



Planning and Highways Committee

Date: Thursday, 15 February 2024

Time: 2.00 pm

Venue: Council Chamber, Level 2, Town Hall Extension

Everyone is welcome to attend this committee meeting.

Access to the Council Chamber

Public access to the Council Chamber is on Level 2 of the Town Hall Extension, using the lift or stairs in the lobby of the Mount Street entrance to the Extension.. **There is no public access from the any other entrances of the Extension.**

Filming and broadcast of the meeting

Meetings of the Planning and Highways Committee are 'webcast'. These meetings are filmed and broadcast live on the Internet. If you attend this meeting you should be aware that you might be filmed and included in that transmission.

Membership of the Planning and Highways Committee

Councillors

Lyons (Chair), Shaukat Ali, Andrews, Chohan, Curley, Davies, Gartside, Hassan, Hewitson, Hughes, Johnson, Kamal, J Lovecy and Riasat

Agenda

1. **Urgent Business**
To consider any items which the Chair has agreed to have submitted as urgent.
- 1a. **Supplementary Information on Applications Being Considered**
The report of the Director of Planning, Building Control and Licencing will follow.
2. **Appeals**
To consider any appeals from the public against refusal to allow inspection of background documents and/or the inclusion of items in the confidential part of the agenda.
3. **Interests**
To allow Members an opportunity to [a] declare any personal, prejudicial or disclosable pecuniary interests they might have in any items which appear on this agenda; and [b] record any items from which they are precluded from voting as a result of Council Tax/Council rent arrears; [c] the existence and nature of party whipping arrangements in respect of any item to be considered at this meeting. Members with a personal interest should declare that at the start of the item under consideration. If Members also have a prejudicial or disclosable pecuniary interest they must withdraw from the meeting during the consideration of the item.
4. **Minutes**
To approve as a correct record the minutes of the meeting held on 18 January 2024. 7 - 20
5. **138294/FO/2023 - Land At Plymouth Grove Manchester**
The report of the Director of Planning, Building Control and Licensing is enclosed. 21 - 92
6. **138424/FO/2023 - All Saints Campus Oxford Road Manchester M15 6BH**
The report of the Director of Planning, Building Control and Licensing is enclosed. 93 - 154
7. **138768/VO/2023 - 258 Brownley Road Manchester M22 5EB**
The report of the Director of Planning, Building Control and Licensing is enclosed. 155 - 172
8. **138765/FO/2023 - Wren House 108 Palatine Road Manchester M20 3ZA**
The report of the Director of Planning, Building Control and Licensing is enclosed. 173 - 204
9. **138712/FO/2023 - B&M Home Store Burnage Kingsway**

Manchester M19 1BB

205 - 238

The report of the Director of Planning, Building Control and Licensing is enclosed.

10. **138730/FO/2023 - Land Bounded By Oldham Road (A62), Old Church Street, The Lidl Foodstore And Newton Street Manchester M40 1EZ**

239 - 302

The report of the Director of Planning, Building Control and Licensing is enclosed.

Meeting Procedure

The meeting (and any site visits arising from the meeting) will be conducted in accordance with the relevant provisions of the Council's Constitution, including Part 6 - Section B "Planning Protocol for Members". A copy of the Constitution is available from the Council's website at <https://democracy.manchester.gov.uk/ecCatDisplay.aspx?sch=doc&cat=13279>

At the beginning of the meeting the Chair will state if there any applications which the Chair is proposing should not be considered. This may be in response to a request by the applicant for the application to be deferred, or from officers wishing to have further discussions, or requests for a site visit. The Committee will decide whether to agree to the deferral. If deferred, an application will not be considered any further.

The Chair will explain to members of the public how the meeting will be conducted, as follows:

1. The Planning Officer will advise the meeting of any late representations that have been received since the report was written.
2. The officer will state at this stage if the recommendation of the Head of Planning in the printed report has changed.
3. ONE objector will be allowed to speak for up to 4 minutes. If a number of objectors wish to make representations on the same item, the Chair will invite them to nominate a spokesperson.
4. The Applicant, Agent or their representative will be allowed to speak for up to 4 minutes.
5. Members of the Council not on the Planning and Highways Committee will be able to speak.
6. Members of the Planning and Highways Committee will be able to question the planning officer and respond to issues that have been raised. The representative of the Highways Services or the City Solicitor as appropriate may also respond to comments made.

Only members of the Planning and Highways Committee may ask questions relevant to the application of the officers. All other interested parties make statements only. The Committee having heard all the contributions will determine the application. The Committee's decision will in most cases be taken under delegated powers and will therefore be a final decision.

If the Committee decides it is minded to refuse an application, they must request the Head of Planning to consider its reasons for refusal and report back to the next meeting as to whether there were relevant planning considerations that could reasonably sustain a decision to be minded to refuse.

Information about the Committee

The Council has delegated to the Planning and Highways Committee authority to determine planning applications, however, in exceptional circumstances the Committee may decide not to exercise its delegation in relation to a specific application but to make recommendations to the full Council.

It is the Council's policy to consult people as fully as possible before making decisions that affect them. Members of the public do not have a right to speak at meetings but the Committee will usually allow applicants and objectors to address them for up to four minutes. If you have a special interest in an item on the agenda and want to speak, tell the Committee Officer, who will pass on your request to the Chair. Groups of people will usually be asked to nominate a spokesperson.

The Council is concerned to ensure that its meetings are as open as possible and confidential business is kept to the strict minimum. When confidential items are involved these are considered at the end of the meeting at which point members of the public are asked to leave.

Late representations will be summarised and provided in a Supplementary Information Report. Such material must be received before **noon on the Tuesday** before the meeting. Material received after this time will not be reported to the Committee, this includes new issues not previously raised during the formal consultation period. Only matters deemed to be of a highly significant legal or technical nature after consultation with the City Solicitor will be considered.

Material must not be distributed to Planning Committee Councillors by members of the public (including public speakers) or by other Councillors during the meeting. The distribution of such material should be in advance of the meeting through the Planning Service as noted above.

Joanne Roney OBE
Chief Executive
Level 3, Town Hall Extension,
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Further Information

For help, advice and information about this meeting please contact the Committee Officer:
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This agenda was issued on **Wednesday, 7 February 2024** by the Governance and Scrutiny Support Unit, Manchester City Council, Level 2, Town Hall Extension (Library Walk Elevation), Manchester M60 2LA

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Planning and Highways Committee

Minutes of the meeting held on 18 January 2024

Present: Councillor Lyons - In the Chair

Councillors: S. Ali, Andrews, Chohan, Curley, Davies, Gartside, Hassan, Hewitson, Hughes, Kamal, Lovecy, Riasat

Also present: Councillors Abdullatif, Muse, Bayunu, Igbon, Doswell and Ilyas

PH/24/01 Supplementary Information on Applications Being Considered

A copy of the late representations received had been circulated in advance of the meeting regarding applications 137399/FO/2023, 137401/FO/2023, 130387/FO/2021 and 138302/FO/2023.

Decision

To receive and note the late representations.

PH/24/02 Minutes

Decision

To approve the minutes of the meeting held on 14 December 2023 as a correct record.

PH/24/03 137399/FO/2023 - Land bounded by Upper Brook Street, Cottenham Street and Kincardine Road, Manchester, M13 9TD - Ardwick Ward & 137401/FO/2023 - Land between Upper Brook Street, Kincardine Road and Grosvenor Street Manchester - Ardwick Ward

The Committee considered the reports of the Director of Planning, Building Control and Licensing regarding:

137399/FO/2023 - the erection of a 6 to 9 storey building for Sci-Tech use (Use Class E (g)(ii)) and 265sqm of a cafe/bar (Use Class E (b)), and a 9 to 23 storey building for Purpose Built Student Accommodation (PBSA) (Use Sui Generis), comprising 737 bedrooms and 293sqm of community use (Use Class F2 (b)) and 80sqm of commercial floorspace (Use Class E), alongside new public realm, access, parking, and associated works following demolition of existing buildings.

Consideration of this application was deferred by the Planning and Highways Committee on 14 December 2023 to enable a site visit to take place.

The Government published, an updated National Planning Policy Framework (NPPF) on 19 December 2023. The assessment of the issues and matters arising from the application set out in the report remained valid as a result of the publication of the

updated NPPF and the recommendation set out at the end of the report remained unchanged as a result.

114 objections (from 78 households) had been received. Councillors Muse and Abdullatif object.

And:

137401/FO/2023 - Full planning application for the demolition of existing buildings and erection of three 12/14/29 storey buildings to be used for Purpose Built Student Accommodation (Use Sui Generis), comprising 983 bedrooms in total and 506sqm of ground floor ancillary uses (café/commercial and convenience store - Use Classes E (a)/(b)/(c)), three buildings comprising 5/7/9 storeys for Science and Innovation uses (Use Class E (g)(i) & (ii)) and 834sqm ground floor community uses (retail/ cafés and medical facility (Use Classes E (a)/(b) and (e)), and the provision of new public realm, two new public squares, new access and parking, and associated works.

Consideration of this application was deferred by the Planning and Highways Committee on 14 December 2023 to enable a site visit to take place.

The Government published, an updated National Planning Policy Framework (NPPF) on 19 December 2023. The assessment of the issues and matters arising from the application set out in the report remained valid as a result of the publication of the updated NPPF and the recommendation set out at the end of the report remained unchanged as a result.

Manchester Metropolitan University supported the proposal.

113 (from 76 households) objections were received during the first round of notification, 97 (from 77 households) had been received. Councillors Muse and Abdullatif object.

Officers noted that a letter of support had been received from the Growth Company that felt the application presented an opportunity for an exciting platform which would benefit the area for many years. Committee members had been on a site visit on the day of the meeting which focused on the tallest element of the application, at 29-storeys near Grosvenor Street, and its impact on nearby accommodation on Hamsworth Close. On the visit, members stopped opposite Elizabeth Yarwood to see another taller element on Upper Brook Street with the lower element closer to Kincardine Court. Members noted the proximity to homes on the opposite side to Kincardine Court. The visit stopped at Gartside gardens, noting the proximity of buildings to road frontages and therefore the community. Members asked questions during the visit that were answered by Officers.

The Planning Officer noted that the Council's main priority was to deliver commercial space, and the application offered 650,000 square feet. Life sciences are one of the key growth sectors and the opportunity to commercialise that was only available in a small area, mainly around the University. To deliver that space, the application needed to provide an enabling use, which for this was PBSA, which was desperately needed in Manchester. The size of the scheme had reduced considerably. Originally

the application was for a 42-storey building but was now 29 storey following work by officers. The application had been independently tested and that was satisfied the application was not excessive and was the amount required to deliver the commercial floor space.

Two objectors addressed the Committee. The first objector raised concerns that the development would be towering, removing day light for nearby residential property. The objectors felt this was a residential area for families and that they had been told the area would be a thriving community, not a Life Science campus. It was felt that students would not move out of HMO's as PBSA was too expensive.

The second objector had similar concerns regarding the size of the application and the negative impact on residents. They felt the application would overshadow the nearby park and residential properties. They had concerns regarding a possible increase in pollution. The resident felt there was not enough sunlight in the area, and this would remove it even further. The resident felt Councillors had a lead role in looking after residential communities and requested that the application was refused.

Two applicants addressed the Committee for each application. The first stated that the applicant was investing £730 million into the area having consulted extensively and listened to the Community. The scheme had been amended to the minimum required to deliver the Life Sciences space. Nearby car parks have low occupancy levels that can be used if necessary. They noted that the local community had requested certain amenities, such as a GP surgery, which was included in the application.

The second agent noted that the applications would deliver PBSA and a leading Life Science building. Whilst this was the only suitable location, this was also the correct location. The applicant wanted to play an active role in the community. The scheme was to provide 500 Life Science jobs once completed, with 800 during the delivery of the project.

A ward Councillor addressed the Committee stating that this was an area of family homes and a tight knit community. They felt the application did not match that. The Councillor felt that the area did not need the amount of students proposed in the application. They did not believe the application would enhance any part of resident's lives. They felt the application would increase traffic and commuters in an already busy area. The application would overshadow homes, as well as green spaces.

A second ward Councillor addressed the Committee, hoping that the site visit had provided members with a clearer idea of their objections. They noted that it had been the 10 years anniversary of the Brunswick redevelopment, and that this application would have a detrimental impact on that redevelopment. They had raised consistent objections, noting a lack of parking for 5,000 people, the height of the building, and loss of light and overshadowing. They felt that there was already PBSA around, with more already approved so questioned the need for this scheme. They raised issues relating to the viability of this scheme. The ward Councillor felt the development was not suitable for the area.

The Planning Officer stated that 2 comprehensive reports addressed the issues raised. It had never been suggested that there would not be a substantial impact on the area. All impacts had to be properly tested, with all impacts set out in the reports. The application had been fully considered and that formed the basis of Officer's recommendation.

The Planning Officer noted there had been comments regarding PBSA and what it achieves, with suggestions that it did not lead to students moving out of mainstream accommodation and HMO's. They noted that in South Manchester, Council tax exemptions had dropped by 31%, meaning 670 homes had been taken out of student use. In the City Centre, council tax exemptions had flatlined but the number of students living in the centre had increased by 4,000, highlighting that most of those students were living in PBSA. In Ardwick, in the previous 10 years there had been 2,000 more students living in the area but only 200 PBSA spaces built so students were living in mainstream accommodation or HMO's. Without PBSA, those numbers would continue to rise.

In terms of Public Realm, there were 3 significant areas proposed as part of scheme, with 3 generous routes linking Brunswick and Upper Brook Street through the site that were landscaped with seating throughout.

