

Application Number	Date of Appln	Committee Date	Ward
118267/FO/2017	22nd Nov 2017	31st May 2018	Piccadilly Ward

Proposal Full planning permission for the demolition of existing buildings on site and their replacement with a mixed use (sui generis) development comprising 3 towers ranging in height (from 14, 20 and to 25 storeys (including lower ground floor level) and intermediary link buildings and providing: 403 units of Co-Living residential accommodation with associated shared amenity spaces; 94 units of purpose built student accommodation with associated shared amenity spaces; ground floor commercial floor space and children's day nursery together with cycle parking, recycling and refuse bin storage, associated plant and public realm enhancements to Granby Row, Echo Street, Cobourg Street and Back Acton Street

Location Land At Chandos Hall Between Echo Street, Granby Row, Vimto Gardens And Manchester South Junction And Altrincham Railway Viaduct, Manchester, M1 3QJ

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Description

The site is roughly rectangular in shape and bounded by Granby Row, Echo Street, the Manchester, South Junction and Altrincham railway viaduct and Vimto Gardens. It includes Chandos Hall, Echoes Day Nursery, a workshop and individual lock-up garages, all of which would be demolished. The site is immediately adjacent to the Manchester University North Campus and the Executive endorsed a Strategic Regeneration Framework in March 2017 to support major development in order to regenerate this part of the city centre. The site is also located within the area covered by the Corridor Manchester Strategic Spatial Framework. To the north-east is Piccadilly Railway Station and the HS2 SRF area with the Mayfield SRF area on the opposite side of London Road. The site is within the Whitworth Street Conservation Area.

There are level changes across the site with the eastern half level with Granby Road and Echo Street. The western part is at a lower level and the ground floor of Chandos Hall is set substantially below street level of both Granby Row and Vimto Gardens.

Chandos Hall was constructed in 1962 as a purpose built student hall of residence. It is a 16 storey tower set within a "moat" formed by the different site levels. It was acquired by the applicant in 2015 and accommodates 143 single bedrooms with some communal and some en-suite bathrooms, kitchens and lounges on each floor. The building is in poor condition and has outlived its natural life. A report has

identified serious external concrete spalling and problems with water ingress into the concrete. The windows are original and in poor condition and the building services are outdated including one life-expired lift. The building provides poor quality accommodation lacking en-suite facilities which would be difficult to provide without extensive modelling. The applicant decided at the end of the 2016/17 academic year, to bring its occupation to an end and it is now vacant.

Echoes Day Nursery occupies a single storey building that has a large external play area... It provides around 50 places for children who are, predominantly, the dependents of UoM employees. Alternative accommodation has been secured for the Nursery within part of the Weston Hall student accommodation and Pendulum Hotel and work is due to start in June 2018. The proposal includes the provision of an appropriate amount of indoor and outdoor space should the operators wish to remain at Echo Street when the site is redeveloped.

To the rear of the Nursery are a number of single storey 'lock up' garages which are vacant and in an extremely poor condition, afflicted by vandalism, and graffiti. The garage area is largely concealed from view and is the focus of anti-social behaviour with evidence of rough sleeping and drug and alcohol abuse. The garages have been secured pending their demolition as part of the proposal.

There are other blocks of student accommodation nearby including Lambert and Fairfield Halls which are operated by the applicant, the Sackville Building, Barnes Wallis Building and Renold Building operated by UoM and some commercial buildings.

The site is located close to Piccadilly Station, residential development along Granby Row to the west and other nearby uses include McDonald Hotel.

The Proposal

The applicant is the third-largest provider of student accommodation in the UK with 23,500 beds at 56 sites in 25 cities. They own and operate around 3900 student bedspaces across 12 locations in Manchester with the majority fully or partially nominated with the UoM or MMU.

The proposal involves the redevelopment of the site incorporating two distinct elements, namely purpose built student accommodation and a concept known as co-living which is described below. The uses would be inextricably linked and mutually supportive to create a sense of place and a community which enables creativity to flourish. The Greater Manchester Strategy for Internationalisation (2017-20) identifies the critical importance for the City and the Region to increase its UK share of international students and to attract and retain the very best talent from around the world in order to continue its success in the global market place.

The City's recent economic growth has been driven by the expansion of the service sector and particularly business, financial and professional services and creative industries. Our ongoing ability to attract and retain globally significant businesses such as Bank of New York, Google and Gazprom, who have all been attracted to the city recently, is inextricably linked to the availability of talent. Attracting and retaining

talent relies, amongst other things, on providing residential accommodation in places people want to live and which meets the needs of different groups including the millennial generation and at a variety of price points.

The application suggests that this reflects experience in North American and other European cities where Co-living accommodation plays a significant role in meeting the requirements of the millennial generation who place a higher premium upon flexibility and an all-inclusive experience with access to high quality shared amenity spaces in which they can develop their social and professional networks and who are happier with smaller areas of private space.

A total of 403 Co-Living apartments are proposed providing 642 bed-spaces. It is a format that is well established in North America in New York, San Francisco, Los Angeles etc and in European cities such as Berlin. It has also been successfully delivered in London.

It is based on the concept of “community” and “social involvement” to provide a vibrant work / life hub for residents. It is strategically targeted at:

- recent graduates and young professionals who wish to live in modern, high quality, professionally managed accommodation in the centre of vibrant, international cities but who are otherwise unable to afford to rent an apartment of their own and who do not wish to live in shared suburban accommodation such as HMO's;
- those who place a higher premium on an all-inclusive experience with access to high quality on-site shared amenity spaces such as works spaces, lounges, libraries, gyms and other facilities which they can hire to entertain friends and are happier with smaller areas of private space;
- newcomers to a city who are keen to develop their social and professional networks through making new contacts and acquaintances with people who are, or once were, in a similar situation; and
- Those who don't want to be tied to a mortgage and see renting as a lifestyle choice that gives them the flexibility to move wherever and whenever they like, sometimes at very short notice.

It is designed to appeal to recent graduates and workers in the digital technology and creative sectors and young professionals who wish to live in central locations, appreciate contemporary design and who value being part of a community. It would provide the opportunity to realise a 'step-up' in quality of accommodation following graduation before progressing into home ownership or more typical PRS offerings. The proposal contains a number of features which differentiate it from typical PRS accommodation including:

- A single, professional and experienced operator would manage the entire building with 24 hour management / security presence.
- A range of accommodation of differing styles, size and specification. Allied with flexible leases which would enable residents to “trade up” or “trade down” as their life circumstances change.
- Provision of best in class shared amenity spaces including lounges, gym, library, co-working space, cinema room and private dining rooms / kitchens

(which can be hired by residents wishing to host dinner parties) and private roof terraces

- A deposit of just one week's rent (compared to six weeks rent in the PRS sector);
- Individual tenancy agreements for each resident with flexible tenancies of up to 12 months available;
- All-inclusive rent to cover Council Tax, internet, utilities, room cleaning and use of shared amenity spaces;
- No additional 'hidden' charges such as reference checks and inventory checks;
- A range of accommodation types will be provided including studios, twodios, and 1, 2, 3 and 4 bedroom apartments.

The use would be Sui Generis. The proposal would comply with the councils space standard requirements in terms of bedroom sizes and the scheme is largely compliant in terms of overall unit sizes. In addition to apartment space, residents would have access to a range of high quality amenity space and the applicant suggests that the Co-Living concept is made for individuals who are willing to sacrifice an element of private living space in exchange for high quality shared amenities The co-living accommodation would meet the needs of different budgets.

The applicant suggests that the Co-Living accommodation would support the Council's objective to broaden the range of residential accommodation in the City Centre. It would a more affordable product to support the diversification of the City Centre population and bring added economic, cultural and social value.

