would be consistent with section 11 of the National Planning Policy Framework and policy EN18 of the emerging Core Strategy.

Flood Risk

The Environment Agency flood maps show that the application site lies within Flood Zones 1, which has a low probability of flooding. Given the low probability of flooding on the site it is considered that the proposed use is appropriate and would comply with NPPF guidance. A Drainage Strategy Report considers how surface water would be managed and suggests measures for achieving Sustainable Drainage System (SuDS). Conditions should therefore be attached requiring the implementation and maintenance of a sustainable drainage system.

Given the above and for reasons outlined elsewhere in this report in relation to the consistency of the proposed development with the City's wider growth, regeneration and sustainability objectives, the development would be consistent with section 10 of the National Planning Policy Framework and Core Strategy policy EN14.

Conclusion

The site is appropriate for tall buildings and the development would be well designed and of a high quality, providing a landmark development at an important gateway site. The site and surrounding area has been blighted for a many years now by the partially completed concrete frame, which gives a poor perception of Manchester. The proposal would bring this blighted site back into use, improving the outlook and environment for existing residents, the wider area and the perceptions of the city centre.

It is considered that a development incorporating tall buildings and the proposed level of student accommodation would be consistent with national and local planning policy, and would promote a quality neighbourhood, economic development and sustainable travel patterns. The student market is competitive and Manchester must ensure that its offer is attractive to students and has the necessary infrastructure to attract them, including those from outside the UK. The proposal would offer a product that is known to be attractive to international and post graduate students. The accommodation proposed contains affordable accommodation that would help to diversify the student residential offer in a sector where there is an acknowledged shortage.

Residential development would be consistent with a number of the GM Strategy's key growth priorities delivering housing to meet the demands of a growing economy and population, in a well-connected location within a major employment centre. The proposal would contribute towards this by providing accommodation for students that would then help to free up housing for the rest of the population. It would therefore assist in meeting housing need and in the promotion of sustained economic growth within the City.

It is considered that the development would not have a significant detrimental impact on the settings of nearby listed buildings or the character and appearance of Castlefield Conservation Area. The development has sought to minimise the potential for overlooking and loss of sunlight and daylight. The proposal would regenerate a site that currently has a negative impact on the area and would improve the public realm and permeability within the area.

Given the above, it is considered that the proposal is in accordance with the City of Manchester's planning policies and regeneration priorities including the Adopted Core Strategy, the relevant Strategic Regeneration Frameworks and the Community Strategy, as well as the national planning policies contained within the National Planning Policy Framework and should be approved.

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

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

Article 35 Declaration

In assessing the merits of an application for planning permission officers will seek to work with the applicant in a positive and pro-active manner to seeking solutions to problems arising in relation to dealing with the application. No problems arose in the processing of this application.

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:

10198-A-B5D8-G200-E-SE-001	
10198-A-B5D8-G200-E-NE-001	
10198-A-B5D8-G200-E-NE-002	
10198-A-B5D8-G200-E-NW-001	Rev 01
10198-A-B5D8-G200-E-SW-001	
10198-A-B5D8-G200-E-SE-002	
10198-A-B5D8-G200-E-SW-002	
10198-A-B5D8-G200-S-BB-001	
10198-A-B5D8-G200-S-AA-001	
10198-A-B5D8-G100-P-XP-AL-001	
10198-A-B5D8-G100-P-XP-AL-002	
10198-A-B5D8-G100-P-XP-AL-003	
10198-A-B5D8-G200-P-00-001	
10198-A-B5D8-G200-P-01-001	
10198-A-B5D8-G200-S-CC-001	
10198-A-B5D8-G200-P-TY4-001	
10198-A-B5D8-G251-E-TY5-001	Rev 01
10198-A-B5D8-G251-E-TY1-001	
10198-A-B5D8-G251-E-TY2-001	Rev 01
10198-A-B5D8-G251-E-TY3-001	Rev 01
10198-A-B5D8-G251-E-TY4-001	
10198-A-B5D8-G100-P-AL-001	

10198-A-B5D8-G200-P-10-001	
10198-A-B5D8-G200-P-15-001	
10198-A-B5D8-G200-P-TY2-001	
10198-A-B5D8-G200-P-TY3-001	
10198-A-B5D8-G200-P-TY1-001	
10198-A-B5D8-G200-P-RF-001	
10198-A-B5D8-G200-P-04-001	