The Planning Officer stated that there was no parking with scheme, but it is Council policy to reduce car journeys and increase public transport use. To provide parking as part of the scheme would not encourage that. They did also note that there were 3 car parks within a 10-minute walk of site that operated well below occupancy levels.

The Planning Officer stated that the impact of overshadowing was set out in both reports and had not been ignored. They were not suggesting that there would be no impact, but assessments had shown that the impact would not be significant.

Following persistent interruption from the public gallery, at this stage the Chair requested that the meeting being adjourned whilst the public gallery was cleared. The Committee restarted in the Antechamber.

The Planning Officer continued that in terms of viability, this was a large and complex scheme, that in total was over 2 hectares. As the proposal was not just Life Sciences, it had to be tested how much of enabling development was necessary to deliver the scheme. An Independent Party had assessed the proposal and agreed that the level of PBSA was required to deliver the 650,000 square feet of commercial space.

In terms of rights of light, the Planning Officer stated that was a private matter and could not be assessed in the Planning process. During that process, the impact on day light, sun light and overshadowing are all assessed and that was set out in the report.

The Chair moved on to taking questions from members, grouping questions together. A member questioned if the scheme could not be built or maintained without the subsidy of the PBSA, and if so, why that was the case. A member also queried if there was any provision for highway adaptations within the applications due to the increased population they would bring. A member then questioned how the

developer would have an active role in the community, as had been suggested. They did not see how residents wants were being met by the applications.

The Planning Officer noted that the viability assessment had shown the requirement for a subsidy, but that subsidy was from the developer and not students. In terms of Upper Brook Street, thousands of students cross over there every day to get to the University as a third of Ardwick population are already students. One of the public crossings was to be enhanced as part of the application but if there were safety issues, the highways authority would already have been aware. The Planning Officer felt it important to remember that students were also residents and part of the communities that they live in. The proposal included retail units to benefit the Community, with the developer having attempted to get a Lidl supermarket but Lidl were not interested at the time. There was to be a community centre, and medical centre along with 3 major pieces of public realm with 3 wide, landscaped routes.

A member queried to what extent a different model was feasible where a subsidy would not be needed. A member questioned how it would be made sure that the local retail would be for local residents rather than takeaway outlets aimed at students.

Councillor S. Ali moved the Officer's recommendation for both applications.

The Planning Officer was invited to respond to the member queries prior to the moving of Officer recommendations. The Planning Officer reminded the Committee that they had to make decisions on planning policies. This site was seen as complex, with the application across 2 hectares which was larger than usual applications. The only viable way to deliver the proposal was using enabling development of PBSA of this scale. The data showed where students want to live, which was close to the Universities. The evidence showed that when PBSA is available, students move out of family homes and HMOs into the PBSA. The Planning Officer accepted that students were a transient population, but they wanted to free up homes to be occupied by permanent residents. The developer had engaged with the community to establish what types of retail units they wanted in the space created by the application. Whilst it could not be confirmed the type of retail that would be there, the Planning Officer felt that the developer wanted retail to serve the residents.

A member continued to query why the scheme was not profitable and did not understand the need for a subsidy. A member then questioned how deliveries to the PBSA would be managed. A member also noted that a recent report stated that students from Manchester were travelling to other cities for university.

The Director of Planning noted that students were staying outside Manchester due to not being able to get any accommodation. They reminded the Committee that they had to form a decision based on current planning policy.

The Planning Officer repeated that in relation to the need for a subsidy, that was what the viability assessment had shown. Strategies were also proposed within the report for dealing with moving in and out, and managing deliveries, with conditions proposed to support that.

As Councillor S. Ali had moved the Officer's recommendation for both applications earlier, at this point, Councillor Andrews seconded the proposal.

Decision

The Committee resolved to be Minded to Approve both applications subject to the signing of a section 106 agreement to secure the provision of affordable rented accommodation, a mechanism to secure the delivery of the employment building, that private waste collections would take place for the perpetuity of the development and secure the project architect.

PH/24/04 138126/00/2023 - University of Manchester Fallowfield Campus Wilmslow Road, Manchester M14 6HD - Fallowfield Ward

The Committee considered the report of the Director of Planning, Building Control and Licensing regarding an outline planning application (with access only in detail) for the phased demolition of existing buildings and phased development of up to 3,300 Purpose Built Student Accommodation bedrooms (Sui Generis use class) with associated facilities including waste storage, laundry and cycle storage; up to 4,500 sq m of floorspace to be used for ancillary purposes associated with the student residential use of the site within Use Class F1a, Class E(a), E(b), E(c), E(d), E(g), Sui Generis (drinking establishment and hot food takeaway); ancillary supporting staff accommodation (up to 55 bedrooms) (Sui Generis use class), and up to 1,200 sq m of ancillary residential dwellings (Use Class C3), plus associated car parking, hard and soft landscaping, open space, utilities, footpaths and roads.

The application related to the redevelopment of part of the University of Manchester student halls of residence at its Fallowfield Campus within the Fallowfield ward. Planning permission had previously been granted for its demolition and redevelopment as part of a wider scheme to provide additional bedspaces at the Campus. The application sought to update the University's proposals to modernise the campus and provide further additional capacity at the site to address the need within the City for further purpose-built student accommodation (PBSA).

The Government published, an updated National Planning Policy Framework NPPF) on 19 December 2023. The assessment of the issues and matters arising from the application set out in the report remained valid as a result of the publication of the updated NPPF and the recommendation set out at the end of the report remained unchanged as a result.

The Planning Officer had nothing to add to the report.

An objector noted that they had lived in the area for 24 years. They felt Fallowfield to be struggling with the number of people there. There were already issues with litter. The University of Manchester only guaranteed PBSA for students in their first year. The objector did not believe that this application would free up family homes and felt there was no evidence to support that it would. They felt the application was an overdevelopment of the site. They had concerns about carbon emissions and the effect of those on children, the elderly and the most vulnerable.

The agent, noted that this was an outline application with strict limits contained within that, such as having declared the maximum number of beds, the maximum height of the scheme and the areas that must be free from development and the points of access that were fixed in the application. The agent felt that the outline application allowed for Officers to make a full assessment of the scheme. The agent noted that it was desirable to increase the student population of Manchester but to do that, extra PBSA was required. Prices were to be purposely set at a competitive rate, typically 30% cheaper than what was available elsewhere. The agent noted that PBSA was necessary to move students out of residential homes and HMOs, as supported by the evidence. Fallowfield remained a popular location for students. The scheme had been designed to be zero carbon emissions in operation and achieve a net-gain of 20% in biodiversity, which was a university standard. The university had been involved in extensive engagement with the neighbourhood team in Fallowfield to put long-term support into the area.

A ward Councillor accepted that issues would be easier to manage whilst students were in PBSA. They accepted that the area was marketed for students to move into but did not believe the application would free up HMOs and family homes. The ward Councillor noted that a previous application in the area was refused on appeal due to that application bringing an extra 425 students to the area and the impact that would have. They noted the application being considered by members was for over 3,000 bedrooms. They felt that it was long-term residents who would be impacted most by the application.

A second ward Councillor addressed the Committee, stating their belief that this was an overdevelopment. They wanted residents to be considered and did not believe they had been as part of this. They felt the application had not considered whether the site was suitable for PBSA. The ward Councillor did not believe that PBSA would free up family homes and HMOs.

The Planning Officer noted that the report before members addressed the issues that had been raised. They stated that there were clear parameters to approve the scheme contained within the report. The Planning Officer was aware of the need to provide family homes in Fallowfield and stated that without PBSA, students would continue to take up those family homes. The university had agreed a programme of work with the neighbourhood team in Fallowfield for the short and long term.

A member queried if the Planning Officer had details on the number of students who had moved out of HMO's. A member asked what percentage of the rooms in the application would be for second- and third-year students.

The Planning Officer stated that the council tax exemptions data from their housing colleagues provided the data regarding students moving into PBSA and away from HMO's. They noted that approving the outline application did not constrain the Committee but set a limit on what can be proposed in subsequent applications, such as the number of bedrooms and height of the building.

A member queried what the drawback was for students not in their first year. Another member asked that the developer works closely with the neighbourhood teams to improve their offer to the community.

The Planning Officer noted that they could not control through the Planning process whether second- and third-year students live in the building. They had discussed the possibility of reserving places for those students with the university. The Planning Officer stated that discussions were already underway between the developer and neighbourhood teams.

Councillor Andrews moved the Officer's recommendation to Approve.

Councillor Davies seconded the proposal.

Decision

The Committee resolved to Approve the application.

PH/24/05 130387/FO/2021 - 130387/FO/2021 - The Former Gamecock Public House Boundary Lane Manchester M15 6GE

The Committee considered the report of the Director of Planning, Building Control and Licensing regarding the erection of a part 7, part 9 storey purpose-built student accommodation building comprising 146 bed spaces (Sui Generis use class) with ancillary amenity space, a ground floor community hub (proposed for Use Classes F2(b), E(b), E (3), E(f)) and associated landscape works and infrastructure.

A scheme was reported to Planning and Highways Committee on the 16 November 2023 for a part 7, part 9 storey PBSA building providing 146 bed spaces. The Committee were 'minded to refuse' on the basis that PBSA of that size would have been contrary to maintaining a sustainable mixed residential neighbourhood and would lead to an imbalance of students living in the area. The planning policy context for this proposal was set out clearly in the section of the report with the subheading 'Policies'. That part of the report addresses all the policies that were relevant to the determination of the application. As had been set out in previous reports, officers did not consider that there was a policy-based reason to refuse this proposal.

There were 22 objections to the latest scheme, one expression of support and two neutral comments.

The Planning Officer stated that a letter of objection had been received from the Guinness Partnership on behalf of Cooper House residents, drawing particular attention to issues associated with the parking spaces for disabled people on Camelford Close, land they believe was not a public highway. The Council is a freeholder of the land on Camelford Close, providing a lease to the Guinness Trust but applicant would have a legal right to access the parking spaces. The Planning Officer noted that 31 objections from when the item was last before the Committee had been missed off this most recent report.

An objector stated that the development would have a profound impact on daylight and be overbearing on Cooper House. They felt there would be insufficient parking and loading, that would lead to further traffic congestion. They believed the

application to be a far denser development than others in the area. They felt the development threatened residents' quality of life.

A second objector noted that they had been consistent in stating that this development was inappropriate for the area. The proposed development would overlook children's bedrooms. They felt the offer of a Community Hub from the developer to be insulting and asked the Committee to refuse the application.

The applicant's agent addressed the Committee, stating that this would be a high quality, sustainable development. They felt there was a pressing need for PBSA in Manchester and that this site was currently a blight on the local area. The proposed site was 500 metres from the University of Manchester and 200 metres from Manchester Metropolitan University. The proposed PBSA would offer a variety of accommodation, in-line with the offer of a typical PBSA and will provide disabled parking and a Community Hub. The proposal was in-line with other buildings in the area with the reduced scale and mass.

A ward Councillor addressed the Committee, stating that this was the time to finally refuse the application. They felt the proposal did nothing to address their concerns and had provided no evidence of the need for PBSA on this site. They felt the application would bring disruption to a settled residential area, failing to consider the health and wellbeing of residents. They felt that the trees proposed to be planted would not have sufficient light. The Councillor felt that the rooms offered were below the required standard.

A second ward Councillor addressed the Committee, stating that nothing had changed. They had objected on every occasion the application had been before the Committee. The application was in a residential area and students already living in the area had had a negative impact.

The Planning Officer noted that the applicant had amended the application on three occasions. The Planning Officer could find no policy-based reason to refuse the application based on the reason the Committee had been previously minded to refuse, on the basis that PBSA of this size would be contrary to maintaining a sustainable mixed residential neighbourhood and would lead to an imbalance of students living in the area.

A member stated that they thought a different reason for minded to refuse had been given at the previous meeting, relating to the size of the scheme. They felt the application did not fit with the Oxford Road Regeneration Scheme. They wanted to propose refusal based on the size of the scheme and policy H12.

The Director of Planning informed members that there was clear protocol relating to minded to refuse. When members are minded to refuse, Planning officers take that away to try to find a reason for refusal. Previously, the applicant had amended the scheme based on the reasons that members had been minded to refuse. At the previous meeting the reason for minded to refuse was that PBSA of this size would be contrary to maintaining a sustainable mixed residential neighbourhood and would lead to an imbalance of students living in the area, and not the height of the scheme.

If members wanted to change the reason, then they would have to be minded to refuse again rather than being able to propose refusal.

A member then stated that they would second the proposal if amended to minded to refuse on the basis of Policy H12.

A member then stated their belief that it would be disingenuous to be minded to refuse again, feeling that a decision was necessary. They queried how the vote would work.

The Director of Planning and the City Solicitor's representative informed the committee that if a motion is defeated, then another motion would need to be proposed for a decision. The same motion could not be moved twice.

Councillor Lovecy moved minded to refuse on the basis of Policy H12. Councillor Curley seconded the proposal. The proposal was defeated, with three members in favour, nine against and two abstentions.

Councillor S. Ali moved the Officer's recommendation.

Councillor Chohan seconded the proposal.

Decision

The Committee resolved to be Minded to Approve subject to a legal agreement containing affordable rent obligations for up to 20% of all bed spaces being advertised as being below market rent level in each academic year.

PH/24/06 138302/FO/2023 - 1 Park Place Manchester M4 4EZ

The Committee considered the report of the Director of Planning, Building Control and Licensing regarding the erection of a part 25 and part 15 storey residential building comprising 154 apartments (Use Class C3a) with ground floor commercial uses (Use Class E), together with associated residents amenity space, cycle parking, substation, servicing, and associated landscaping works following demolition of existing buildings.