The student accommodation would provide a mix of studios (1 and 2 bed) and cluster flat accommodation (3, 4, 5 and 6-bed). The student accommodation would be accessed via a dedicated entrance facing Vimto Gardens, on a route between Granby Row and the UoM North Campus. 94 units are proposed which equates to 242 bed-spaces. This represents a modest increase from the 143 bed spaces presently on site but a significant improvement in quality.

The accommodation would be available at various price points in order to appeal to a broad cross-section of the student market being. The cluster accommodation and compact / standard studios would be more affordable and accessible to the mainstream market. It would complement a premium studio offering within the scheme and the higher-end studio accommodation elsewhere in city centre, such as Vita at First Street and Circle Square, which addresses need / demand from students with larger budgets, including those from overseas.

The student accommodation would be supported by high quality shared amenity spaces located on the ground floor including a laundry, gym, library and reading room. Students would be able to use some of the Co-Living facilities and amenities in Fairfield and Lambert Halls which are owned and operated by the applicant. The nursery could occupy part of the ground floor area should they wish to return to the site. The internal space external play area would meet OFSTED standards for a 50 place nursery. The space would be used to support the Co-Living residents should they choose not to return.

The Built Form

The scheme comprises a podium with 3 taller elements of 14, 20 and 25 storeys. The lowest element would be adjacent to Vimto Gardens with the height increasing towards Piccadilly Station. Green roofs would provide recreation / social space for residents and encourage biodiversity and brown roofs would comprise biodiverse elements. The green and brown roofs would function as blue roofs to assist with the storage of rainwater as part of the drainage strategy.

The development would have a regular façade rhythm with windows grouped vertically. Window reveals would be chamfered with metal detailing and perforated metal spandrel panels. The principle building material would be red/purple brickwork which would respond to colours and materials found in the conservation area. The intermediate blocks would use white GRC panels to relate to the white/glazed bricks used in secondary or rear elevations of buildings within the conservation area.

Fully glazed, double height facades to Granby Row and Vimto Gardens and ground floor active uses would animate and activate the street-scene. New public realm would be created adjacent to the Gardens and within Granby Row, Cobourg Street, Back Action Street and Echo Street which would help to integrate the scheme into its context.

Granby Row would be re-aligned and narrowed to create a more attractive pedestrian environment. It would incorporate parking bays including two for disabled people, along with street trees and cycle stands. It would allow for tables and chairs to be provided outside the F&B unit on Granby Row and facing Vimto Gardens. The green and brown roofs and courtyards would contain soft landscaping, with native planting.

Access and Parking

Vehicular access for maintenance vehicles would be from Echo Street via a ramp to the rear of the building. A total of 322 cycle parking spaces would be provided at lower ground floor level. These would be allocated as follows:

- 10% would be allocated to students (32 spaces)
- 45% would be allocated to residents of the Co-Living component (142 spaces) to store their own bicycle.
- 45% would be utilised as a cycle hire facility (148 spaces). The cycle hire facility would be operated by iQ and the basis of its operation would be as follows:
 - 148 bicycles would be purchased and stored within a designated section of the basement storage area.
 - The bicycles would be made available for hire to residents of either the student accommodation or Co-Living accommodation subject to them joining the Echo Street Cycle Club. Membership of the cycle club would be free.

The Planning Submission

This planning application has been supported by the following information:

- Planning and Tall Building Statement
- Design and Access Statement
- Environmental Standards Statement
- An Introduction to Co-Living
- Facility Management Strategy
- Waste Management Strategy
- Framework Travel Plan
- Building Services Strategy
- Fire Strategy
- Crime Impact Statement
- TV Reception Survey and Assessment
- Ecological Assessment
- Statement of Community Engagement;
- Environmental Statement including associated figures and technical appendices, addressing matters relating to:
 - Socio-economics
 - Built Heritage
 - Archaeology
 - Townscape and Visual Impact
 - Daylight, Sunlight and Overshadowing
 - Wind Micro-climate
 - Noise and Vibration
 - Transportation
 - Air Quality
 - Ground Conditions
 - Water Environment
 - Environmental Management

A full suite of architectural, landscape and other plans have also been submitted.

Consultations

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

Seven letters of objection have been received from local residents and the owner of an adjacent office building. The comments can be summarised as follows:

- Traffic management during construction needs to consider pedestrians.
- Underestimates the stress a car-free development will put on city centre parking.
- Will overcrowd Granby Row leading to it being an under-resourced area. More pressure on amenities which are already limited. Will result in noise, litter and traffic.
- Overshadowing of apartment buildings and Vimto Gardens. Will block light.
- Design is not reflective of that found in the surrounding area in terms of scale,

- massing, details or materials. Design is not distinctive.
- Negative impact on listed buildings in the locality (particularly the Viaduct and London Road Fire Station). Does not respect the Conservation Area. Incompatible with warehouse townscape.
 - The co-living element is exciting and more viable in the long-term than student accommodation but is highly experimental. Should be modelled on a smaller-scale.
 - Concern that the scheme could become a lower quality complex of hostel-type accommodation, or even part empty.
 - The principle of development is acceptable as a brownfield site in a highly sustainable location and provides an opportunity to achieve high density, high quality development.
 - Would have an adverse effect on the amenity of future occupiers of an adjacent site. The objection contends that this would prevent development of the site for residential development which would in turn negatively impact on the regeneration of this part of the city.

Historic England – The character of the surroundings and its location next to the Railway viaduct support development of some scale. The enclosed nature of many streets within the conservation area means minimal impact on the setting of other, more significant parts of the historic environment. Some impact on incidental and kinetic views of the London Road Fire Station, but it is a robust building that is already set within a highly urban context and it is not considered that the impact of the revised proposals on its setting would be harmful.

The architectural approach is informed by an analysis of the local character. This has helped to give the proposal a sense of place appropriate to its location. Support the activation of the street and park frontage with appropriate uses, front doors and windows, creating a safe and secure environment - a quality missing within some parts of this conservation area. Double height architectural form at ground floor reflects the character of historic buildings in the local area.

The innovation in terms of the architectural design and details, combined with the use of sympathetic materials to help anchor the scheme within its wider historic context is welcomed. The unifying use of an appropriate red/purple brick tile has the potential to relate well to the conservation area and give the development an appropriate degree of robustness into the future.

The detailing and quality of materials and detailing to be an important aspect of all elevation. HE recommend that MCC Urban Design and Conservation Team are involved in reviewing the design and materials of the scheme as HE consider them to be of great importance.

Manchester Conservation Areas and Historic Buildings Panel Buildings should be set back from the back of pavement to provide more space to the street which would create a more pleasant route through. The street is not at the right scale to support buildings of this height at the back of pavement. The height should be no more than the existing Chandos House and no higher than the adjacent Sackville Building as this should be the more dominant building. The stepped form of the three towers is at odds with the more unified blocks in the area and a more consistent height could

visually balance the development.

The blocks would appear highly intrusive at their current height and form. In order to overcome the appearance of mass at street scale level the design should have a 3 storey plinth with towers and stepped back gardens to the recessed elements. This would respond more positively to the scale of the street and be less overbearing. The base of the building could be in a different material rather than brickwork to provide more contrast and solidity at ground level. The materials, detailing and finishes needed to be of the highest quality.

The Victorian Society Object on the grounds of unjustified harm to the setting of the former London Road Fire Station and to the character and appearance of the Whitworth Street Conservation Area. The proposal would dominate the westward vista, and greatly detract from the form of the Fire Station's distinctive roofscape; this is also apparent in the ground-level view of the Police and Fire Station from London Road to the north.

The impact of the existing tower is much less harmful than the proposed towers when assessed in modern terms. This is most evident in the view from Piccadilly Station on London Road, which shows how the taller tower will again completely dominate the distinctive view along Fairfield Street. This is in strong contrast to the form of the original Chandos Hall, which can barely be viewed above rooftops from this location; similarly Chandos Hall cannot be viewed above the roofline of the Police and Fire Station.