Design and Access Statement by Simpson Haugh Architects reference 10198-A-B5D8-RP-DAS/00 Rev 01;
Planning and Tall Building Statement by Deloitte Real Estate;
Landscape Design Statement, Revision: 00, dated December 2017 by OPEN;
Heritage Statement by Deloitte Real Estate;
Environmental Statement Volume 1;
Environmental Statement Volume 2;
Environmental Statement Non-Technical Summary;
Framework Student Management Plan by Downing;
Ventilation Strategy by Desco;
Energy Statement by Desco;
Environmental Standards Statement by Watergrove Ltd;
Ecological Assessment by WYG;
Crime Impact Statement by Greater Manchester Police;
Framework Demolition and Construction Management Plan by Downing;
Phase 1 and Phase 2 Ground Conditions Survey by GeoCon;
Transport Assessment by Sanderson Associates;
Travel Plan by Sanderson Associates;
Servicing and Site Waste Management Strategy by SimpsonHaugh and Partners;
Television Baseline Reception Survey Report by Pager Power dated November 2017;
Flood Risk Statement and Drainage Strategy by Alan Johnson Partnership;
Air Quality Assessment by WSP;
Blue and Green Infrastructure Statement by Deloitte Real Estate.

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) The demolition of the existing structures on the site shall not commence unless and until a Demolition Method Statement, including details of the boundary treatment to the site during and following demolition, has been submitted to and approved in writing by the City Council as Local Planning Authority. The approved Method Statement shall be adhered to throughout the Demolition period.

For the avoidance of doubt the demolition of the structures on the site would not constitute commencement of development.

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

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

In the event of the Preliminary Risk Assessment identifying risks which in the written opinion of the Local Planning Authority require further investigation, the development shall not commence until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the City Council as local planning authority.

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

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

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

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies DM1 and EN18 of the Core Strategy.

5) Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the City Council as local planning authority, which may be given for those parts of the site where it has been demonstrated that there would be no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Reason - To ensure a safe form of development that poses no unacceptable risk of pollution to controlled waters, pursuant to policies DM1 and EN18 of the Core Strategy.

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

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

7) Prior to the commencement of the development a detailed construction management plan outlining working practices during development 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;
- Details of Wheel Washing;
- Dust suppression measures;
- Hours of work;
- Compound locations where relevant;
- Location, removal and recycling of waste;
- Routing strategy and swept path analysis;
- Parking of construction vehicles and staff;
- Sheeting over of construction vehicles;

Development shall be carried out in accordance with the approved construction management plan.

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

8) Prior to the commencement of development a programme for the issue of samples and specifications of all material to be used on all external elevations of the development shall be submitted to and approved in writing by the City Council, as local planning authority. Samples and specifications of all materials to be used on all external elevations of the development, which shall include jointing and fixing details, details of the drips to be used to prevent staining and a strategy for quality control management, shall then be submitted to and approved in writing by the City Council as local planning authority in accordance with the programme as agreed above. The development shall be carried out in accordance with the approved details.

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.

9) Prior to the commencement of development full details, including large scale annotated plans, elevations and cross sections, of the following shall be submitted to and approved in writing by the City Council as local planning authority:

a. all the ground floor elevations; and
b. all the building design features required for wind mitigation as set out in paragraph 10.45 of Chapter 10 'Wind Microclimate' of the Environmental Statement Volume 1.

The development shall be carried out in accordance with the approved details.

Reason – In the interests of visual amenity, pursuant to Policy DM1 of the Core Strategy.

10) No development shall commence until a scheme for the storage and disposal of refuse has been submitted to and approved in writing by the City Council as local planning authority. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - In the interests of amenity and public health, pursuant to policy DM1 of the Core Strategy for the City of Manchester.

11) Prior to the commencement of development a programme for the submission of final details of the public realm works shall be submitted and approved in writing by the City Council as Local Planning Authority. The programme shall include submission and implementation timeframes for the following details:

a. Details of the proposed hard landscape materials;
b. Details of the materials, including natural stone or other high quality materials to be used for the reinstatement of the pavements and for the areas between the pavement and the line of the proposed building
c. Details of the proposed tree species within the public realm including proposed size, species and planting specification including tree pits and design, and a maintenance strategy;
d. Details of measures to create potential opportunities to enhance and create new biodiversity within the development to include bat boxes and bricks, bird boxes and appropriate planting;
e. Details of the proposed street furniture including seating, bins and lighting;
f. Details of any external steps and handrails.

The above details shall then be submitted to and approved in writing by the City Council as local planning authority and fully implemented in accordance with the approved timeframes.

If any tree or shrub, or any tree or shrub planted in replacement for it, is removed, uprooted, destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted in the same place.

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

12) External lighting shall be designed and installed so as to control glare and overspill onto nearby residential properties. If any lighting at the development hereby approved, when illuminated, causes glare or light spillage, which, in the opinion of the City Council as local planning authority, causes detriment to adjoining and nearby residential properties, within fourteen 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.