The proposal would create 154 homes, of which up to 20% would be affordable (shared ownership), with commercial space in a part 15, part 25 storey building. There would be public realm, parking for disabled residents and a loading bay.

Six objections had been received.

The Planning Officer report incorrectly stated that the affordable housing as part of the application was to be shared ownership, but it would be discounted market sales at 80% of market rates.

The applicant attended and addressed the Committee, noting that they had been a Manchester resident for a long time and had made a high-quality application

containing 20% affordable housing. The application provided commercial space whilst also aligning with the zero carbon aims of the city.

Councillor Riasat noted that the report was detailed and was happy to move the Officer's recommendation.

A member had concerns regarding the design of the application, with white buildings often becoming stained.

The Planning Officer stated that there were lots of white buildings that were not stained. When designed correctly, white buildings will remain white. The application had employed an experienced architect.

Councillor S. Ali seconded the proposal of Councillor Riasat to move the Officer's recommendation.

Decision

The Committee resolved to be Minded to Approve subject to the signing of a legal agreement to secure 20% affordable housing and to secure the use of the project architect.

PH/24/07 137657/FO/2023 - 27-29 Middleton Road Manchester M8 5DT

The Committee considered the report of the Director of Planning, Building Control and Licensing regarding the erection of two storey building (with basement) to form synagogue (Class F.1) following demolition of existing building, together with associated parking and landscaping.

The application related to a pair of semi-detached dwellinghouses which had been subdivided into flats. Consent is sought for the erection of a two-storey building (with basement) to form a synagogue (Class F.1) following demolition of existing building, together with associated parking and landscaping. The application site is located within the Crumpsall Lane Conservation Area.

7 objections and 103 emails of support had been received.

The Planning Officer stated that if members were to agree the recommendation of Officers, they would ask for one additional condition regarding another bat survey taking place before demolition of the building.

An objector attended and addressed the Committee, noting the proposal to demolish two houses and replace with a religious centre. The houses are part of a conservation area and were part of the reason why there is a conservation area in the first place. The objector could not see the justification for demolishing the properties. They raised concerns regarding traffic, noting the site is between two sets of traffic lights with congestion issues already apparent. They felt the application would make the congestion issues worse.

The applicant attended and addressed the Committee, accepting that it was a conservation area. The application had been in process for two years to ensure that the design addressed the needs of the area. They noted that they would not be able to keep the building as it was, and that the application brought less than substantial harm. Issues relating to traffic and parking had been addressed in the report, noting that the building was for an Orthodox religious community who were prohibited from driving on the days they visited the centre.

The Planning Officer accepted that it was regrettable to lose a building in a conservation area but it has been fully explored with the applicant whether it was possible to reuse the existing building or retain the frontage but it was accepted that the proposed scheme was an appropriate design and that there would be less than substantial harm with the public benefits outweighing any limited harm. The Planning Officer was satisfied that users of the centre would walk and not drive.

A member queried if the building was still in use as housing.

The Planning Officer stated that the building was in use as apartments, owned by the applicant. There was a condition that the applicant would assist those living in the apartments with relocation.

A member questioned if there would be a pressure on timing relating to that relocation.

The Planning Officer stated that the condition would include time scales to relocate existing tenants.

Councillor Riasat moved the Officer's recommendation.

Councillor S. Ali seconded the proposal.

Decision

The Committee resolved to be Minded to Approve (subject to statutory notices lapsing and no new issues being raised).

PH/24/08 138294/FO/2023 - Land At Plymouth Grove Manchester

The Committee considered the report of the Director of Planning, Building Control and Licensing regarding the erection of a part six storey, part eight storey building for use as purpose-built student accommodation (PBSA) (Sui Generis) comprising 263 bed spaces, with associated amenity space, cycle parking, external landscaping, access, and other associated works.

6 objections had been received.

The Planning Officer recommended a further condition should the Committee be Minded to Approve, to agree details of boundary treatment.

The applicant's agent addressed the Committee, stating that there had been extensive engagement regarding the application from the outset. The application would reuse a vacant brownfield site. The agent stated that there was a clear need for additional student accommodation in Manchester. The agent stated that the application met Policy H12. The application would provide economic and regeneration benefits, bringing construction jobs that would be targeted at Manchester residents. They noted there had been no objections from statutory consultees.

Councillor Hewitson proposed a site visit, noting that the proposed site was facing a children's nursery and would overshadow nearby buildings.

Councillor Curley seconded the proposal.

Decision

The Committee resolved to approve the motion for a site visit in order to investigate the potential impact of overshadowing on nearby buildings and the impact on the nearby children's nursery.

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Application Number	Date of Appln	Committee Date	Ward
138294/FO/2023	10th Oct 2023	15 th Feb 2024	Ardwick Ward

Proposal Erection of a part six storey, part eight storey building for use as purpose built student accommodation (PBSA) (Sui Generis) comprising 263 bed spaces, with associated amenity space, cycle parking, external landscaping, access and other associated works.

Location Land At Plymouth Grove, Manchester

Applicant Plymouth Grove Property Development Ltd

Agent Mr Ed Harvey, Avison Young

BACKGROUND

Consideration of this application was deferred by the Planning and Highways Committee on 18 January 2024 to enable a site visit to take place.

EXECUTIVE SUMMARY

The application proposes a 6 to 8 storey purpose building student accommodation (PBSA) building with ground floor amenity space.

Two previous planning permission have been granted at the site for a 7 storey building for residential purposes and occupied a similar footprint to the proposed development.

6 objections have been received.

Principle of the proposal and the schemes contribution to regeneration The development is in accordance with national and local planning policies, and would bring significant economic, social and environmental benefits. It would develop a vacant, brownfield site which currently has a negative impact on surrounding visual amenity.

The PBSA meets the planning policy requirements set out in policy H12 of the Core Strategy and would help increase the supply of student accommodation in the City. 10% of the accommodation would be available on a discounted rent.

Economic The development value is £30 million and would create temporary and full time equivalent jobs. Local labour Proposal would ensure local people benefit.

Social This proposal would redevelop a vacant, low quality brownfield site in close proximity to the Oxford Road Corridor. 263 bedspaces would support the student accommodation pipeline of which 10% would be affordable.

Environmental This is a highly accessible area where walking and cycling would be encouraged. Green infrastructure would be created including bird and bat boxes to

improve biodiversity. Renewable technologies would meet some of the buildings energy needs. Sustainable drainage would manage surface water. The design would improve the appearance of Plymouth Grove.

Impact on the historic environment The building would impact on nearby listed buildings. It would cause a low level of less than substantial harm which would be outweighed by the benefits of the scheme.

Impact on local residents There would be impacts on daylight/sunlight and overlooking. Construction impacts could be managed to minimise the effects on residents and local businesses. Noise outbreak from plant and the commercial unit would meet relevant standards. This would be a significant development adjacent to a well established residential community and its scale would be noticeable. This is an area where change is expected, and proposals of a similar scale have been approved at this site. This proposal would deliver significant economic, social and environmental benefits.

A full report is attached below for Members consideration.

Description

This 0.15 ha site is located on the corner of Plymouth Grove and Dryden Street in Brunswick. It is vacant, overgrown, previously developed land and is secured by a combination of Heras and timber fencing.



Site location plan and current condition of the site

Significant investment in housing and infrastructure through a Public Finance Initiative has transformed Brunswick over the last decade with new and refurbished homes, green spaces and public realm.

The prevailing character is two and three storey homes. On the opposite side of Dryden Street is South Manchester Cemetery and Holyrood Nursery. To the east is an area of green space which has a public right of way through it. The south-eastern

boundary is shared with 23 Plymouth Grove, a 3 storey PBSA building. Beyond this is Plymouth Lodge (Grade II) which is in use as homes. On the opposite side of Plymouth Grove is the 13/ 9 storey Nick Everton House. Beyond Nick Everton House, is Manchester Royal Infirmary and the University of Manchester Campus.

Plymouth Lodge (23 Plymouth Grove), a Grade II listed building is 65m south east of the site. The site is in Flood Zone 1 and a critical drainage area. It is in the Manchester Air Quality Management Area (AQMA) where air quality conditions are poor. This is a highly sustainable and accessible location, close to a range of public transport infrastructure, shops, services and leisure facilities together with close access to the University Campuses.

Planning History

Planning permission was granted at the application site for a 7 storey building to form 61 homes with surface car parking, access from Dryden Street and a communal garden area in October 2017 following demolition of existing buildings (115969/FO/2017). The three-storey residential building which previously occupied the site was demolished following the grant of planning permission in 2017.

Planning permission was granted in October 2014 for a 4, 5, 6 and 7 storey building to form 42 homes (105859/FO/2014/N2).

The Proposal

The proposal involves the creation of 263 student bed spaces in a part 6, part 8 storey building. 90% of the bed spaces would be studios with 10% 'Premium Studios'

The standard studios range in size from 19.3sqm to 20.9sqm and are designed for single occupancy. The premium studios range from 24.6sqm to 33.7sqm and are designed for dual occupancy with the larger studios also be adaptable to meet accessibility needs of students.

The ground floor amenity space would include a gym, wellness studio, private dining room, TV lounge, private work rooms, co-working spaces and a lounge.



Ground floor plan

A courtyard space would provide an external area for recreational purposes with seating and planting.

The façade along Plymouth Grove would be masonry, constructed of a light brick. A red brick to Dryden Street would respond to the change in building height and characteristics of the street scene. The windows would be arranged in a grid pattern with vertical and horizontal banding providing interest to the elevations. Large areas of glazing would provide active frontages to Dryden Street and Plymouth Grove.



Image of the building from Plymouth Grove

Servicing is located in the 6 storey element of building. Decorative perforated metal panels would provide ventilation and visual interest. There would be 132 cycle spaces including disabled cycle parking of 5% (7 spaces) for non-standard bikes, such as trikes or cargo bikes.

The development would be car free. The applicant has an agreement with Q Park on Hathersage Road and students could lease a parking space at a discounted rate. An accessible parking bay and loading bay would be created along Dryden Street.

The planning submission

This planning application has been supported by the following information:

- Design and Access Statement, including: Waste Management Plan and Servicing Strategy;
- Planning Statement, including: - Statement of Community Involvement Chapter;
- Acoustic Survey;
- Air Quality Assessment;
- Archaeological Desk Based Assessment;
- Broadband Connectivity Assessment;
- Circular Economy Statement;
- Framework Construction Management Plan;
- Crime Impact Statement;
- Daylight Sunlight Assessment;
- Flood Risk Assessment;
- Drainage Design Technical Note;
- Fire Statement;
- Ecological Assessment, including BNG;

- Energy Statement;
- Heritage Assessment;
- Landscape Design Statement;
- Operational Management Plan;
- Local Labour Agreement;
- Site Investigation Report (Phase 1);
- UXO desk Study;
- Student Need Assessment;
- Transport Statement (inc. Travel Plan);
- Arboricultural Impact Assessment;
- Arboricultural Method Statement; and
- TV and Radio Reception Survey.

Consultations

Publicity The proposal has been advertised as a major development. A Site notice was displayed. Local residents and businesses have been notified over an extensive area.

Local residents/public opinion

6 objections have been received and the comments can be summarised as follows:

- The proposal would bring significant problems to the area due to already being busy with traffic and people;
- There is already a very big student accommodation across the road from this building which is going to be built alongside the private nursery on the corner of Dryden road, and Plymouth grove next to the cemetery;
- There has been no proper road management to serve the increase influx of vehicles. Consideration needs to be given to drop off times and a new dedicated area for drop off zones for parents of the nursery during and after construction.
- Inadequate facilities for growing population, doctors, shops, leisure spaces etc need to be considered.
- Provisions for dedicated recycling points should be considered to support Manchester City Council recycling goals.
- Improved provisions for cycle storage.
- The design needs to be more environmentally sustainable. Consider the use of solar panels, wind turbines on the top of the design;
- The proposal would reduce the public recreational green space and would alter the view, block light and attract loud students who come and go at different times of the day and night.
- The proposal would impact on residents wellbeing and the value of homes together with making the area unsafe.
- Building more apartments for students this will over populate the area and would amplify rodent issues in the area;
- The area also has high rates of drugs and tipping and this will only worsen with this proposed development;
- There are restriction of housing in the area not becoming short term lets. There is a concern that a large increase in students living in the area would reduce the community feel of Brunswick.

Highway Services the highway network could accommodate the low level of trip generation from the site. Redundant access points should be reinstated, and tactile paving introduced. Traffic Regulation Orders (TROs) should be reviewed and refreshed where possible on the immediately surrounding streets to prevent on street car parking. The cycle spaces proposed is acceptable including. A travel plan and constriction management plan should be prepared and agreed.

Environmental Health the acoustic levels set out in the report for the plant and insulation should be adhered to. Final details of the waste arrangements for the office, commercial and PBSA should be agreed. A lighting scheme should be agreed along with hours of operation and fume extraction details for the commercial elements. A final construction management plan should be agreed.

Works and Skills Team recommend a condition requiring a local labour scheme.

Flood Risk Management details of a surface water drainage scheme should be submitted for approval with a flood evacuation plan, management regime and verification report.

Greater Manchester Ecology Unit (GMEU) no comments on ecology grounds.

Environment Agency the previous historic industrial use of the site presents a risk to controlled waters as the site is located on a Principal Aquifer. The details submitted demonstrate it would be possible to manage the risks to controlled waters subject to further details which can be conditioned.