There is no evidence to demonstrate that the design responds to its sensitive setting in any way. The scale and grain of the buildings bear no relation to those of surrounding buildings. As opposed to harmonising, the proposed buildings are wholly alien to their surrounding environment, being over-scaled, dull and overly repetitive.

Taller building proposed within the North Campus SRF area cannot be used as a precedent to justify the proposed excessive building heights here. Further, the location of the North Campus is not the same as the Chandos Hall site, and the two are therefore not directly comparable in terms of their impact on the wider historic environment. It would seriously harm the qualities that people value about the buildings and streetscape surrounding the site.

These proposals would not preserve the setting of surrounding listed buildings and would not preserve or enhance the character and appearance of the Whitworth Street Conservation Area. In the case of the Fire Station particularly, they will cause a very significant level of harm to its setting.

The proposals supply a clear and convincing justification for the degree of harm caused through this design. Utilising both the full extent of the existing plot and perhaps also a number of empty buildings in this area, it is clear that a similar level of student and co-living accommodation could be provided in a far less harmful way that would therefore bring real enhancements to the historic environment, as well social and economic benefits.

Highway Services- Requested conditions be attached to any approval which dealt

with:

- Further information should be provided to augment the Transport Assessment with regards to providing a full audit of all pedestrian routes to and from the application site;
- Further clarification required on trip generation;
- Further clarification on cycle parking provision and the associated cycle hire scheme;
- Further clarification of servicing and a swept path analysis from Granby Row;

The proposed public realm works will result in the loss of 5 pay and display parking bays and would seek to add 2 accessible bays to Granby Row which will require a new TRO to be funded by the applicant through S278 agreements;

A construction management plan should be provided prior to any construction works commencing.

Environmental Health No objection subject to conditions relating to:

- Deliveries to commercial premises (hours)
- Scheme for the extraction of fumes, vapours and odours
- Construction Management Plan
- Premises opening hours
- External Lighting Scheme
- Acoustic insulation / treatment
- Use of external areas (hours)
- Noise – external equipment insulation
- Scheme for storage and disposal of refuse
- Wheel washing facilities
- Preliminary Risk Assessment – ground conditions

Flood Risk Management No objection subject to conditions in respect of surface water drainage, including further detail on attenuation and overland flow routes.

Greater Manchester Archaeological Advisory Services (GMAAS) Archaeological desk based assessment identifies the key archaeological interest as being the site of former early workers' housing within the eastern half of the site. The western half has lost its archaeological interest due to reduction of ground levels for the Chandos Hall development. The Environmental Statement recognises the need to undertake archaeological evaluation trenching to determine the level of survival, character and relative significance of below-ground remains, and the requirement for follow-on more detailed excavation where significant archaeology will be destroyed by development ground works. A revised Written Scheme of Investigation has been provided and is agreed to be acceptable.

Greater Manchester Police The proposal should be designed and constructed in accordance with the recommendations contained within the Crime Impact Statement and a planning condition should be added to reflect the physical security specification

listed within section 4 of the appendices within the submitted Crime Impact Statement.

Environment Agency Requests standard conditions in relation to site investigation, remediation and verification report and piling methodology.

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

Sport England No objection but suggest contribution to improved capacity of sport pitches.

Aerodrome Safeguarding The proposed development does not conflict with any safeguarding criteria and there are no objections to the proposal. The proposed development does not conflict with any safeguarding criteria.

Greater Manchester Ecology Unit No objection. Bat surveys confirm no bats were found to be roosting in the buildings.

Tree Officer Trees on the site are not suitable to be protected by TPOs and do not object to their removal. The replacement trees are acceptable. Trees to the west of Chandos Hall are protected by secure fencing that is permanently fixed into the ground using scaffolding poles.

University of Manchester

At present the University is not in a position to support new planning applications for PBSA in Manchester. The University's position is a result of uncertainty over the demand profile for PBSA in the coming years, resulting from recent factors including:

- The demand for University accommodation has reduced since 2016-17.
- At the start of the 2017-18 academic session there remained bed spaces still available in a number of centrally located PBSA.
- New sector developments in Manchester that have recently opened or had planning approved will impact on future demand for non-University PBSA.

In addition to the general concerns over the Manchester PBSA Market the University has concerns over the lifestyle and support requirements of students. They can be significantly different to that of young professionals and there are concerns over how the students might be supported in this environment. There is also the likelihood that the whole complex may eventually be let to post-graduate students in which case the University would have concerns over the support network available to these residents.

United Utilities

Suggest conditions dealing with foul and surface water drainage.

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 Piccadilly Station, metrolink and bus routes. The location is highly sustainable 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 an innovative and affordable form of living that would be attractive to recent graduates and young creative people, alongside purpose built student accommodation in a sustainable City Centre location. It would provide a range of accommodation and would help to create a sustainable, inclusive and mixed community. Significant investment in housing is required in appropriate locations within the City as it 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 accommodation would be targeted at graduates and young professionals who might otherwise struggle to find a home in the city centre and would therefore help to broaden the City

Centre population. 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 – This is a highly sustainable location and the proposal would seek to achieve a 'Very Good' BREEAM rating. An Energy Statement and Environmental Standards Statement demonstrate that the development would accord with a wide range of principles that promote energy efficient buildings, integrating sustainable technologies from concept, through feasibility, design and build stages into 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 application is supported by documents that 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 Whitworth Street 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 and

permanent employment in a highly accessible location. It would provide a type of affordable accommodation that is not currently available in the City Centre, situated close to the universities and employment opportunities within creative industries. It would 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 type of accommodation that is not currently available in the City Centre in a highly accessible and sustainable location. The provision of accommodation for this target market is crucial to the continued growth of the City's economy.

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. It 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 living accommodation close to economic, commercial and academic development. It would be close to sustainable transport provision. It would enhance the built and natural environment and create a well-designed place that would enhance and create character, re-use previously developed land and reduce the need to travel.

Policy CC3 Housing – 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 living and student accommodation that could free up other housing for working people and families.

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 would use the land efficiently.

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 design is appropriate to the City Centre context and would have minimal impact on the character and appearance of the Whitworth Street Conservation Area and on the settings 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 diversify the range of living accommodation within the City Centre and would be accessible.

Policy H1 Overall Housing Provision - The development would provide purpose built student accommodation and a new form of accommodation within the City Centre, in an appropriate location. 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 would be supported where the development satisfies the criteria below. Priority would 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.
2. The Regional Centre, including the Oxford Road Corridor, is a strategic area for low and zero carbon decentralised energy infrastructure. Schemes that fall within the 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 proposal would be accessible by a variety of sustainable transport modes and would help to connect residents to jobs, universities, local facilities and open space.

Policy EN1 Design Principles and Strategic Character Areas - The site is underused and the buildings have a negative impact. 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 Whitworth Street 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 green and brown rooftops..

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 proposal 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 Whitworth Street 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.

Other legislative requirements

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

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

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

Section 149 Equality Act 2010 provides that in the exercise of all its functions the Council must have regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations between person who share a relevant protected characteristic and those who do not. This includes taking steps to minimise disadvantages suffered by persons sharing a protect characteristic and to encourage that group to participate in public life. Disability is a protected characteristic.

Section 17 Crime and Disorder Act 1998 provides that in the exercise of its planning functions the Council shall have regard to the need to do all that it reasonably can to

prevent crime and disorder.

Environmental Impact Assessment

The applicant has submitted an Environmental Statement in accordance with the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations (as amended 2011); Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2017 and Circular 2/99 ('The Regulations') and has considered the following topic areas

- Socio-economic
- Built Herit
- Archaeology
- Townscape and Visual Impact
- Daylight, Sunlight and Overshadowing
- Wind Micro-climate
- Noise and Vibration
- Transportation
- Air Quality
- Ground Conditions
- Flood Risk, Drainage and Water Environment

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.