13) No development shall take place until surface water drainage works have been implemented in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacements national standards and details that have been submitted to and approved in writing by the Local Planning Authority.

In order to avoid/discharge the above drainage condition the following additional information has to be provided:

a. 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;
b. Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements). 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 towards the less vulnerable areas i.e. open spaces, and roads. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the entrance to the car park, properties on site and adjacent properties off site.
c. Hydraulic calculation of the proposed drainage system for the 1 in 1, 1 in 30 and 1 in 100 year plus climate change events;
d. Construction details of flow control and SuDS elements.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution. This condition is imposed in light of national policies within the NPPF and NPPG and local policies EN08 and EN14.

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

a. Verification report providing photographic evidence of construction as per design drawings;
b. As built construction drawings if different from design construction drawings;

Reason - To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development, pursuant to national policies within the NPPF and NPPG and local policies EN08 and EN14.

15) No infiltration of surface water drainage into potentially contaminated ground is permitted other than with the written consent of the City Council as local planning authority. The development shall be carried out in accordance with the approved details.

Reason - To ensure a safe form of development which poses no unacceptable risk of pollution in the interests of public safety, pursuant to policies DM1 and EN18 of the Core Strategy.

16) Before the development commences, studies containing the following with regard to television reception in the area containing the site shall be submitted to and approved in writing by the City Council as local planning authority.

a. Measure the existing television signal reception within the potential impact areas identified in the Television Baseline Reception Survey Report by Pager Power dated November 2017 before development commences. The work shall be undertaken either by an aerial installer registered with the Confederation of Aerial Industries or by a body approved by the Office of Communications, and shall include an assessment of the survey results obtained.
b. Assess the impact of the development on television signal reception within the potential impact area identified in (a) above within one month of the practical completion of the development or before the development is first occupied, whichever is the sooner, and at any other time during the construction of the development if requested in writing by the City Council as local planning authority in response to identified television signal reception problems within the potential impact area. The study shall identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out in (a) above. The measures identified must be carried out either before the building is first occupied or within one month of the study being submitted to the City Council as local planning authority, whichever is the earlier.

Reason - To provide an indication of the area of television signal reception likely to be affected by the development to provide a basis on which to assess the extent to

which the development during construction and once built, will affect television reception and to ensure that the development at least maintains the existing level and quality of television signal reception, pursuant to Policy DM1 of the Core Strategy for the City of Manchester and Section 5 of the National Planning Policy Framework.

17) The development shall not commence unless and until a servicing management strategy has been submitted to and agreed in writing by the City Council as local planning authority. Servicing shall thereafter take place in accordance with the approved strategy.

Reason - In the interests of public and highway safety and the protection of residential amenity, pursuant to policy DM 1 of the Core Strategy for the City of Manchester.

18) The development shall not commence unless and until a vehicular access strategy relating to students moving in and out of accommodation, which shall include details of loading and unloading arrangements at the site, has been submitted to and agreed in writing by the City Council as local planning authority. Vehicular access for students moving in and out of accommodation shall take place thereafter in accordance with the approved strategy.

Reason - In the interests of public and highway safety and the protection of residential amenity, pursuant to policy DM 1 of the Core Strategy for the City of Manchester.

19) Before the development commences, an air quality impact assessment, including full details of all mitigation measures required, for the development shall be submitted to and approved in writing by the City Council as local planning authority. Any agreed mitigation measures shall be implemented in full before first occupation of the development and shall remain in situ whilst the development is in operation.

Reason - To secure a reduction in air pollution from traffic or other sources and to protect existing and future residents from air pollution, pursuant to Core Strategy Policies EN16 and DM1.

20) The premises shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the premises and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as local planning authority. The scheme shall be implemented in full before the use commences or as otherwise agreed in writing by the City Council as local planning authority.

Where entertainment noise is proposed the L_{Aeq} (entertainment noise) shall be controlled to 10dB below the L_{A90} (without entertainment noise) in each octave band at the facade of the nearest noise sensitive location, and internal noise levels at structurally adjoined residential properties in the 63HZ and 125Hz octave frequency bands shall be controlled so as not to exceed (in habitable rooms) 47dB and 41dB, respectively.

Reason - To safeguard the amenities of the occupiers of the building and occupiers of nearby properties, pursuant to policies SP1, H1 and DM1 of the Core Strategy.