Greater Manchester Archaeology Advisory Service (GMAAS) no requirement to impose any archaeological requirements.

Health and Safety Executive (HSE) (Gateway One) are content with the proposals.

Design for Security at Greater Manchester Police the scheme should be carried out in accordance with the Crime Impact Statement which should be a condition.

Aerodrome Safeguarding no objections subject to an informative in respect of cranes.

Manchester Metropolitan University no comments received.

University of Manchester no comments received.

The Development Plan

The Development Plan consists of: The Manchester Core Strategy (2012); and Saved policies of the Unitary Development Plan for the City of Manchester (1995). The Core Strategy Development Plan Document 2012 -2027 is the key document in Manchester's Local Development Framework. It sets out the long-term strategic planning policies for Manchester's future development.

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 and saved UDP policies as directed by section 38 (6) of the Planning and Compulsory Purchase Act 2004 unless material considerations indicate otherwise.

The relevant policies within the Core Strategy are as follows:

Strategic Spatial Objectives - The adopted Core Strategy contains Strategic Spatial Objectives that form the basis of its policies, as follows:

SO1. Spatial Principles This is a highly accessible location and the proposal would reduce the need to travel by private car and would support the sustainable development of the City and help to halt climate change.

SO2. Economy The scheme would provide jobs during construction and permanent employment in a highly accessible location. These jobs would support the City's economic performance, reduce economic, environmental and social disparities, and help to create inclusive sustainable communities.

SO5. Transport The development would be highly accessible, reduce the need to travel by private car and make the most effective use of public transport. This would promote the use of sustainable transport and help to enhance the functioning and competitiveness of the city and provide access to jobs, education, services, retail, leisure and recreation.

SO6. Environment The development would help to protect and enhance the natural and built environment and should help to mitigate and adapt to climate change; support biodiversity and wildlife; improve air, water and land quality; and improve recreational opportunities; and ensure that the City is inclusive and attractive to residents, workers, investors and visitors.

Policy SP1 Spatial Principles the proposal would help to create a neighbourhood where people choose to be and provide modern accommodation for students. It would maximise use of the City's transport infrastructure, and its proximity to the Universities would promote walking and cycling. The proposal would help to meet the need for student accommodation. The impact on local residents has been assessed and the historic context understood.

Policy EC3 The Regional Centre The proposal would provide 263 student bedrooms close to higher education provision.

Policy CC5 Transport The highway improvements would support pedestrian and cycling movement in and around the area.

Policy CC6 City Centre High Density Development the high-density proposal would use the site efficiently.

Policy CC7 Mixed Use Development the active ground floor would provide amenities for the students.

Policy CC8 Change and Renewal employment would be created during construction.

Policy CC9 Design and Heritage the development would have an impact on the settings of nearby listed buildings. This is discussed in detail in the report.

Policy CC10 A Place for Everyone the proposals would complement the ongoing regeneration of the City. It would be fully accessible with a portion of the studios being adapted for those with accessibility requirements. On street accessible parking spaces would be created.

Policy T1 Sustainable Transport the site is close all forms of public transport modes and is accessible by cycling, car sharing and car clubs.

Policy T2 Accessible areas of opportunity and needs this is a highly sustainable location, close to all forms of public transport. The impact on the impact highway network would be acceptable.

Policy H12 Purpose Built Student Accommodation the provision of BBSA is supported where it would satisfy the criteria below. Priority will be given to schemes which are part of the universities' redevelopment plans or which are being progressed in partnership with the universities, and which clearly meet Manchester City Council's regeneration priorities.

1. Sites should be in close proximity to the University campuses or to a high frequency public transport route which passes this area.
2. The Regional Centre, including the Oxford Road Corridor, is a strategic area for low and zero carbon decentralised energy infrastructure. Proposed schemes that fall within this area will be expected to take place in the context of the energy proposals plans as required by Policy EN 5.
3. High density developments should be sited in locations where this is compatible with existing developments and initiatives, and where retail facilities are within walking distance. Proposals should not lead to an increase in on-street parking in the surrounding area.
4. Proposals that can demonstrate a positive regeneration impact in their own right will be given preference over other schemes. This can be demonstrated for example through impact assessments on district centres and the wider area. Proposals should contribute to providing a mix of uses and support district and local centres, in line with relevant Strategic Regeneration Frameworks, local plans and other masterplans as student accommodation should closely integrate with existing neighbourhoods to contribute in a positive way to their vibrancy without increasing pressure on existing neighbourhood services to the detriment of existing residents.
5. Proposals should be designed to be safe and secure for their users, and avoid causing an increase in crime in the surrounding area. Consideration needs to be given to how proposed developments could assist in improving the safety of the

surrounding area in terms of increased informal surveillance or other measures to contribute to crime prevention.

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

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

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

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

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 EN1 Design principles and strategic character area the design and appearance would enhance the regeneration of the area.

Policy EN2 Tall Buildings this proposal would be appropriately located, contribute to sustainability and place making and bring regeneration benefits. It would complement the City's built assets and make a positive contribution to the evolution of a unique, attractive and distinctive City, including its skyline and approach views.

Policy EN3 Heritage The proposal would enhance the setting of the adjacent Listed Buildings and this is discussed in more detail below.

Policy EN5 Strategic Areas for low and zero carbon decentralised energy infrastructure the building has an energy strategy. There are no plans for district heating or other infrastructure in the local area. The energy systems which would be incorporated into the development could connect to any future infrastructure.

Policy EN6 Target Framework for CO2 reductions from low or zero carbon energy supplies an Energy Statement sets out how the proposals would meet the requirements of this policy.

Policy EN8 - Adaptation to Climate Change a Sustainability Report identifies measures to minimise the impact of the proposal on climate change.

Policy EN9 Green Infrastructure trees and vegetation would be removed. New and enhanced landscaping and public realm would be provided.

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

Policy EN15 - Biodiversity and Geological Conservation The proposals include measures to improve biodiversity including landscaping which would create habitats and bat and bird boxes.

Policy EN16 - Air Quality the proposal would be highly accessible by all forms of public transport, reduce reliance on cars and minimise emissions from traffic. It would not compromise air quality. There would be no on site parking with one accessible bay created on street. The secured cycle storage would encourage cycling. Dust suppressions measures would be used during construction.

Policy EN17 – Water Quality an assessment of the site’s ground and groundwater conditions shows that subject to specific measures being adopted it is unlikely that the development would cause contamination to surface water courses and any impact on water quality can be controlled through a condition.

Policy EN18 - Contaminated Land and Ground Stability a desk study identifies possible risks arising from ground contamination and any impact can be controlled through conditions.

Policy EN19 Waste the proposal would be consistent with the principles of waste hierarchy and a Waste Management Strategy details measures to minimise waste production during construction and in operation. The onsite management team would ensure the waste streams are appropriately managed.

Policy DM1 Development Management consideration has been given to the design, scale and layout and functioning of the building (particularly waste management, deliveries/taxis and access to amenities or students) to minimise impacts on residential and visual amenity together with ensuring that the development meets overall sustainability objectives.

DM2 ‘Aerodrome safeguarding’ the proposal would not impact on aerodrome safety subject to informative relating to cranes.

PA1 ‘Developer Contributions’ The applicant has offered to provide discounted rented accommodation and has agreed to enter into a legal agreement with the City Council to secure this. In addition, as the waste collections are reliant on private collections, this is also secure through the legal agreement to ensure it remains in place for the lifetime of the development.

For the reasons given above, and within the main body of this report, it is considered that the proposal is consistent with the policies contained within the Core Strategy.

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

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

Policy E3.3 ‘Environmental Improvement and Protection’ the proposal would improve the appearance of Plymouth Grove, a major road route in the city, with a high quality development and public realm.

Saved policy DC19 ‘Listed Buildings’ the impact of the proposal on nearby listed buildings is discussed in detail below.

Saved policy DC20 Archaeology there would be no impact on below ground archaeology.

Saved policy DC26, Development and Noise, The proposal would minimise any impact from noise sources and mitigation would be secured by condition.

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

Other material policy considerations

Places for Everyone

The Places for Everyone Plan is a Joint Development Plan Document, providing a strategic plan and policies, for nine of the 10 boroughs which make up Greater Manchester. Once the Places for Everyone Plan is adopted it will form part of Manchester’s development plan.

To date, five consultations have taken place in relation on the Plan. The Examination of Plan, following its submission in February 2022, began in November 2022. Following the completion of the Examination of the Plan, main modifications have now been proposed which will now become the subject of further public consultation.

The City Council’s Executive agreed the Main Modification on 4 October 2023 and endorsed an 8 week period of public consultation on the Main Modifications commencing no earlier than 9 October 2023.

Any representations will be forwarded to the Examination team managing the Plan. The Inspectors will consider all representations on the proposed Modifications before finalising the examination report.

Given the stage the Plan has reached, and level of public consultation and scrutiny it has received, the Plan and its policies are now a material planning consideration in the determination of planning applications. The Plan and its policies must therefore be given significant weight in the planning balance.

The relevant policies in the Plan are as follows:

Objective 1: Meet our housing need – this proposal would provide 263 student bedrooms. Providing student accommodation in a sustainable location is an essential component of the City's housing strategy.

Objective 2: Create neighbourhoods of choice – this proposal would develop a brownfield site close to jobs, amenities and public transport.

Objective 3: Playing our part in ensuring a thriving and productive economy in all parts of Greater Manchester – jobs would be created during construction and when the development is operational.

Objective 4: Maximise the potential arising from our national and international assets – the proposal would provide an appropriate development on a strategic road removing a vacant and poor quality site from the area creating a high quality development with public realm and connectivity.

Objective 5: Reduce inequalities and improve prosperity – The site is close to employment and educational opportunities.

Objective 6: Promote the sustainable movement of people, goods and information – The proposal would be within walking distance to Oxford Road station with access to the local bus corridor on Upper Brook Street. The site would be improved and support and enhance pedestrian and cycle movements.

Objective 7: Playing our part in ensuring that Greater Manchester is a more resilient and carbon neutral city-region – This low carbon development includes measures to improve biodiversity.

Objective 8: Improve the quality of our natural environment and access to green spaces – biodiversity would be improved and surface water would be managed.

Objective 9: Ensure access to physical and social infrastructure – There are amenities and services nearby.

Objective 10: Promote the health and wellbeing of communities – travel planning would promote use of public transport and the use the local amenities.

Policy JP-Strat1: Core Growth Area- The development would support economic growth. The 263 student bedrooms would support the student accommodation pipeline, employment and economic growth. It would create job during construction and when in operation.

Policy JP-Strat2: City Centre- This would be a high density scheme in a highly sustainable location. The public realm and biodiversity would be improved

Policy JP-S2: Carbon and Energy – The proposal would include renewable sources and would exceed the requirements under Part L 2022.

Policy JP-S5: Flood Risk and the Water Environment – The development would have an integrated drainage scheme that would minimise surface water run off.

Policy JP-S6: Clean Air – Accessible parking spaces would be provided on site. Construction activities can be mitigated to minimise the impact on local air quality.

Policy JP-S7: Resource Efficiency – Resources would be consumed during construction. On site demolition is limited. The proposal would be highly efficient and low carbon.

Policy JP-H3: Type, Size and Design of New Housing – The proposal would include studios in a variety of sizes together with student amenities, management suite and commercial/community space.

Policy JP-H4: Density of New Housing – This would be a high density development in a sustainable area.

Policy JP-G9: A Net Enhancement of Biodiversity and Geodiversity – There would be planting and bird and bat boxes which would increase biodiversity.

Policy JP-P1 Sustainable Places – The proposal would develop a vacant site. External amenity space and community space would support the community. The development would promote recycling and improve the public realm improvements.

Policy JP-P2: Heritage – The architecture and materiality would be high quality and minimise and impacts to nearby historic buildings.

Policy JP-P3: Cultural Facilities – The proposal would provide community space and new commercial opportunities which would support the Brunswick Neighbourhood.

Policy JP-C1: An Integrated Network – This is a highly sustainable location and is well connected to public transport, jobs, recreation and green infrastructure.

Policy JP-C4: Streets for All – The upgrade of the footways.

Policy JP-C7: Transport Requirements of New Development – The proposal would be connected to the infrastructure and nearby public transport. It would benefit from public realm improvements at the site and in the wider area.

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

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

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

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

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

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

Paragraph 2.17 states that vistas enable people to locate key buildings and to move confidently between different parts of the neighbourhood or from one area to another. The primary face of buildings should lead the eye along important vistas. Views to important buildings, spaces and landmarks, should be promoted in new developments and enhanced by alterations to existing buildings where the opportunity arises.

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

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

Manchester Residential Quality Guidance (2016)

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

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

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

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

City Centre Strategic Plan 2015-2018 (March 2016)

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

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

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

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

Manchester Strategy (January 2016)

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

The strategy identifies the importance of the Universities in the City (and region) and recognises their established reputation in the science, research and development sector. This attracts and retains students in the City. The strategy also recognises the importance of education, particularly to degree level and the importance of

apprenticeships. It seeks to ensure all children have access to high quality education and seeks to retain and grow the high quality Universities.

Amongst other matters, the vision includes:

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

Corridor Manchester

Corridor Manchester is a strategically important economic contributor and a key growth area in the city. The Corridor Manchester Strategic Spatial Framework is a long term spatial plan which recognises that there is an inadequate pipeline of space for businesses and institutions within the Corridor to properly grow and realise its potential. This is evidently a constraint to the realisation of the Corridor Manchester vision. The Framework seeks to strengthen the Corridor as a place to live, visit and work for students and knowledge workers from across the world. The strategy recognises that for the area to continue to be successful there needs to be a focus on the development of a cohesive, inclusive area. The development programme plans to deliver over 4 million sq ft of high quality commercial, leisure, retail, and residential space.