Principle of the proposal and the schemes contribution to regeneration

Regeneration is an important planning consideration. Over the past twenty years many areas of the City Centre have been transformed through public and private sector investment, including the City Centre Renewal Area, Piccadilly, Spinningfields, Manchester Central, Northern Quarter, First Street, The Corridor, NOMA and Castlefield. But much does remain to be done if the City Centre is to remain competitive and the areas of land to the south of the railway viaduct will be a major focus for investment over the next decade.

The Corridor has seen significant levels of investment over the past 20 years at the Universities, the Hospital Precinct, in public transport and increasingly in commercial and residential development. The University is consolidating its activities on Oxford Road and are withdrawing from the former UMIST campus and this area has not experienced similar levels of investment. However, its proximity to Piccadilly Station and the Corridor mean that it is well placed to capture opportunities that emerge from the growth of academic, medical and cutting-edge activities and the recent development of GEIC is indicative of this. This potential must be exploited to ensure that the area makes the fullest possible contribution to regeneration and this requires development of the highest quality and uses that would complement and build upon the strengths of this part of the city centre.

The purpose built student accommodation and the co-living space would respond to the issues identified within The Greater Manchester Strategy for Internationalisation

(2017-20) regarding the importance of increasing the City's UK share of international students in order to attract and retain the very best talent from around the world in order to succeed in the global market place. Recent economic growth in Manchester has been driven by the expansion of the service sector and particularly business, financial and professional services and creative industries. Our ongoing ability to attract and retain globally significant businesses such as Bank of New York, Google and Gazprom, who have all been attracted to the city, is inextricably linked to the availability of talent. Attracting and retaining talent relies, amongst other things, on providing residential accommodation in places people want to live and which meets the needs of different groups including the millennial generation and at a variety of price points. Co-living style accommodation has played a significant role in meeting the requirements of the millennial generation in North American and other European cities.

This accommodation proposed would diversify the city centre offer and provide a flexible, professionally managed and more affordable form of accommodation for recent graduates and other young urban professionals who wish to live at the heart of the City Centre. Evidence elsewhere suggests that the accommodation would particularly appeal to workers in the digital technology, media and creative sectors, all of which are priority growth areas for Manchester. It would also contribute to investment planned at North Campus, Mayfield, Piccadilly and Corridor Manchester. The Co-Living component would be the first purpose built development of its kind in the UK and which to date has been provided in major international cities such as New York, San Francisco, Berlin.

The student accommodation would meet the needs of and be accessible to a broad section of the student market at a range of price points including the more affordable end of the spectrum. The proposed student and co-living uses conceived as a whole: inextricably linked and will be mutually supportive in creating a unique community and sense of place.

The site is underused and its development would deliver a number of economic regeneration benefits. It would create an urban environment which is attractive and ensure that the City Centre is competitive. It would be accessible and offer a safe and healthy environment. It would add to the diversity of vital functions and activities, and promote additional investment opportunities. It would support employment growth and create employment opportunities for local residents and deprived inner city wards.

In view of the above, the proposed development would complement and build upon Manchester City Council's current and planned regeneration initiatives and as such would be consistent with sections 1 and 2 of the National Planning Policy Framework, and Core Strategy policies SP1, EC1, CC1, CC5, CC6, CC8, CC10 and EN1.

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 assessed against the City Council's policies on tall buildings, the NPPF and the criteria as set out in the

Guidance on Tall Buildings Document published by English Heritage and CABE in July 2007 and subsequently updated in 2015.

A Tall Building Statement has explained the relationship of the proposal to its context, including topography, scale, height, urban grain, streetscape and built form, open spaces, rivers and waterways, important views and the effect upon the skyline. It has considered the relationship of the surrounding buildings and particularly those of heritage significance. A heritage assessment explains that the replacement of the existing buildings with a high quality development which respects its setting in terms of scale and materiality and provides enhancements to the public realm, would enhance the Whitworth Street Conservation Area. For the same reasons, it is considered that the proposal would not harm the setting of nearby listed buildings such as London Road Police and Fire Station whose heritage significance would be sustained.

Building heights within the immediate area range from 4-10 storeys, although a number have substantial floor to ceiling heights by virtue of their age. There are examples of taller buildings nearby such as the Motel One on London Road and the Maths and Social Sciences building within the North Campus.

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. The Town and Country Planning (Listed Buildings and Conservation Areas) Act 1990 sets out the legislative framework within which works and development affecting listed buildings and conservation areas must be considered. This states that:-
“In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authorityshall 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” (s66(1))

Section 72 of the Act requires that in the exercise of planning functions with respect to any buildings or land in a conservation area that special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.

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.

A Heritage Statement and a Townscape and Visual Impact Assessment includes the cumulative impact of development that has been proposed nearby and the impact of the proposal heritage assets. The Heritage Assessment considers the potential effect of the proposal on the setting of 13 listed buildings including the London Road Fire Station, the Institute of Science and Technology, Orient House and Granby House. It also considers the effect on the character and appearance of the Whitworth Street Conservation Area. The effect on non-designated heritage assets is also considered.

The assessment demonstrates that having taken into consideration the significance of nearby listed buildings, including their contribution of setting, the relative distance between them and the site, the extent and character of intervening development and the nature of the application proposals, there would be no impact on the setting or significance of the identified listed buildings. Overall the development is considered to have a neutral impact on the setting and significance of nearby listed buildings.

The reinstatement of the historic building line to Granby Row, the positive relationship of the new building with the Granby Row street frontage and with Vimto Gardens, and the high quality of the proposal which responds to the detailing and materials of buildings in the conservation area would result in a benefit to the character and appearance of the Whitworth Street conservation area.

Therefore, on balance, the proposal would preserve the character and appearance of the conservation area and the setting of the nearby listed buildings, and thus complies with Section 66 and Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990. It does not lead to 'substantial' harm or any meaningful level of 'less than substantial' harm to the setting of the conservation areas, or any other heritage assets. The proposals form part of the high quality regeneration of the city centre and meet the requirements set out in paragraphs 132 and 134 of the NPPF.

Notwithstanding the considerable weight that must be given to preserving the character and appearance of the nearby listed buildings and the character of the Whitworth Street Conservation Areas, the proposal would sustain and enhancing the significance of adjacent heritage assets and would make a positive contribution to local character and distinctiveness and therefore meets with the requirements of paragraph 131 of the NPPF.

For these reasons the proposed development is considered to comply with Manchester Core Strategy (MCS) policies CC9 and EN3 and with Unitary Development Plan policies DC18.1 and 19.1.

A Townscape and Visual Impact Assessment presents an assessment of the potential impact of the proposal on the townscape qualities of this part of the city centre and its visual impact. It considers the impact of the development from 13 viewpoints and concludes that there would be no significant adverse visual effects. The adverse effects are considered to be of minor significance and are, in many

ways, an unavoidable consequence of the delivery of major regeneration proposals. These minor adverse effects are considered to be counterbalanced by minor beneficial effects in some views and significantly beneficial effects in others, such as the view west along Granby Row into the conservation area.

Chandos House whose poor and deteriorating condition detracts from the character and appearance of the conservation area. and has a poor relationship to Granby Row and Vimto Gardens.would be removed.

An Environmental Statement has assessed the potential impact of the proposal on archaeology, and confirms that there would be no direct or indirect effect to designated / non-designated heritage assets. It also confirms that a programme of archaeological investigation would be undertaken to ensure that a record is made of any as yet unknown heritage assets with archaeological interest affected by development. A Written Scheme of Investigation has been submitted as part of the application and has been agreed to be acceptable by GMAAS. The Proposed Development is acceptable in archaeological terms and acceptable in relation to Policy EN3.