21) Before the development commences a scheme for acoustically insulating the residential accommodation against noise from the Mancunian Way, Garwood Street and River Street, surrounding road networks, and any other actual or potential sources of noise that require consideration on or near the site, including any local commercial/industrial premises, shall be submitted to and approved in writing by the City Council as local planning authority. The approved noise insulation scheme shall be completed and a post-completion report submitted to and approved in writing by the City Council as local planning authority before any of the dwelling units are first occupied.

Reason - To secure a reduction in noise from the main roads and surrounding road networks and any other potential sources of noise, in order to protect future residents from noise nuisance, pursuant to policies SP1, H1 and DM1 of the Core Strategy.

22) Before first occupation of the development the building, together with any externally mounted ancillary equipment, shall be acoustically insulated in accordance with a scheme submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the equipment.

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

23) Before first occupation of the development hereby approved, the wind mitigation measures set out in the approved documents, including paragraph 10.45 of Chapter 10 of the Environmental Statement Volume 1 and the Landscape Design Statement, shall be implemented in full and retained thereafter.

Reason – In the interests of amenity and public safety, pursuant to policy DM1 of the Core Strategy.

24) No loading or unloading shall be carried out on the site outside the hours of:

07:30 to 20:00, Monday to Saturday,
10:00 to 18:00, Sunday/Bank Holiday.

Reason - In order to protect the amenity of local residents and in accordance with policies SP1 and DM1 of the Core Strategy.

25) The development hereby approved shall not be occupied or used until the City Council as local planning authority has acknowledged in writing that it has received written confirmation that the development has been built in accordance with the recommendations contained within section 3.3 of the submitted Crime Impact Statement dated 13/12/2017 Ref URN:2017/1004/CIS/01 and the City Council as local planning authority has acknowledged in writing that it has received written confirmation of a secured by design accreditation.

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

26) No part of the development shall be occupied until space and facilities for bicycle parking have been provided in accordance with details to be submitted to and approved in writing by the City Council as local planning authority. The approved spaces and facilities shall then be retained and permanently reserved for motorcycle and bicycle parking.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to transport mode, pursuant to policy T1 of the City of Manchester Core Strategy.

27) No part of the development shall be occupied unless and until car parking spaces suitable for use by disabled persons have been provided in accordance with the approved drawings and documents. These parking spaces shall be retained and permanently reserved for use by disabled persons.

Reason - To ensure that adequate provision is made for parking for disabled persons, pursuant to policies CC10 and DM1 of the City of Manchester Core Strategy.

28) The development hereby approved shall achieve a post-construction Building Research Establishment Environmental Assessment Method (BREEAM) rating of at least 'Very Good'. A post construction review certificate shall be submitted to and approved in writing by the City Council as local planning authority before any of the building hereby approved is first occupied.

Reason - In order to minimise the environmental impact of the development pursuant to policies EN4, EN5, EN6 and EN7 of the City of Manchester Core Strategy, and the principles contained within The Guide to Development in Manchester 2 SPD.

29) Before first occupation of any part of the development, a Travel Plan including details of how the plan will be funded, implemented and monitored for effectiveness, shall be submitted to and approved in writing by the City Council as local planning authority. The strategy shall outline procedures and policies that the developer and occupants of the site will adopt to secure the objectives of the overall site's Travel Plan Strategy. Additionally, the strategy shall outline the monitoring procedures and review mechanisms that are to be put in place to ensure that the strategy and its implementation remain effective. The results of the monitoring and review processes shall be submitted in writing to the local planning authority and any measures that are identified that can improve the effectiveness of the Travel Plan Strategy shall be adopted and implemented. The Travel Plan shall be fully implemented, prior to first occupation of the building, and shall be kept in operation at all times thereafter.

Reason - In accordance with the provisions contained within planning policy guidance and in order to promote a choice of means of transport, pursuant to policies T2 and EN16 of the Core Strategy.

30) No externally mounted telecommunications equipment shall be mounted on any part of the buildings hereby approved, including the roofs.

Reason - In the interest of visual amenity.

Informatives

1) All wild birds (including both eggs and nests) are protected under the Wildlife and Countryside Act 1981 (as amended). If nesting birds are found to be present, all work should cease immediately and advice be sought from an appropriately qualified ecologist.