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

Both the UoM and MMU have put in place growth plans. This includes the UoM's £1 billion capital investment programme to deliver the 'world class estate' needed to support its 2020 vision to be one of the leading universities in the world by 2020. MMU has a ten year Estates Strategy with strategic investment proposals of c£300m. This concentration of students is a key part of the success of the Corridor. It underpins and supports the research activities of the educational institutions, whilst the large population living, working and spending time in the Corridor give the area its vibrancy and contribute significantly to its large economic output.

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

residential accommodation. Consideration must be given to the whole student experience.

Executive Report (9 December 2020) Purpose Built Student Accommodation in Manchester

The report aims to guide the decision-making process in advance of the review of the Local Plan. The document is a material consideration but does not change existing planning policy.

Key considerations alongside the consideration of policy H12 are as follows:

- Supporting Regeneration Objectives: The starting point for all student residential schemes is that they should deliver regeneration objectives; support employment growth, graduate and talent retention, place making and the city's international reputation.... Student accommodation should, therefore, be in the right locations, in appropriate numbers, and only where it supports wider growth.

The site is in walking distance of the main university campuses and the Oxford Road corridor.

The proposal would provide with a studio accommodation in a variety of sizes. There are significant ancillary amenity areas within the development together with a wellbeing strategy.

- Quality: The overall quality of Manchester's PBSA stock is poor compared to other cities. Accommodation is considered to be less sustainable where:
 - o 1. It is a greater than 20 minute walk to campus
 - o 2. Room quality is below average
 - o 3. There is below average quality common space

For Manchester to remain competitive as a world class education hub, with an accommodation offer to match, the current level accommodation needs to be addressed. New stock in appropriate locations should deliver an improved student experience, which better reflects Manchester's institutions and its educational reputation, and also helps to contribute to sustainability targets.

All PBSA must be of a high quality, providing a high standard of living, close to the city's higher education institutions. To ensure the delivery of student accommodation that is high quality and highly accessible, with strong and sustainable connections to the city's universities, all future PBSA should be within or immediately adjacent to Oxford Road Corridor. Design should allow sufficient facilities to cater for the overall wellbeing of students, including, for example, generous living space, communal spaces for students to socialise, and public realm, which contributes to the quality of place. PBSA design must also be sufficiently flexible to allow for re-purposing as demand varies.

- o The proposal would be a short distance from Oxford Road and the University campuses and would cater for the wellbeing of students.

- Wellbeing, Safety and Security: purpose built accommodation should consider the welfare and wellbeing of students as a major factor, in both design and management.
 - o The proposal has a clear wellbeing strategy. The proposal would meet secured by design accreditation.
- Density: Density of student accommodation will be essential to deliver the level of new high quality accommodation needed within the context of scarce land availability both in the Oxford Road Corridor area and the wider city centre.
 - o The proposal would represent a dense form of development. The localised impacts have been considered and would not give rise to impacts that would warrant refusal of this application. This is considered in further detail within this report. The impact on the residential character is also considered and there are also other developments taking place in the area which would help ensure a balanced and sustainable community.
- Location: purpose built student accommodation should be located in the areas immediately adjacent to the core university areas, principally the Oxford Road Corridor area.
 - o The proposal meets the criteria.
- Sustainability: The requirements driving quality in new PBSA will ensure that all new accommodation meets the highest standards of sustainability, to meet the Council's zero carbon policies.
 - o The proposal would exceed the Council targets and see a reduction in carbon on current Part L building regulations. The proposal is car free and would be supported by a robust travel plan to ensure students take advantage of the location.
- Mix of uses: It is essential that the Oxford Road Corridor, and the city centre as a whole, is able to maintain the right balance of commercial, educational, residential, cultural and leisure use, in order to ensure that it can maximise its contribution to the economic growth of the city.
 - o The proposal would wellbeing spaces as part of the development.
- Affordability: Manchester is one of the most expensive cities in the UK for purpose-built student accommodation (PBSA). A more diverse pipeline of PBSA is needed to help stabilise rental growth. New accommodation would need to adhere to the quality criteria, including adequate room sizes, storage
 - o There is currently no planning policy requirement within the development plan to provide affordable student accommodation. However, the high cost of PBSA is an important issue that has been raised by student bodies, Manchester Universities and this Executive report. The provision of affordable student accommodation is necessary and essential in terms of meeting need and demand going forward. The applicant has proposed 10% affordable accommodation as part of this proposal and this would be secured by way of a legal agreement.

Executive Report (31 May 2023) Purpose Built Student Accommodation in Manchester

The report addressed issues that have arisen since the December 2020 report and established a pipeline of schemes to address a projected shortfall of accommodation up to 2030.

It recognised that there is a shortage of PBSA in Manchester and that demand for PBSA could be between 5440 bed spaces (representing 1% growth per annum) and 11320 (2% growth per annum) up to 2030 with the actual demand based on a number of factors including the growth of the Universities, Government policy (tuition fees) and global factors. Demand needs to be reviewed regularly but 750 new spaces are expected to be required per annum up to 2030.

The report addressed the Inspectors findings at the recent appeal at Deansgate South around the need for the Council to establish, monitor and manage a pipeline of scheme in order to demonstrate that demand for PBSA can be met in appropriate locations. The report identified a pipeline of sites that could be used for PBSA including those within the estate plans of the University of Manchester and Manchester Metropolitan University.

The report stated that should there be sufficient opportunity, there would be no obvious need to significantly depart from Policy H12 which has largely been effective in managing the supply of PBSA.

20 sites were identified which could potentially support around 12,500 PBSA bedspaces. Their suitability, availability and deliverability were assessed to establish whether they are capable of meeting bedspace requirements, in line with identified and projected need.

The application site was not one of the sites identified to meet the City's student need pipeline. However, consideration has been given to the suitability of student accommodation against the requirements of policy H12 of the Core Strategy which is considered in detail in this report.

National Planning Policy Framework (2023)

The revised NPPF was re-issued in December 2023. The document states that the *'purpose of the planning system is to contribute to the achievement of sustainable development*. The document clarifies that the *'objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs'* (paragraph 7). In order to achieve sustainable development, the planning system has three overarching objectives – economic, social and environmental (paragraph 8).

Section 6 *'Building a Strong, Competitive Economy'* states that significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development (paragraph 85).

Accommodation would be created at the site to support a higher educational needs. This would support economic growth, attract investment and create jobs.

This proposal would meet an identified need for student accommodation. There would be ancillary amenity elements to the scheme. Construction jobs would be created as part of the development as well as when the development is occupied.

Section 8 '*Promoting Healthy and Safe Communities*' states that *planning policies and decisions should aim to achieve healthy, inclusive and safe places* (paragraph 96).

The proposal would be safe and secure. Cycle parking is provided. Residents with accessibility needs would have access to parking. Private amenity space and well being spaces would be created for the students.

Section 9 '*Promoting Sustainable Transport*' states that '*significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health*' (paragraph 109).

In assessing applications for development, it should be ensured that: appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location; safe and suitable access to the site can be achieved for all users; and, the design of streets, parking areas, other transport elements and the content of associated standards reflects national guidance including the National Design Guide and National Model Design Code; any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree (paragraph 114).

Developments should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe (paragraph 115).

Within this context, applications for development should: give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use; address the needs of people with disabilities and reduced mobility in relation to all modes of transport; create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards; allow for the efficient delivery of goods, and access by service and emergency vehicles; and, be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations. (paragraph 116)

All developments that generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed (paragraph 117).

The site is well connected to all public transport modes which would encourage sustainable travel. There would be no unduly harmful impacts on the traffic network with physical and operational measures to promote non car travel. A travel plan and operational management would be secured as part of the conditions of the approval.

Section 11 '*Making effective use of land*' states that '*planning decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions*' (paragraph 123).

Planning decisions should: encourage multiple benefits from urban land, including through mixed use schemes and taking opportunities to achieve net environmental gains – such as developments that would enable new habitat creation; recognise that some undeveloped land can perform many functions, such as for wildlife, recreation, flood risk mitigation, cooling/shading, carbon storage or food production; give substantial weight to the value of using suitable brownfield land within settlements for identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land; promote and support the development of under-utilised land and buildings especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively; and, support opportunities to use airspace above existing residential and commercial premises for new homes. (paragraph 124)

Local Planning Authorities should take a positive approach to applications for alternative uses of land which is currently developed but not allocated for a specified purpose in plans, where this would help to meet identified development needs. In particular they should support proposal to: use retail and employment land for homes in areas of high housing demand, provided this would not undermine key economic sectors or site or the vitality and viability of town centres, and would be compatible with other policies in the Framework; make more effective use of sites that provide community services such as schools and hospitals (paragraph 127)

Planning policies and decisions should support development that makes efficient use of land, taking into account: the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it; local market conditions and viability; the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use; the desirability of maintaining an area's prevailing character and setting (including residential gardens), or of promoting regeneration and change; the important of securing well designed, attractive and healthy spaces (paragraph 128).

Where there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that planning decisions avoid homes being built at low densities and ensure that developments make optimal use of the potential

of each site. Paragraph 129 (c) states that Local Planning Authorities should refuse applications which they consider fail to make efficient use of land, taking into account the policies in the NPPF. In this context, when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards).

The scale and density of the proposal is considered to be acceptable and represents and efficient use of land. PBSA accommodation would be created on a site identified to meet this demand. The site is close to sustainable transport infrastructure and the Universities campuses. A travel plan would encourage the use public transport, walking and cycle routes to the site.

Section 12 'Achieving Well Designed Places' states that 'the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interest throughout the process'' (paragraph 131).

Planning decisions should ensure that developments: will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development; are visually attractive as a result of good architecture, layout and appropriate and effective landscaping; are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities); establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit; optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public spaces) and support local facilities and transport networks; and create places that are safe, inclusive and accessible and which promote health and well being, with a high standard of amenity for existing and future users and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience (paragraph 135).

Trees make an important contribution to the character and quality of urban environments and can also help to mitigate and adapt to climate change. Planning decisions should ensure that new streets are tree lined, that opportunities are taken to incorporate trees elsewhere in developments, that appropriate measures are in place to ensure the long term maintenance of newly placed trees and that existing trees are retained wherever possible (paragraph 136).

Development that is not well designed should be refused, specifically where it fails to reflect local design policies and government guidance on design. Conversely, significant weight should be given to: development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or

outstanding or innovative design which promote high levels of sustainability, or help raise the standard of design more generally in an area so long as they fit in with the overall form and layout of their surroundings (paragraph 139).

The design would be highly quality and complement the distinctive architecture within the area. The buildings would be sustainable and low carbon. Biodiversity, green infrastructure and water management measures are included within the public realm. Street trees would be planted.

Section 14 '*Meeting the challenge of climate change, flooding and coastal change*' states that the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure (paragraph 157).

New development should be planned for in ways that: avoid increased vulnerability to the range of impacts arising from climate change. When new development is brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed through suitable adaptation measures, including through the planning of green infrastructure; and can help to reduce greenhouse gas emissions, such as through its location orientation and design. Any local requirements for the sustainability of buildings should reflect the Government's policy for national technical standards (paragraph 158).

In determining planning applications, Local Planning Authorities should expect new development to: comply with any development plan policies on local requirements of decentralised energy supply unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, that this is not feasible or viable; and take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption (paragraph 162).

The buildings fabric would be highly efficient and it would predominately use electricity. The landscaping scheme would include trees and planting, Efficient drainage systems would manage water at the site. solar panels would be included together with air source heat pumps.

Section 15 '*Conserving and Enhancing the natural environment*' states that planning decision should contribute and enhance the natural and local environment by protecting valued landscapes, minimising impacts on and providing net gains for biodiversity, preventing new and existing development from contributing to unacceptable levels of sol, air, water or noise pollution or land instability and remediating contaminated land.

The high performing fabric of the building would ensure no unduly harmful noise outbreak on the local area. Biodiversity improvements would be provided in the form of trees and landscaping which is a significant improvement based on the current condition of the application site.

Paragraph 189 outlines that planning decisions should ensure that a site is suitable for its proposed use taking account of ground conditions and any risks arising from contamination (a).

There is contamination at the site from the former land uses/buildings. The ground conditions are not usual or complex for this part of the city and can be appropriately remediated.

Paragraph 191 outlines that decisions should ensure that the development is appropriate for its location taking into account the likely effects of pollution in health, living conditions and the natural environment.

There would be some short term noise impacts associated with the construction process but these can be managed to avoid any unduly harmful impacts on amenity. There are not considered to be any noise or lighting implications associated with the operation of the development.

Paragraph 192 states that decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones. Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement.

The proposal would not worsen local air quality conditions and suitable mitigation can be put in place during the construction process. There would be a travel plan and access to public transport for occupants of the development.

Section 16 '*Conserving and enhancing the historic environment*' states that in determining applications, Local Planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation (paragraph 200).

In determining applications, local planning authorities should take account of: the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation; b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and c) the desirability of new development making a positive contribution to local character and distinctiveness. (Paragraph 203)

In considering the impacts of proposals, paragraph 205 states that the impact of a proposal on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

Paragraph 206 goes on to state that any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification.

Paragraph 208 states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset (paragraph 209).

The proposal would result in a degree of harm to the heritage assets. This is considered in detail in the report.

Paragraphs 10, 11, 12, 13 and 14 of the NPPF outline a "presumption in favour of sustainable development". This means approving development, without delay, where it accords with the development plan and where the development is absent or relevant policies are out-of-date, to grant planning permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the NPPF.