Overall, it is considered that the proposed development would deliver a high quality addition to the City and achieves full compliance with respect to the Council's policies for the development of tall buildings (Policy EN 2).

Relationship to Transport Infrastructure

The site is close to Oxford Road and Piccadilly railway stations and to Metrolink and is an optimum location for sustainable transport links. It is close to the City's universities and further education providers. The site has good links to recently improved foot and cycle links on Oxford Road and Upper Brook Street and the public realm works proposed would complement this connectivity. The Oxford Road Link bus provides free and subsidised travel between Piccadilly railway station and the Corridor and other bus services run along the Oxford Road Corridor and are accessible from the site.

A Transport Assessment concludes that the proposal would not have a material impact upon traffic and network capacity. A Framework Travel Plan (TP) sets out a package of practical measures and includes a student welcome pack outlining and encouraging sustainable modes of travel within the vicinity of the site. A full travel plan should be a condition of any approval. The proposed development is therefore compliant with Policies CC5, T1 and, T2.

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 building re-establishes the historic building line to Granby Row. The taller elements are closer to Piccadilly Station and it lowers to a height not dissimilar to the existing building at Vimto Gardens. The design would present an ordered grid pattern to the façade which would not appear dominant and defers to the more decorative aspects of traditional buildings within the conservation area.

The building incorporates red/ purple bricks to the principal towers and white GRC panels to the intermediate blocks which are appropriate to the conservation area: The building incorporates subtle detailing around windows and door entrances such as the use of chamfered window reveals with decorative metallic inlays and perforated decorative spandrel panels between windows.

Fully glazed double height facades would be provided to Granby Row and Vimto Gardens and active uses at ground floor level would animate and activate the street-scene. This interaction between internal and external spaces would be enhanced by the new public realm area adjacent to the Park and within Granby Row, Cobourg Street, Back Action Street and Echo Street which would re-balance the use of the space in favour of pedestrians and enhancing a sense of place. 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. The development incorporates green roofs as amenity spaces for benefit of residents and biodiversity.

Given the above, it is considered that the proposal 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 (ESS) confirm that the proposal would reuse previously developed land in a highly sustainable location. It proposes a bespoke sustainability strategy in place of BREEAM certification which reflects its innovative nature. Enhanced fabric efficiency and the installation of a Combined Heat and Power system would achieve a reduction in CO₂ of 15% beyond Part L 2010, exceeding the requirements of Manchester City Council Policy.

The proposal incorporates green roofs which form part of the sustainable drainage strategy and provides amenity space for residents. This and the inclusion of brown roofs would deliver enhance biodiversity, and would provide habitat features for rare bird species such as the Black Redstart.

The development incorporates secure cycle storage and a cycle hire facility for residents and facilities for the segregation of waste into different streams and appropriate storage.

Given the above, it is considered that the design and construction would be sustainable.

Credibility of the Design and deliverability

Tall buildings are expensive to build so the architectural quality must be maintained through the process of procurement, detailed design and construction. The applicant

has delivered high quality developments and has appointed an experienced and high quality design team with appropriate technical support. The viability of the development has been appraised based on the quality of development shown in the submitted documents. The applicant would retain and operate the completed development and recognises the importance of quality and attention to detail in the construction process. A significant amount of time has been spent developing the proposals and the scheme submitted for the planning permission to ensure that it can be constructed and delivered.

Contribution to Public Spaces and Facilities

The proposal would include enhancements to the public realm around the site and the scheme would interact with and contribute positively to its surroundings. It would instate the historic building line to Granby Row and the entrance to Co-Living accommodation would be on Granby Row with the entrance to the student accommodation from Vimto Gardens.

The double height ground floor façades would activate Granby Row and Vimto Gardens with uses such as café / bar / restaurants. The enhancements to the public realm in Granby Row, Echo Street, Back Acton Street and Cobourg Street would rebalance space and improve the pedestrian environment. The public realm to the front of the buildings on Granby Row would be widened with space for external seating.

Effect on the Local Environment

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.

Daylight, Sunlight, Overshadowing and Overlooking

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 relation to their context.

A daylight and sunlight analysis 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, which are all student accommodation have been considered due to their sensitivity and proximity to the site

- Lambert House
- Fairfield House
- Warehouse One
- Stonebridge House

Daylight

The daylight assessment has used the Vertical Sky Component (VSC) and No Skyline Method (NSL).

It confirms that out of the 413 windows assessed 233 (56%) meet the BRE criteria for VSC daylight and of the 267 rooms assessed for NSL daylight, 266 (99%) meet the BRE criteria. The results demonstrate a reasonably high and high level of compliance with the relevant criteria given the city centre location. The effect on the accommodation would be moderate –minor adverse.

Sunlight

For sunlight impact assessment the BRE Guide advises that a window may be adversely affected if a point at the centre of the window received, for the whole year, less than 25% of the APSH (annual probable sunlight hours) including at least 5% of the APSH during the winter months (21/9 – 21/3) and less than 0.8 times its former sunlight hours during either period and, for existing neighbouring buildings, if there is a reduction in total APSH which is greater than 4%.

BRE guidelines suggest that an amenity area may be adversely affected if less than 50% of its area receives less than two hours of direct sunlight on 21st March and less than 0.8 times its former value. This is known as the Sun Hours on the Ground criteria.

A sunlight assessment demonstrates that of the 339 windows assessed 26% meet the BRE criteria for both winter and annual PSH. However the effects are on bedrooms which are categorised as being of low sensitivity and, in terms of the EIA regulations, the overall effect is categorised as being minor adverse on those buildings within iQ's ownership and negligible adverse on Stonebridge House.

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 eastern extent of the site has been occupied by low rise buildings for many years with the remainder occupied by a building whose position and orientation relative to the street-edge is not representative of the character of the area. Therefore, the existing baseline situation against which the sunlight and daylight 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 student accommodation buildings.

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 layout would reinstate the historic street edge to Granby Row and introduce active frontages to this street-scene and Vimto Park. The height / mass of the development has been carefully conceived to descend in height from the Piccadilly gateway side down to Vimto Park where the building will be of similar height to the existing Chandos Hall. Accordingly the impact of the development on Vimto Park in terms of overshadowing will be negligible, as has been demonstrated through the technical assessment presented within the ES.

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 applicant owns student accommodation at Lambert Hall and Fairfield House on the opposite side of Granby Row. To the south is the railway viaduct west is Vimto Gardens and to the east, separated by Echo Street, is Bainbridge House; which is being marketed for offices. The proposed layout has to balance these relationships with the objective of re-introducing the historic street edge to Granby Row. It is considered that the separation distances between the proposal and existing buildings and would be acceptable in a city centre context in terms of overlooking.

Wind

A wind microclimate study has assessed the impact of the proposed development on the wind micro-climate and how this in turn may affect the pedestrian environment in the vicinity of the application site. It considers the proposal in isolation and in combination with other future developments. The scheme incorporates features such as a porous vertical screen parallel to the building façade on Echo Street, adjacent to the railway viaduct and the public realm incorporates trees. As a result of this, the impact on pedestrian comfort and safety would be negligible. Similarly none of the cumulative effects are considered to be significant. The proposal would change the wind micro-climate in the vicinity of the site but the impacts on pedestrian comfort and safety would be negligible.

Air Quality

An air quality assessment has considered potential impacts during the construction and operational phases. The construction process would produce dust and increased emissions. Any adverse impacts would be temporary and could be controlled using mitigation measures included within best practice guidance. A preliminary Construction Environment Management Plan has been provided and it is recommended that a condition be attached requiring further details to be provided prior to development commencing.