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: 118683/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:

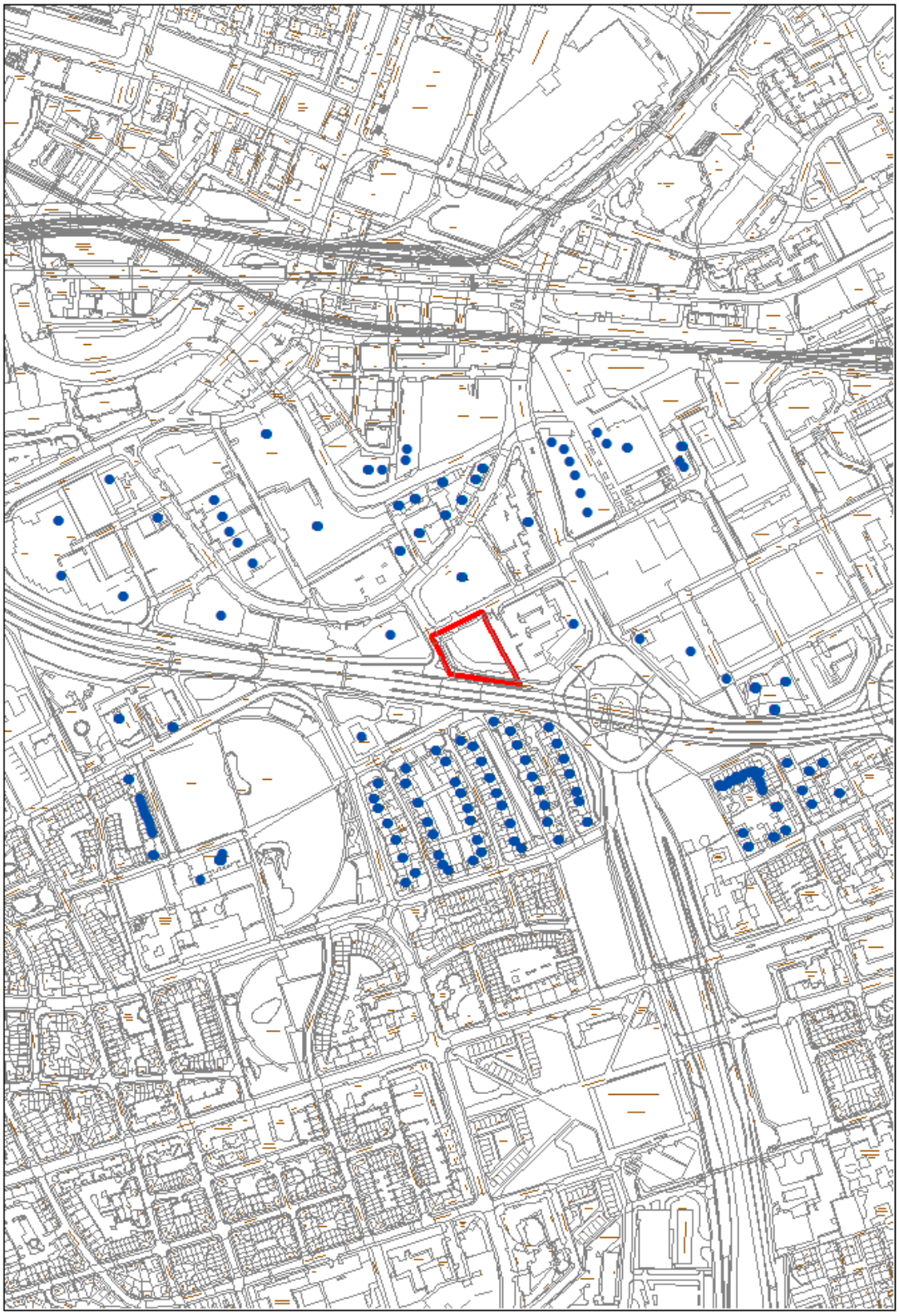
University Of Manchester
Manchester Metropolitan University
United Utilities Water PLC
Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
Corporate Property
MCC Flood Risk Management
Environment & Operations (Refuse & Sustainability)
Travel Change Team
City Centre Renegeration
Central Neighbourhood Team
Work & Skills Team
Greater Manchester Police
Historic England (North West)
Environment Agency
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
National Air Traffic Safety (NATS)
Manchester Airport Safeguarding Officer
Civil Aviation Authority
Natural England
Greater Manchester Ecology Unit
Greater Manchester Geological Unit
National Planning Casework Unit

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

Representations were received from the following third parties:

University Of Manchester
Highway Services
Environmental Health
MCC Flood Risk Management
Work & Skills Team
Greater Manchester Police
Historic England (North West)
Environment Agency
Greater Manchester Archaeological Advisory Service
National Air Traffic Safety (NATS)
Manchester Airport Safeguarding Officer
Natural England
Greater Manchester Ecology Unit
28 City Road East, Apt 64, The Nile, Manchester, M154TD

Relevant Contact Officer : Lucy Harrison
Telephone number : 0161 234 5795
Email : l.harrison1@manchester.gov.uk



Application site boundary ● Neighbour notification