Planning Policy Guidance (PPG)

The relevant sections of the PPG are as follows:

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

Examples of mitigation include:

- the design and layout of development to increase separation distances from sources of air pollution;
- using green infrastructure, in particular trees, to absorb dust and other pollutants;
- means of ventilation;

- promoting infrastructure to promote modes of transport with low impact on air quality;
- controlling dust and emissions from construction, operation and demolition; and
- contributing funding to measures, including those identified in air quality action plans and low emission strategies, designed to offset the impact on air quality arising from new development.

Noise states that Local planning authorities' should take account of the acoustic environment and in doing so consider:

- whether or not a significant adverse effect is occurring or likely to occur;
- whether or not an adverse effect is occurring or likely to occur; and
- whether or not a good standard of amenity can be achieved.

Mitigating the noise impacts of a development will depend on the type of development being considered and the character of the proposed location. In general, for noise making developments, there are four broad types of mitigation:

- engineering: reducing the noise generated at source and/or containing the noise generated;
- layout: where possible, optimising the distance between the source and noise-sensitive receptors and/or incorporating good design to minimise noise transmission through the use of screening by natural or purpose built barriers, or other buildings;
- using planning conditions/obligations to restrict activities allowed on the site at certain times and/or specifying permissible noise levels differentiating as appropriate between different times of day, such as evenings and late at night, and;
- mitigating the impact on areas likely to be affected by noise including through noise insulation when the impact is on a building.

Design states that where appropriate the following should be considered:

- layout – the way in which buildings and spaces relate to each other
- form – the shape of buildings
- scale – the size of buildings
- detailing – the important smaller elements of building and spaces
- materials – what a building is made from

Health and well being states opportunities for healthy lifestyles have been considered (e.g. planning for an environment that supports people of all ages in making healthy choices, helps to promote active travel and physical activity, and promotes access to healthier food, high quality open spaces and opportunities for play, sport and recreation);

Travel Plans, Transport Assessments in decision taking states that applications can positively contribute to:

- encouraging sustainable travel;
- lessening traffic generation and its detrimental impacts;
- reducing carbon emissions and climate impacts;
- creating accessible, connected, inclusive communities;
- improving health outcomes and quality of life;

- improving road safety; and
- reducing the need for new development to increase existing road capacity or provide new roads.

Heritage states that Public benefits may follow from many developments and could be anything that delivers economic, social or environmental objectives as described in the National Planning Policy Framework (paragraph 8). Public benefits should flow from the Proposed Development. They should be of a nature or scale to be of benefit to the public at large and not just be a private benefit. However, benefits do not always have to be visible or accessible to the public in order to be genuine public benefits, for example, works to a listed private dwelling which secure its future as a designated heritage asset could be a public benefit.”

Public benefits may also include heritage benefits, such as:

- Sustaining or enhancing the significance of a heritage asset and the contribution of its setting;
- Reducing or removing risks to a heritage asset;
- Securing the optimum viable use of a heritage asset in support of its long-term conservation.

Other legislative requirements

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 case law has considerable importance and weight should be given to any impact upon a designated heritage asset but in particular upon the desirability of preserving the setting with a strong presumption to preserve the asset.

S149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

Principle of the redevelopment of the site and contribution to regeneration

The contribution that a scheme would make to regeneration is an important consideration. There is also a requirement to support the growth and development of higher education in the City. Attracting students to Manchester ensures that Manchester remains competitive on a global higher education stage and builds upon its reputation as a world class place to study. Providing critical infrastructure such as living accommodation is vital in supporting this objective. Graduates make an important contribution to the city’s economy with over 50% of those who graduate from Manchester’s Universities staying here to work, the second highest level of graduate retention behind London. This high level of graduate retention is vital to business growth and retention in the City.

There are important links between economic growth, regeneration and the provision of a range of residential accommodation, including student accommodation in appropriate locations, as part of creating sustainable communities.

The proposal would be a high-quality building in Brunswick, a thriving residential community, close to the University Campuses. The proposal would deliver student accommodation in this largely residential community. It would develop a vacant site and the building and its active frontages would enhance the area.

10% of the 263 bedrooms would be available on a discounted rent. They would contribute positively to the supply of student accommodation, close to the Universities.

130 jobs would be created through the construction period and would be targeted at Manchester residents through local labour commitments which would form a condition. Further jobs would be created when the development is operational.

The proposal would complement and build upon the City Council's current and planned regeneration initiatives. The proposal is therefore considered to be consistent with the Core Strategy policies SP1, EC1, H12, CC1, CC3, CC4, CC7, CC8, CC10, EN1 and DM1 together with the NPPF. As such, it is necessary to consider the potential impact of the development.

Principle of Student accommodation and compliance with Policy H12

Significant weight must be given to policy H12 'Purpose Built Student Accommodation'. The Executive reports in December 2020 and May 2023 on PBSA are a material consideration. Policy H12 outlines criteria which must be addressed.

The site is close to Oxford Road which links the University campuses with the City Centre and is well connected to and in close proximity to the University Campuses. It is accessible to the University estates by foot and cycle.

The site is in Brunswick and concern has been expressed about the impacts that students can and do have on local communities. This includes: anti-social behaviour, litter and waste, and transient noise late at night/early in the morning. This proposal could exacerbate an unbalance in the make-up of the local community and increase the pressure on local services including the Police and Council.

There has been a recent planning appeal decision for PBSA at the Usdaw Union Offices on Wilmslow Road. The site is immediately adjacent two storey terraced homes on the Fallowfield Brow. Amongst the reasons for refusal was one relating to the potential of the development to give rise to impacts on residential amenity by reason of noise, disturbance and general activity associated with the comings and goings and occupation of the development.

Whilst the appeal was dismissed on other grounds, the Planning Inspector concluded that the provision of PBSA would operate in a manner that contrasts with Houses in Multiple Occupation, in that it would be more effectively managed and would limit the potential for late night activities and associated noise, crime and anti-social

behaviour. The Inspector reasoned that whilst outside of the application site it would be more difficult to manage behaviour, if this was attributable to its occupiers, those who manage the proposal could be approached by the relevant authorities. It was also considered that the proposed student management plan would include measures that seek to keep such noise and disturbance to a minimum.

The applicant understands and acknowledges these concerns and management strategies would seek to minimise the impacts including a move in and move out strategy, food and parcel delivery strategy and management plan for the use of the public realm and external areas.

The building would be energy efficient and low carbon. It includes solar panels and air source heat pumps. The improvement over the Building Regulations Part L 2013 would be 31% which exceeds the Core Strategy policy.

Amenities and services are nearby and students would have access to all forms of public transport. Travel planning would monitor this and promote sustainable forms of travel. There would be secure, on site cycle provision with enhanced pedestrian and cycle infrastructure and connectivity.

The proposal would contribute to the pipeline of PBSA and address need identified in the May 2023 Executive report. This would reduce the demand by students on mainstream housing.

It would re-use a brownfield site and create a high quality building.

Significant employment would be created during construction and in operation. The site would be safe and secure and meet Secured by Design principles.

The proposal would include studio accommodation with larger studios being capable of adaption to meet accessibility requirements.

There would be some low level impact on surrounding heritage assets which is considered elsewhere in this report.

The wellbeing strategy includes ancillary spaces to socialise with more focused spaces. The bedrooms have an efficient layout and large windows to maximise natural light. A 24/7 on site staff presence would support students with enhanced support for those who are disabled.

Waste management arrangements would encourage recycling and is considered in detail in this report.

The proposal would fully comply with the requirements of policy H12 and with the criteria in the December 2020 and May 2023 Executive reports and the principle of developing PBSA at the site is considered to be acceptable by providing purpose built student accommodation within walking distance of the University Campuses.

Affordable student accommodation

There is no planning policy requirement to provide affordable accommodation within PBSA. The December 2020 Executive report, however, recognised that a more diverse pipeline of PBSA accommodation is required. The applicant has offered voluntarily, to include affordable rented accommodation.

10% of beds would be available at a discounted rent and made available to students at a Manchester Higher Education Institution. 10% of the premium studios would be offered at a discounted rate also as these would be available to two students who can share which reduces the room rate for each individual.

Affordable student accommodation is not required to make this development acceptable, and is being offered on a wholly voluntary basis, and this is not a material planning consideration. Members should not take this into account in the determination of this planning application. However, the high cost of PBSA is an important issue that has been raised by students bodies and Manchester Universities and was identified as a key issue in the reports to the Executive. The provision of affordable student accommodation is necessary and essential in terms of meeting need and demand going forward. The provision of the affordable rented accommodation would be secured by a legal agreement.

Climate change, sustainability and energy efficiency

The development would be low carbon, energy efficient and in a highly sustainable location with excellent access to public transport and immediately adjacent to the University of Manchester and MMU campus. It would develop a brownfield site and sustainability would be embedded into the design, construction and operational aspects of the proposal. The development would be largely car free.

The construction process would use good practice to source materials and labour locally where possible; reduce vehicle emissions and dust; manage water; improve biodiversity and social value, to minimise impacts on climate change.

The building would be energy efficient with a high performance fabric, air tightness and highly efficient services with measures to minimise its impact on air quality, waste and recycling.

The building would be all electric and benefit from a decarbonising grid. Renewable technology would be provided including air source heat pumps and solar panels. The on-site renewables and low carbon technologies would reduce the site-wide CO2 emissions of the development by 46% (28% of which would be from the PV's).

The proposal would achieve a 31% improvement over the Building Regulations Part L 2013. The development complies with Policy EN6 of Manchester City Council's Core Strategy.

Trees and planting which would improve biodiversity over existing conditions together with managing surface water.

Impact of the historic environment and cultural heritage

The site is largely vacant following demolition of structures at the site. Four Listed Buildings would be affected by the development, namely. Mrs Gaskells House, Plymouth Grove/Swinton Grove (Grade II*) Plymouth Lodge (23 Plymouth Grove) (Grade II), Plymouth Grove Hotel (Plymouth Grove/Legh Street) (Grade II), and Court Nursing Home (Grade II).

A heritage statement and a detailed design and access statement examine the significance of these heritage assets and the impact of the proposal on their setting.

Impact on the listed buildings

Plymouth Lodge (23 Plymouth Grove) (Grade II) was constructed in the early 19th Century. Its significance is derived from its modest architectural style and use: a red brick rectors house servicing the religious needs of a growing population. The Rectory is also the last notable surviving-built fabric associated with St. Saviours Church. Despite conversion to apartments it retains a landscaped garden setting.

The proposal is separated from the listed building by 21 Plymouth Grove. Its significant landscaped setting means it is largely screened from view along Plymouth Grove. The historical pattern of development would have comprised built form at the application site. This proposal would remove the vacant site and reinstate built form and would result in a modest heritage benefit.

Plymouth Grove Hotel (Plymouth Grove/Legh Street) (Grade II) was constructed in the early 19th Century. Its significance is derived from it being a small but architecturally elaborate hotel. Its external appearance is of particular interest. The building occupies a prominent position, but the surrounding context is poor.

The application site is sufficiently far from the listed building to minimise its impact. Key views of the listed building along Plymouth Grove would remain allowing the intricate roof and clock tower to remain legible and understood. This proposal would reinstate built form at a vacant site. Although the building would be of some scale, its distance from the site (clustered near the taller buildings at the University Campus) would minimise the harm to the setting of the listed building.

Mrs Gaskells House, Plymouth Grove/Swinton Grove (Grade II)* was constructed in the early 19th Century. Its significance is derived from its architectural and historical interest particularly its association with the novelist Mrs Gaskell. The setting of the building can be appreciated from Plymouth Grove and includes gardens and a former coach house wing which contributes significantly to the appreciation of the villa and contributes to understanding the asset.

The application site is sufficiently far from the listed building to minimise its impact. The listed building would remain legible and understood along Plymouth Grove with its setting preserved.

Court Nursing Home (Grade II) was constructed in the early 19th Century. Its significance is derived from its architectural and historical interest forming a large unified villa built in red brick. The listed building does not have intervisibility with the application site. The setting of the listed building is therefore not impacted.

The proposal would have limited impact on the setting of nearby listed buildings. Plymouth Lodge is the closest listed building to the site where the scale of the development would be visible to varying degrees above the landscaped setting of the listed building. There would also be some long range views of the proposal along Plymouth Grove which would change the view modestly. In both instance, the listed buildings would remain legible and understood.

A low level of less than substantial harm to their setting and significance would result as defined by paragraph 208 of the NPPF.

There would be heritage benefits from developing this vacant site in the setting of these heritage assets with enhancements through high quality design and place making. As directed by paragraph 208 of the NPPF, it is now necessary to consider whether the required public benefits would outweigh this harm. These public benefits will be considered in detail below.

Assessment of Heritage Impact

The proposal would create instances of less than substantial harm as defined in the NPPF. Any level of harm should be outweighed by public benefits in accordance with the guidance in para 208 of the NPPF. In assessing the public benefits, consideration should be given to para 8 which outlines the three dimensions to achieve sustainable development: economic, social and environmental.

The redevelopment and regeneration of this brownfield site is in line with Council policy and would deliver 263 student bedspaces of which 10% would be affordable.

The heritage appraisal demonstrates that in heritage terms, the proposal would have a largely beneficial impact although in some views, the scale would have localised impacts on the setting of listed buildings.

The building would be large but would not be out of context with other taller buildings around this section of Plymouth Grove and Upper Brook Street. The high quality development of a vacant site within the setting of the listed buildings would deliver heritage benefits

The public realm would be enhanced with improvements to the footways around the site. The proposal would be an energy efficiency and low carbon.