The assessment of operational phase effects considers the effect of emissions such as from CHP, generators and boiler plant on existing and new residents within the development and within the surrounding area. It confirms that such emissions from the development will be very limited (assessed as being negligible in EIA terms). Some locations within the application site would be close to or exceed the relevant limits in relation to NO₂ owing mainly to the proximity to the railway line. Filters would be included within the affected rooms to ensure future residents are not exposed to poor air quality.

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 identified mitigation measures are employed, and a condition requiring this should be attached to any permission.

Noise and Vibration

The Environmental Statement presents an assessment of potential noise impacts from the proposal, including noise from plant and external areas associated with the commercial use and nursery on existing and future residents. It concludes that subject to the implementation of mitigation measures in relation to the external noise ingress, which could be secured through a planning condition, residents would not be affected by external noise. A Facility Management Plan has been prepared which describes the importance which the applicant attaches to being a good neighbour and the measures it takes to avoid the occurrence of anti-social behaviour with regards to its residents.

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; and 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.

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 proposal would enhance the public realm on Granby Row, Echo Street, Back Acton Street and Cobourg Street, providing a more open, pedestrian friendly environment. The ground floor uses would enhance natural surveillance and activation and should help to eliminate the current anti-social behaviour. The enhancements to the public realm together and the increased activity generated by the proposal would encourage greater pedestrian movement from Piccadilly through the North Campus and into Corridor Manchester in line with strategic regeneration objectives. This is a significant benefit of the proposal.

Provision of a Well-Designed Environment

A high quality design is proposed that would include a wide mix of accommodation sizes and types. The scheme incorporates a combination of green roofs providing

social / recreation space for residents and plant species / benefits for biodiversity) and brown roofs providing biodiverse elements to encourage Black Redstarts. Both the brown and green roofs would function as blue roofs to assist with the storage of rainwater as part of the drainage strategy for the site.

The applicant has demonstrated that the proposal would satisfactorily the English Heritage and CABI guidance and the proposal 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

A Waste Management Strategy has been provided within the planning application. Facilities for the segregation of waste would be provided within the accommodation with separate bins for food waste / paper recycling / glass recycling. The bin storage area would be located in the basement and accommodate 22 x 1100 litre Eurobins and 8 x 240 litre Food Waste wheeled bins. A private waste operator would be expected to make collections on alternate days.

The waste from the bin store would be taken out for collection from Echo Street by building maintenance staff via the vehicle ramp to the rear utilising an electric pulley. Tugs can pull three Eurobins at a time up a 30% gradient under full load well in excess of the gradient at Chandos Hall. It is proposed that refuse vehicles would pull up in the loading bay on Echo Street which can be accessed either via Altrincham Street or Granby Row. For the collection from the food and beverage outlet, vehicles would stop on Granby Row.

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

Full access and Inclusive Design

A Design and Access Statement demonstrates that the proposal would deliver a high degree of accessibility. Wheelchair users and others with limited mobility would have access to all community facilities and indoor and outdoor spaces. Wheelchair visitors will be able to access all accommodation types and turning areas would be provided to all circulation areas. The proposal would provide a variety of bedroom types to address a wider demographic including rooms with design considerations for people with visual impairments, hearing impairments, ambulant disabilities and independent wheelchair users.

Also, provision is made for an Access Exceptional bedroom for non-independent wheelchair users, with direct access to the carer's room. All wheelchair accessible bedrooms and studios include larger bathrooms, sufficient space for turning circle adjacent to beds and adequate furniture layout, in line with Part M requirements. This range of accessible bedrooms would be evenly distributed between student and Co-Living accommodation, among various floors and accommodation types. In addition to the above, the number of accessible units could be further expanded by

the removal of non-structural party walls between bedrooms to form appropriate size accessible units.

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 'Secured by Design' accreditation to be achieved.

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

A comprehensive package of public realm works would enhance the pedestrian environment around the site and improve the quality of the route between Piccadilly Station, through North Campus and to Oxford Road. Six trees would be planted within the new public realm and further trees within the courtyard areas.. The proposal includes green, brown and blue roofs which would contribute to biodiversity, water management and climate adaptation whilst also providing amenity space for future residents.

It is therefore consistent with the Manchester Green and Blue Infrastructure Strategy 2015.

Ecology and Biodiversity

An Ecological Assessment including bat survey and assessment, includes a desk study relating to a radius of 1km surrounding the site. It confirms that statutorily protected sites / species would not be affected. The bat inspection survey confirmed no evidence of bat roosting at the site. The assessment incorporates a number of recommendations regarding biodiversity which have been incorporated into the scheme design such as the plants and species proposed for the green / brown roofs which have been selected for their ability to attract / provide suitable habitat for rare bird species such as the Black Redstart.

Overall the assessment concludes that the development would not result in any ecological harm and incorporates features which would provide an overall ecological benefit. Planning conditions are recommended to secure the provision of such features where necessary.

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

Some contamination may exist on the site and a phase 1 Site Investigation Report recommends planning condition requiring a more detailed (Phase 2) study be completed to inform a remediation strategy to ensure that there is no unacceptable risk to human health of the environment.

A Detailed Unexploded Ordnance (UXO) Threat and Risk Assessment report has also been prepared which identifies potential (medium risk) of UXO. A methodology for construction is set out as a means of mitigating the risk to human health. In view of the above, the proposals would be consistent with section 11 of the National Planning Policy Framework and policy EN19 of the emerging Core Strategy.

Flood Risk

The application site is within the lowest category of flood zone (Flood Zone 1) and at low risk of fluvial flooding. The site is however within a critical drainage area and a drainage strategy sets out how surface water drainage will be managed, with a blue roof system providing attenuation as an integral part of the scheme. Below ground flood storage is provided within the site, under the external play area for the nursery which would enable the development to achieve a 50% reduction in run-off rates to allow for future climate change increases. Foul water drainage connections will be provided. The assessment identifies adequate capacity within the existing sewer network to accommodate the proposed development.

Accordingly, the Proposed Development is in accordance with Policy EN14 of the MCS. 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.

Objectors comments

The owners of Bainbridge House suggests that there is insufficient space between the application site and that this and would prejudice the future residential redevelopment of their site and undermine wider regeneration initiatives in the city centre. There are no proposals to redevelop Bainbridge House. Any proposal for the development of Bainbridge House would be considered on its individual merits relative to the relationship with and impact on neighbouring properties.

Conclusion

The development would be well designed and of a high quality and would be consistent with national and local planning policy. It would promote a quality neighbourhood, economic development and sustainable travel patterns. It 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 provide accommodation for students that could 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 Whitworth Street 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. It would develop and regenerate a previously developed site in an area which is undergoing transformational change. The existing buildings that detract from the character and appearance of the Whitworth Street conservation area would be replaced by a development that would enhance it and, sustain the setting of nearby listed buildings.

The use would diversify residential accommodation in the city centre through the provision of Co-Living accommodation. It would provide an affordable form of accommodation for recent graduates and other young urban professionals who wish to live at the heart of the city centre and contribute to its social cultural and economic vitality. It would meet the requirements of the millennial generation for communal living and flexibility and would complement the City's strategic aspirations for Corridor Manchester. It would also assist the City's objectives around attracting the world's best talent to Manchester and retaining it in the city to its benefit; economically, socially and culturally.

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.

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

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

Recommendation Approve

Article 35 Declaration

Officers have worked with the applicant in a positive and pro-active manner to seek solutions to problems arising in relation to dealing with the planning application. The City Council officers worked with the applicant during the application process to achieve an acceptable impact on amenity, design, heritage, noise and highway safety.

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:

Architectural Drawings, prepared by Sheppard Robson

Location Plan	5426-SRA-ZS-XX-DR-A-00-800
Demolition Plan	5426-SRA-ZS-XX-DR-A-00-802
Proposed Site Plan with Planning Application Boundary	5426-SRA-ZS-XX-DR-A-00-804
Proposed Longitudinal and Cross Site Sections	5426-SRA-ZZ-XX-DR-A-00-805
Lower Ground Floor Plan	5426-SRA-XX-B1-DR-A-20-810
Ground Floor Plan	5426-SRA-XX-00-DR-A-20-811
Floor Plan 1	5426-SRA-XX-01-DR-A-20-812
Floor Plan 2	5426-SRA-XX-02-DR-A-20-813
Typical Floor Plan 3-4	5426-SRA-XX-ZZ-DR-A-20-814
Floor Plan 5	5426-SRA-XX-05-DR-A-20-815
Floor Plan 6-8	5426-SRA-XX-ZZ-DR-A-20-816
Floor Plan 9	5426-SRA-XX-09-DR-A-20-817
Floor Plan 10	5426-SRA-XX-10-DR-A-20-818
Typical Floor Plan 11-12	5426-SRA-XX-ZZ-DR-A-20-819
Floor Plan 13	5426-SRA-XX-13-DR-A-20-820
Typical Floor Plan 14 – 17	5426-SRA-XX-ZZ-DR-A-20-821
Floor Plan 18	5426-SRA-XX-18-DR-A-20-822
Floor Plan 19	5426-SRA-XX-19-DR-A-20-823
Typical Floor Plan 20-21	5426-SRA-XX-ZZ-DR-A-20-824
Floor Plan 22	5426-SRA-XX-22-DR-A-20-825
Floor Plan 23-24	5426-SRA-XX-ZZ-DR-A-20-826
Roof Plan 25	5426-SRA-XX-25-DR-A-20-827
Top of Plant	5426-SRA-XX-26-DR-A-20-828
Proposed North Elevation	5426-SRA-ZZ-XX-DR-A-20-854
Proposed South Elevation	5426-SRA-ZZ-XX-DR-A-20-855
Proposed West Elevation	5426-SRA-ZZ-XX-DR-A-20-856
Proposed East Elevation	5426-SRA-ZZ-XX-DR-A-20-857
Proposed East Sectional Elevation - 13 and 19	5426-SRA-ZZ-XX-DR-A-20-858

-storey tower	
Proposed West Sectional Elevation - 19 and 25 storey tower	5426-SRA-ZZ-XX-DR-A-20-859
Proposed Cross Section 1	5426-SRA-ZZ-XX-DR-A-20-864
Proposed Cross Section 2	5426-SRA-ZZ-XX-DR-A-20-865
Proposed Longitudinal 1 - 13 Storey Tower	5426-SRA-ZZ-XX-DR-A-20-866
Proposed Longitudinal 2 - 19 Storey Tower	5426-SRA-ZZ-XX-DR-A-20-867
Proposed Longitudinal 3 - 25 Storey Tower	5426-SRA-ZZ-XX-DR-A-20-868
Landscape General Arrangement Landscape Hardworks	BD545-GA-100-01
Landscape Softworks	BD545-GA-102-01
Landscape – Lower Ground General Arrangement	BD545-GA-200-00
Co-living Roof Garden Floor	13 BD545-GA-300-00
Co-living Roof Garden Floor 19 (Gardens)	BD545-GA-301-00
Co-living Roof Garden Floor 25 (Social Terrace)	BD545-GA-302-00
Design and Access Statement	Prepared by Sheppard Robson Reference: 5426-SRA-XX-XX-RP-A-0002
Planning and Tall Building Statement	Prepared by Turley
Environmental Statement including associated chapters	
Transport Assessment	Prepared by Vectos Reference: VN70804
Framework Travel Plan	Prepared by Vectos Reference: VN70804
Waste Management Strategy	Prepared by Vectos Reference: VN70804
TV Reception Survey	Prepared by Pager Power
Crime Impact Statement	Prepared by Greater Manchester Police Reference: 2017/0233/CIS/01
Environmental Standards Statement	Prepared by Turley Sustainability Reference: IQSM3001
Facility Management Strategy	Prepared by iQ
Building Services Strategy	Prepared by Cundalls
Ecological Assessment	Prepared by Penny Anderson Associates
Statement of Community Engagement	Prepared by Turley Engagement
Fire Strategy Statement	Omega
Arboricultural Note	Plan-it IE

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

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

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

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

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

5) Before the development hereby approved commences, a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site shall be submitted to and approved in writing by the City Council as local planning authority. The Preliminary Risk Assessment shall conform to City Council's current guidance document (Planning Guidance in Relation to Ground Contamination). In the event of the Preliminary Risk Assessment identifying risks which in the written opinion of the Local Planning Authority require further investigation, the development shall not commence until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the City Council as local planning authority.

- a. The measures for investigating the site identified in the Site Investigation Proposal shall be carried out, before the development commences and a report prepared outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy) which shall be submitted to and approved in writing by the City Council as local planning authority.
- b. When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority. In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on the site at any time before the development is occupied, then development shall cease

and/or the development shall not be occupied until, a report outlining what measures, if any, are required to remediate the land (the Revised Remediation Strategy) is submitted to and approved in writing by the City Council as local planning authority and the development shall be carried out in accordance with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.

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

- 6) (a) Prior to the commencement of demolition and site clearance, a detailed construction management plan outlining working practices during demolition and site preparation shall be submitted to and approved in writing by the Local Planning Authority. It shall include the measures referenced in relation to demolition in Table 13.21 of the Environmental Statement.
- (b) Prior to any above ground works on each phase of development, a detailed construction management plan outlining working practices for that phase of the proposed development shall be submitted to and approved in writing by the Local Planning Authority. It shall include the measures referenced in Table 13.21 (excluding those relating to demolition) and paragraphs 16.91 16.91 and 16.96-97 of the Environmental Statement

For the avoidance of doubt the construction management plans shall include:

- Display of an emergency contact number;
- Communication strategy with residents which includes how and when local businesses and residents will be consulted on matters such out of hours works;
- Details of Wheel Washing;
- Noise and Vibration Section that shall base the assessment on BS 5228;
- Dust suppression measures;
- Compound locations where relevant;
- Location, removal and recycling of waste;
- Routing strategy and swept path analysis;
- Parking of construction vehicles and staff; and
- Sheeting over of construction vehicles.

The development shall be carried out in accordance with the approved construction management plans for the duration of the demolition and construction parts of the development.

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

7) Construction/demolition works shall be confined to the following hours unless otherwise agreed in writing by the City Council as local planning authority:

- Monday - Friday: 7.30am - 6pm
- Saturday: 8.00am - 2pm
- Sunday / Bank holidays: No work

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

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

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

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

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

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

- a. A strategy for the planting of trees within the development site, or another agreed site(s) including details of overall numbers, size, species and planting specification, constraints to further planting and details of on going maintenance; and
- b. Details of measures to create potential opportunities to enhance and create new biodiversity within the development to include bat boxes and brick, bird boxes and appropriate planting;
- c. Details of the proposed hard landscaping materials;
- d. Details of the proposed tree species within the public realm including proposed size, species and planting specification including tree pits and design;
- e. Details of the proposed street furniture including seating, bins and lighting;

- f. Details of external steps and handrails;
- g. Details of an external signage strategy in relation to way finding within the development and associated public realm; and
- h. A management and maintenance strategy for the public realm / landscaping areas.

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

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

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

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

12) No development shall take place until surface water drainage works have been implemented in accordance with SuDS National Standards and details that have been submitted to and approved in writing by the local planning authority. The following additional information has to be provided: In order to avoid drainage condition or discharge the above drainage condition, the following evidence needs to be provided:

- a. Maximising opportunity for SuDS inclusion into the proposed green spaces;
- b. Assessment of overland flow routes for exceeding conditions the flow routes need to divert surface water runoff away from properties on and off site;
- c. Surface water management during construction; and
- d. Agreement by United and Utilities and Environment Agency that they accept the proposal and connections.