Significant economic and social benefits are associated with this scheme. The project has a development value of £30 million and would create 130 temporary and full time equivalent jobs every year of construction.

There would also be environmental benefits with trees planted with planting and recreational spaces and an 21% increase in biodiversity. There would sustainable drainage to manage surface water.

The development would be low carbon. An all-electric system would benefit from a decarbonising grid. There would be solar panels and ASHP would provide renewable energy. 132 cycle spaces would be provided for the PBSA in a secure area.

The significant public benefits would outweigh the heritage impacts which would be at the lower end of less than substantial harm.

It is considered, therefore, that, notwithstanding the considerable weight that must be given to preserving the setting of the listed buildings and conservation areas as required by virtue of S66 of the Listed Buildings Act, the harm caused would be less than substantial and would be outweighed by the public benefits of the scheme and meet the requirements set out in paragraph 208 of the NPPF.

Impact on Archaeology

GMAAS have advised that there are no archaeological requirements.

Visual amenity

The proposal would develop a prominent, vacant site at the junction of Plymouth Grove and Dryden Street. The site has been developed previously and has benefited from planning permission in the past for a residential building.

The proposal would occupy the entire footprint of the site and be situated to the back of the footway. Active frontages would enliven Dryden Street and Plymouth Grove. The amenity spaces includes a social lounge, TV room, gym, work/study spaces and reception area.

A courtyard would form a spill out space and with seating and landscaping and access to the internal cycle store.

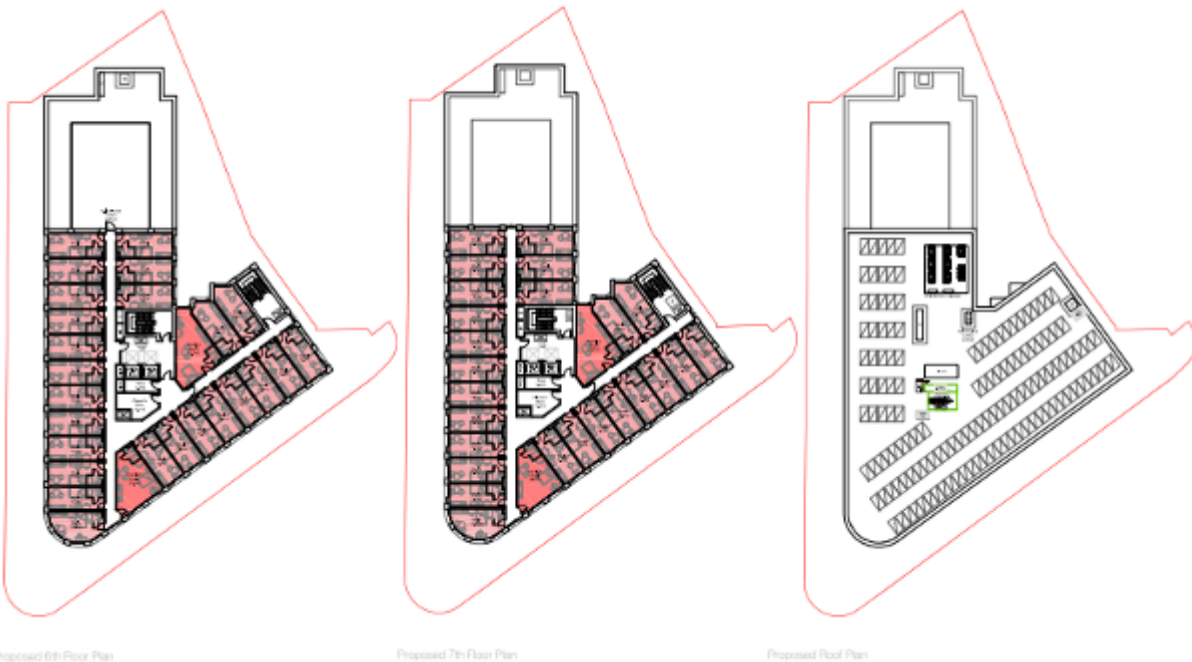


Proposed Ground Floor Plan

Proposed 1st - 4th Floor Plan

Proposed 5th Floor Plan

Ground floor (left); first to fourth floor (middle); fifth floor (right)



Proposed 6th Floor Plan

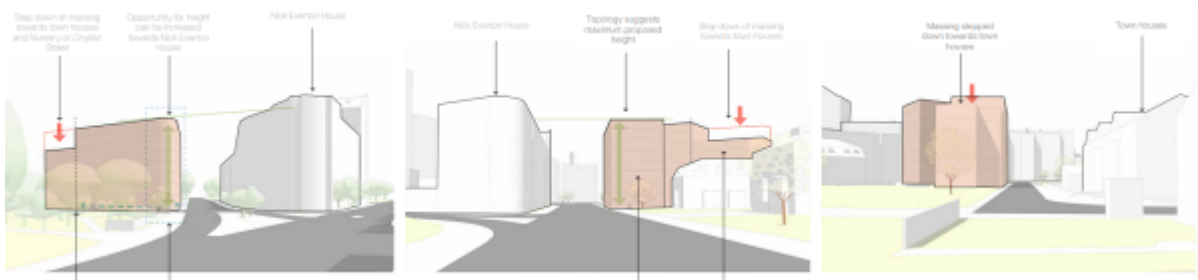
Proposed 7th Floor Plan

Proposed Roof Plan

Sixth floor (left); seventh floor (middle); roof plan (right)

The prominent position of the site requires a high quality design that hold this important corner, whilst responding to the nearby lower rise homes.

The 8 storey component would be closest to Nick Everton House (which is also 8 storey). The scale and massing would reduce to 6 storey along Dryden Street, closer to the 3 storey homes.



Building height and relationship to surrounding buildings: Plymouth Grove looking north (left); Plymouth Grove looking south (middle); Dryden Street (right)

The proposed siting, scale and massing of the development is also within the parameters of the planning permission that was granted at the site in 2017 for a 7 storey building to form 61 apartments. The building occupied a similar footprint to the proposed development and extended to a similar height and relationship with the surrounding built form including 21 Plymouth Grove.



Site layout and elevations of planning permission 115969/FO/2017

The closest building to the proposal is 21 Plymouth Grove. At its furthest point, the proposal would be 32 metres from this property. This distance narrows to 14 metres to the gable end of number 21. This elevation contains two windows where a modest impact would occur due to the narrow distance.

The site is adjacent to a large amenity area with trees, grass and a public right of way. This is not a development site and forms part of a wider network of public open spaces. The windows overlooking this space would provide natural surveillance.



Relationship with 21 Plymouth Grove

The elevations have a simple grid form. The active ground floor frontages to Plymouth Grove and Dryden Street comprising large sections of glazing with anodised decorative panels to the window heads and back of house areas, to provide a means of ventilation, defined by masonry piers.

The chamfered and recessed entrance on Plymouth Grove provide a covered area. Stacked brickwork would provide a band denoting the change between the ground and upper levels of the building.



Ground floor and entrance from Plymouth Grove

The upper sections would have a single masonry grid order in stretcher bricks. Slim profile windows would be set within a deep window reveal. A decorative Flemish bond masonry side panel would be introduced to the side of each window with stacked brickwork to the window head. This would provide interest and a crafted masonry building. Ventilation would be provided through the window soffit.

The upper section would have a double height order to the decorative masonry side panel expressing the crown in detail. The parapet would be expressed with stacked bricks to provide further interest.



Elevation to Plymouth Grove



Elevation to Dryden Street

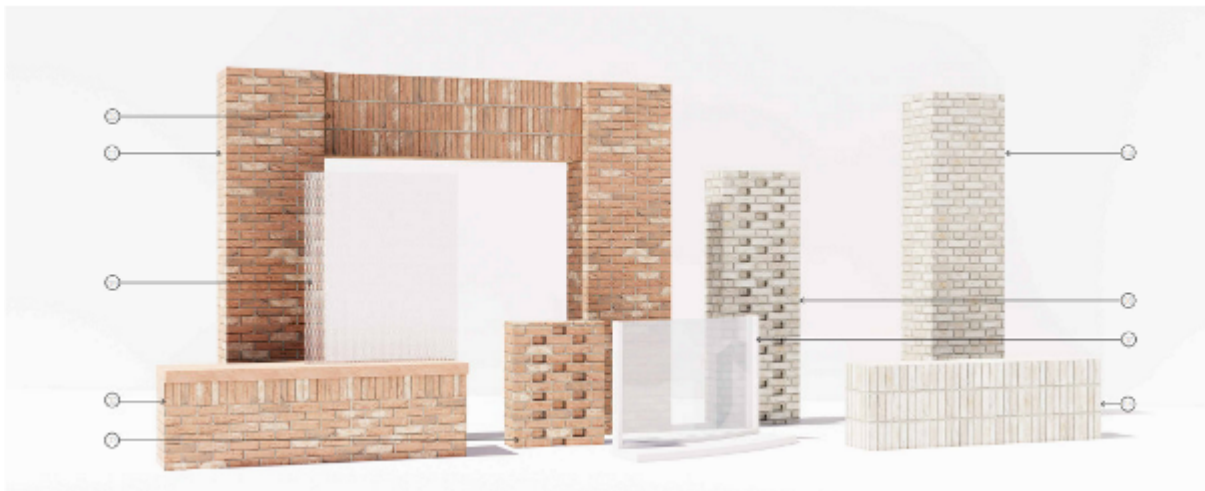


Side elevation when viewed from Dryden Street

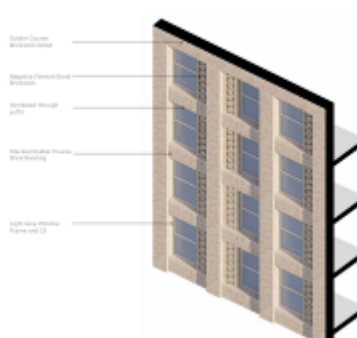
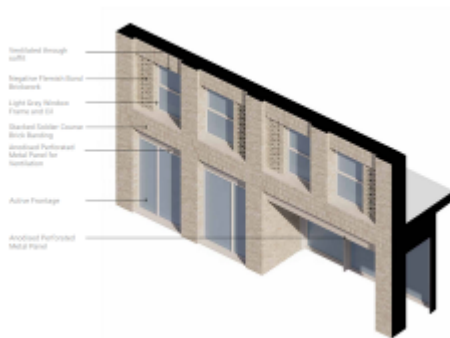


Rear elevation when viewed from 21 Plymouth Grove

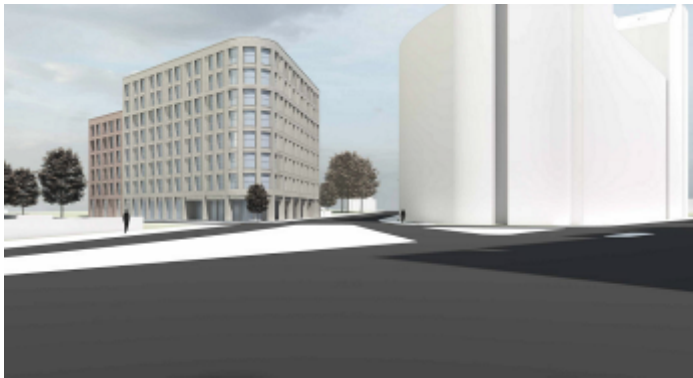
The 8 storey element would be in a light brick to respond to the taller buildings around the universities and the 6 storey element would be red brick to respond to residential context.



Material palette



Bay studies (ground floor; left and upper floors; right)



Conditions would ensure that the design is delivered to the required standard. The retention of the project architect would be secured by a Legal Agreement.

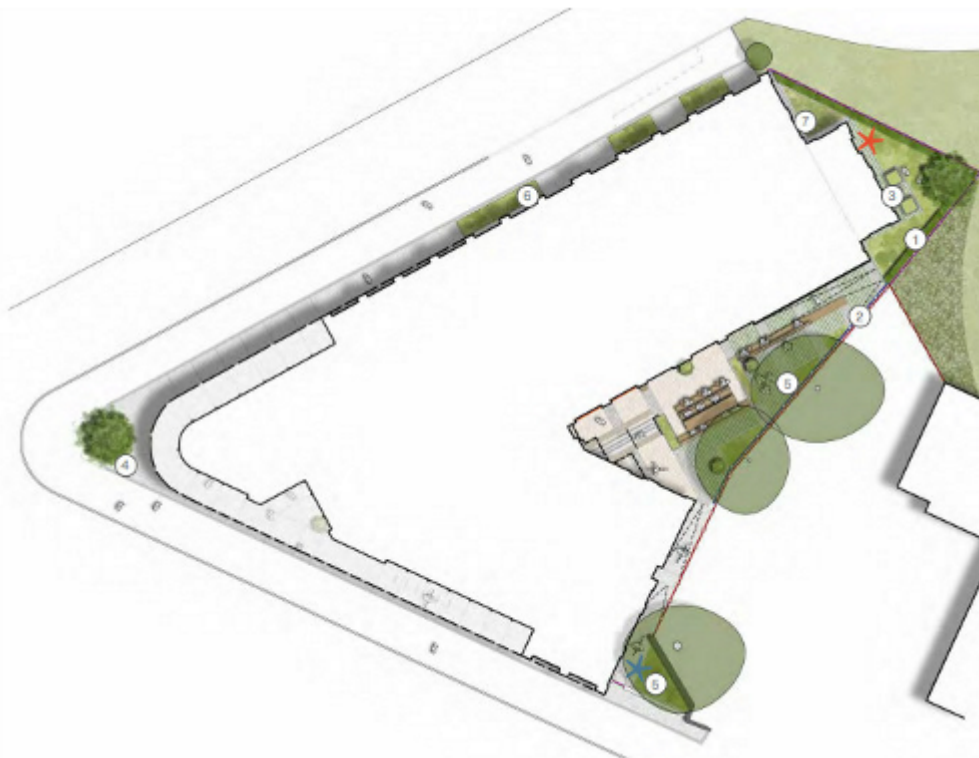
Contribution to Improving Permeability, Public Spaces and Facilities and Provision of a Well Designed Environment

The proposal would provide a private amenity courtyard and a green area would be created adjacent to the area of open space for planting and grow beds.