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

13) No development hereby permitted shall be occupied until details of the

implementation, maintenance and management of the sustainable drainage scheme have been submitted to and approved by the local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:

- a. Verification report providing photographic evidence of construction as per design drawings;
- b. As built construction drawings if different from design construction drawings;
- c. Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

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

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

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

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

Reason

In the interests of amenity pursuant to Core Strategy policy DM1

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

- a. Details of the types of events that would be held within the space;
- b. Any temporary traffic measures that would be required to be put in place;
- c. How full access for pedestrians and service vehicles to surrounding streets and
- d. buildings would be maintained;
- e. Locations for vehicles including cranes to unload; and
- f. An Operating Schedule for prevention of crime and disorder and prevention of
- g. public nuisance shall be submitted and agreed in writing by the City Council as Local Planning Authority.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Reason -In the interests of amenity pursuant to Core Strategy policy DM1 25) Final details of the method of extraction of any fumes, vapours and odours from the ground floor units shall be submitted to and approved in writing by the City Council as local planning authority prior to occupation of each use / ground floor A3 / A4 unit the details of the approved scheme shall be implemented prior to occupancy and shall remain in situ whilst the use or development is in operation.

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

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

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

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

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

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

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

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

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

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

29) Notwithstanding the TV Reception Survey, stamped as received by the City Council, as Local Planning Authority, on the 22 November 2017, within one month of the practical completion of the development, and at any other time during the construction of the development if requested in writing by the City Council as Local Planning Authority, in response to identified television signal reception problems within the potential impact area a study to identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out above shall be submitted for approval in writing by the City Council, as Local Planning Authority. The measures identified must be carried out either before each phase is first occupied or within one month of the study being submitted for approval in writing to the City Council as Local Planning Authority, whichever is the earlier.

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

30) Prior to development commencing a local labour agreement relating to the

construction phase of development, shall be submitted to and agreed in writing with the City Council as local planning authority. The approved scheme shall be in place prior to the commencement of the development, and shall be kept in place thereafter.

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

31) Notwithstanding the details submitted with the application, prior to the commencement of development a programme for the issue of:
(a) full details of vehicular access and egress routes onto and from the development site; (b) full details of vehicular routes for servicing, collections and deliveries; (c) revised details of layby design and bus stops; (d) junction modelling; and (e) cycle routes shall be submitted for approval in writing by the City Council, as Local Planning Authority. Details submitted in compliance with this condition shall then be submitted and approved in writing by the City Council as local planning authority in accordance with the programme as agreed above.

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

32) No part of the development hereby granted permission shall be commenced unless and until a survey of the site in a form and carried out by a person previously approved in writing by the local planning authority has been carried out and demonstrates to the local planning authority's written satisfaction that no protected species inhabit the site and that wild mammals are protected. Should the survey reveal the presence of any protected species, a scheme for the protection of their habitat shall be submitted to and agreed in writing by the City Council as local planning authority before the development commences, and implemented in full in accordance with the approved details and to a timetable agreed in writing by the local planning authority.

Reason - To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act 1981 or as subsequently amended in order to comply with policy EN15 of the Core Strategy.

33) Before development commences a scheme for the extraction of any fumes, vapours and odours from the premises hereby approved shall be submitted to, and approved in writing by, the City Council as local planning authority. The approved scheme shall be implemented prior to occupancy and shall remain operational thereafter.

Reason - In the interests of the amenities of the occupiers nearby properties in order to comply with saved policy EN15; of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

34) Before the development hereby approved is first occupied a Travel Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority. In this condition a Travel Plan means a document which includes:

- i. the measures proposed to be taken to reduce dependency on the private car by those [attending or] employed in the development
- ii. a commitment to surveying the travel patterns of staff during the first three months of use of the development and thereafter from time to time
- iii. mechanisms for the implementation of the measures to reduce dependency on the private car
- iv. measures for the delivery of specified travel plan services
- v. measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car

Within six months of the first use of the development, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted to and approved in writing by the City Council as local planning authority. Any Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full at all times when the development hereby approved is in use.

Reason - To assist promoting the use of sustainable forms of travel to the school, pursuant to policies SP1, T2 and DM1 of the Core Strategy and the Guide to Development in Manchester SPD (2007).

35) A scheme for acoustically insulating the proposed residential accommodation within each phase of development against noise from London Road and the railway line shall be submitted to and approved in writing by the City Council as local planning authority. There may be other actual or potential sources of noise which require consideration on or near the site, including any local commercial/industrial premises. The approved noise insulation scheme shall be completed before any of the dwelling units within that phase are occupied.

Noise survey data must include measurements taken during a rush-hour period and night time to determine the appropriate sound insulation measures necessary. The following noise criteria will be required to be achieved.

- Bedrooms (night time - 23.00 - 07.00) 30 dB LAeq (individual noise events shall not exceed 45 dB L_{Amax,F} by more than 15 times)
- Living Rooms (daytime - 07.00 - 23.00) 35 dB LAeq
- Gardens and terraces (daytime) 55 dB LAeq

Due to the proximity of the development to the railway line (connecting Manchester Piccadilly and Manchester Oxford Road stations) it will be necessary for vibration criteria to apply which can be found in BS 6472: 2008 "Guide to evaluation of human exposure to vibration in buildings". Groundbourne noise/re-radiated noise should also be factored into the assessment and design.

Reason: To secure a reduction in noise from traffic or other sources in order to protect future residents from noise disturbance, and in the interests of residential amenity in order to reduce noise and general disturbance in accordance with saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

36) The commercial premises shall be acoustically insulated and treated to limit the break out of noise in accordance with 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 LAeq (entertainment noise) shall be controlled to 10dB below the LA90 (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 and in the interests of residential amenity in order to reduce noise and general disturbance in accordance with saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

37) (a) Notwithstanding the Flood Risk Assessment prepared by Curtins, other than demolition of the existing buildings and site clearance, the development shall not commence until a scheme for the drainage of surface water from that phase of the new development shall be submitted for approval in writing by the City Council. This shall include:

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

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

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

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

38) (a) Prior to any above ground works, except demolition and site clearance, details of the disposal of foul water from that phase of the development shall be submitted for approval.

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

Reason: In the interest of policy EN15 of the Manchester Core Strategy (2012).

39) The programme of archaeological works for that phase shall be undertaken in accordance with the approved WSI, prepared by TEP.

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

40) The development hereby approved shall be carried out in accordance with the Environmental Standards Statement prepared by Turley Sustainability stamped as received by the City Council, as Local Planning Authority, on the 22 November 2017.

A post construction review certificate/statement for the development shall be submitted for approval, within a timescale that has been previously agreed in writing, to the City Council as Local Planning Authority.

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

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

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

42) Prior to the first occupation of Towers 2 or 3 full details of a roof to be provided over the external nursery area shall be submitted to and approved by the LPA. The roof shall meet the specification for acoustic attenuation as set out at paragraph 13.153 of the Environmental Statement. The roof shall be installed in accordance with the approved details before first occupation of Towers 2 or 3 and shall be retained permanently thereafter.

Reason - in accordance with policies SP1 and DM1 of the Core Strategy.

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 118267/FO/2017 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

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

Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
City Centre Regeneration
Travel Change Team
Strategic Development Team
Greater Manchester Police
Historic England (North West)
United Utilities Water PLC
Canal & River Trust
Environment Agency
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
National Amenity Societies
Manchester Airport Safeguarding Officer
Greater Manchester Ecology Unit
Greater Manchester Pedestrians Society
Greater Manchester Geological Unit
Wildlife Trust
Network Rail
Sport England
Central Manchester University Hospitals NHS Foundation Trust

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

Relevant Contact Officer : Tony Mitchell
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 Application site boundary  Neighbour notification
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