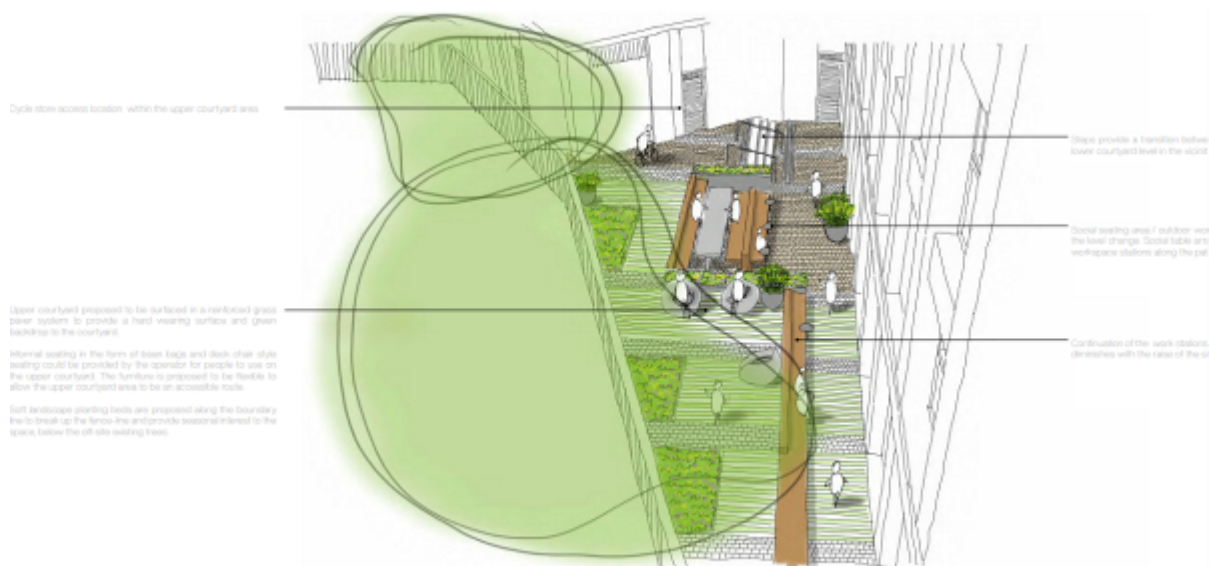
The courtyard would be split over two levels of manage the level change across the site. It would contain informal seating and planting. Planning conditions should be used to control the opening hours of the external area in the interest of residential amenity. Landscaping planning would be provided to the forecourt and would enhance the setting of the building on Dryden Street.

A new feature tree would be planted at the Dryden Street and Plymouth Grove junction, further enhancing the prominence of this corner plot.

New paving would be introduced to the entrance to building to mark the location. Cycle stands would also be incorporated into this space. Footway improvements would be undertaken around the perimeter of the site.



Landscape strategy



Indicative image of the courtyard

Impact on the highway network/transport/car parking issues/sustainable travel

A transport statement notes that all sustainable transport modes are nearby. This would be a car free development. There would be a loading bay for servicing.

There would be 132 cycle spaces (50% provision) including 7 accessible/non standard spaces (7%) for trikes and cargo bikes. The cycle provision should be monitored as part of a travel plan.

A travel plan would support the travel needs of students including whether any offsite parking is required. A condition should ensure that the travel plan is monitored.

A loading bay would be provided on Dryden Street. This bay would provide the refuse and deliveries for arrangements the development. The arrangements are considered to be acceptable and would require modification to traffic regulations orders along Dryden Street.

Footways would be improved and resurfaced and tactile paving would be introduced.

A management plan would be agreed to manage pick up and drop off, particularly at the start and end of the academic year. This would also ensure that taxi (uber) and deliveries such as Deliveroo are managed to minimise disruption to residents.

The applicant acknowledges that the management of students is critical to the success of the proposal. The accommodation includes a parcel delivery area.

Students would be required to book their arrival online via a portal and would have a time limited slot to load and unload. This would ensure that the arrivals are spread and congestion does not occur on Dryden Street. Residents would also be provided with details of local car parks so friends and family can park off site if they arrive with students. There would be a on site presence from the management team at all time to assist with this process.

Departures would occur over several month and align themselves with the academic years (May - July and August - September), with no mass departure event. Clear departure policies would ensure that pick-up vehicles arrive at the designated loading bays where belongings can be quickly loaded.

A travel plan and construction management plan should be agreed by condition.

The proposal would not have a detrimental impact on highway or pedestrian safety. Alterations would be made to the surrounding road network to ensure that the loading arrangements are acceptable. The proposal accords with policies SP1, T1, T2 and DM1 of the Core Strategy.

Accessibility

5% (12 studios) would be capable of being adapted to be fully wheelchair accessible. They would be adapted once the individual requirements of the student is known. All upper floors would be accessible by lift. The principle building entrances would be fully accessible.

An accessible on street car parking space would be created. There would be secure mobility scooter parking in the buildings. A loading bay is located outside of the main entrance which could be used for taxi pick up and drop off. Access to the loading bay would be managed by the on-site facilities management team who would assist in the management of this area to ensure it remains available at all times.

Impact on Trees

There are 5 individual trees and 1 group tree at the site. 3 are category B (Trees of Moderate Quality) and 2 are category C (Trees of Low Quality). The group trees are category C.

The category C tree and group tree would be removed as part of the development. The Category B trees would be retained and protected in line with relevant standards.

The proposal includes new planting.

Impact on Ecology

An ecological appraisal concludes that the development would not cause significant or unduly harmful impacts to local ecology. No vegetation should be removed during bird nesting season and measures should be put in place to manage invasive species and minimise the impact on hedgehogs. Biodiversity net gains would be secured by planning condition. The proposal complies with policy EN9 of the Core Strategy and there would be a biodiversity gain at the site.

Biodiversity

Some trees and vegetation would be removed. The landscaping and other works, would achieve a net gain in biodiversity of 21%. The planting and landscaping would provide foraging opportunities for birds and bats.

Effect of the development on the local environment and existing residents

(a) Sunlight, daylight, overshadowing, solar glare and overlooking

Sunlight and daylight

An assessment has been undertaken to establish the likely effects on daylight and sun light received by properties around the site. Consideration has been given to instances of overlooking which may result in a loss of privacy.

The BRE guidelines have been used to provide a method for assessing daylight – Vertical Sky Component (VSC). For sunlight, the approach considers the Annual Probable Sunlight Hours (APSH) for a reference point on a window i.e. if a window point can receive at least 25% APSH, then the room should still receive enough sunlight.

The following properties were assessed:

- 21 Plymouth Grove; and
- Nick Everton Court

Consideration should be given to para 123 (c) of section 11 of the NPPF which states that when considering applications for housing, a flexible approach should be taken in terms of applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site; as long as the resulting scheme would provide acceptable living standards. The guidance suggests that hotels and student accommodation have a lower sensitivity to changes in daylight.

21 Plymouth Grove is PBSA. 40 windows have been assessed.

24 would fully meet the BRE Guidelines for VSC. 1 would experience a minor impact (where the loss of daylight is reduced within 20-35% of the BRE Guidelines). 10 a moderate impact (where the loss of daylight is reduced within 35-50% of the BRE Guidelines) and 5 a major impact (where the loss of daylight is reduced within 50-100% of the BRE Guidelines).

4 of the windows which experience a major impact are assumed to be non habitable spaces as they have small opaque windows.

There is no requirement to consider sunlight impact on number 21 Plymouth Grove as all the windows are orientated in a northern direction.

Consideration has also been given to the impact of the development on the amenity area associated with this property. Guidance states for an amenity space to appear sunlit throughout the year the amenity space should retain 80% of its former value on the 21 March. The amenity space at 21 Plymouth Grove would comply with the guidance and retain in excess of 80%.

Nick Everton Court is a student accommodation building. 52 windows for daylight have been assessed. 8 windows at the 1st floor would experience a minor to moderate impact. The remaining 44 windows at the property would fully meet the BREN Guidelines for VSC.

In terms of sunlight, the windows that were assessed for sunlight met the relevant criteria.

Overlooking

The proposal is separated from existing developments by the road network and the distances between the surrounding developments would be acceptable. There would be narrow privacy distances between some windows on the rear of the proposal with number 21 Plymouth Grove. At its narrowest point, there would be a 14 metre distance. The windows affected are small and have opaque glazing and are not believed to be habitable rooms. The privacy distances to the remaining windows are within an appropriate distance (32 metres at its furthest point) and would prevent any direct overlooking to these windows.



View along Plymouth Grove (looking towards Upper Brook Street) opposite Nick Everton house

(a) TV reception

A TV reception survey has concluded that there is likely to be minimal impact on digital television services or digital satellite television services but should any arise it could be mitigated through antenna upgrade or realignment of the transmitter.

The use of cranes during construction could cause some interference to homes receiving Winter Hill transmissions and satellites dishes. This could be resolved through the repositioning of antenna and dishes which would be accommodated by the applicant.

A condition would require of a post completion survey to be undertaken to verify that this is the case and that no additional mitigation is required.

(b) Air quality

The site is in the Greater Manchester Air Quality Management Area (AQMA) where air quality conditions are poor. Roads which may be used for construction traffic and post development are in the AQMA. The site is close to homes, educational establishments, offices, hotel, medical facilities and other commercial uses. There is also a day nursery opposite the site that could be affected by construction traffic and that associated with the completed scheme and have a high to medium sensitivity to air quality conditions.

The potential effects during construction from dust and particulate emissions from site activities and materials movement have been assessed based on a qualitative risk assessment method based on the Institute of Air Quality Management's (IAQM) 'Guidance on the Assessment of Dust from Demolition and Construction' document, published in 2014.

The assessment of the air quality impacts when complete has focused on the predicted impact of changes in ambient nitrogen dioxide (NO₂) and particulate matter with an aerodynamic diameter of less than 10 µm (PM₁₀) and less than 2.5 µm (PM_{2.5}) at key local locations. The magnitude and significance of the changes have been referenced to non-statutory guidance issued by the IAQM and Environmental Protection UK (EPUK).

The main contributors to air quality conditions would be from construction. dust, particulate matter and pollution concentrations generated on site, particularly from exhaust emissions from traffic, plant and earthworks. Nearby homes are likely to experience impacts from dust from construction and earthworks. The air quality report identified that there are residential and other sensitive buildings that would be affected by construction vehicles accessing the site. There are also likely to be cumulative impacts from other nearby developments which could be under construction at the same time.

The impact on human health would be high for demolition, earthworks, and construction. The main impact on local air quality conditions would be dust from the demolition and construction. The impact from construction traffic would be lower due to condition and surface material of surrounding main roads.

Mitigation measures are proposed such as dust suppression, no idling of vehicles, avoidance of diesel or petrol powered plant, speed restrictions on unpaved roads, and the implementation of a Construction Logistics Plan and Travel Plan, which would minimise the impact on local air quality. These measures would be secured through the construction management plan condition.

The completed development would generate traffic, but this would not create new impacts on air quality conditions (NO₂, PM₁₀ and PM_{2.5}). It would be a car free development with 32 cycle spaces. It is acknowledged that there would be taxi and parcel deliveries from the site but this is not considered to be on a number which would impact on air quality and would be subject to a management strategy to prevent any unduly harmful impacts.

A travel plan would encourage public transport use and reduce vehicle trips. The proximity of the University campuses and the city centre means the site is ideally located for walking and cycling.

There would be no gas fired boilers or generators which would normally contribute to air quality conditions. No mitigation is required to minimise the impact when the development is occupied. A mechanical ventilation system would ensure that air intake to the homes would be fresh and free from pollutants.

It is acknowledged that local air quality conditions are poor, but the development would have no material impact on current air quality conditions and the accommodation can be suitably mitigated against current conditions.

Environmental Health concur with the conclusions and recommendations of the air quality report. The mitigation measures would be secured by planning condition and the proposal would comply with policy EN16 of the Core Strategy, paragraph 8 of the PPG and paragraph 124 of the NPPF in that there would be no detrimental impact on existing air quality conditions.

Noise and vibration

A noise assessment has considered the noise insulation requirements for the accommodation. The main sources of noise from the development are from the construction activities and plant. Consideration has also been given to the impact of external noise sources.

Noise levels from construction would not be unduly harmful provided the operating and delivery hours are adhered to, the erection of a hoarding with acoustic properties, silencers on equipment and regular communication with nearby residents. These details would be secured by a condition. The proposal would require plant and details are required prior to first occupation and this would be a condition.

The main sources of external noise would be traffic, and other noise, on roads. The accommodation would have to be acoustically insulated to mitigate against this.

Mechanical ventilation and glazing would achieve the necessary noise criteria. These measures should be implemented with a verification/post completion report prior to the first occupation of the accommodation.

Some residents have expressed concern about the impact of students on the local community particularly in respect of anti-social behaviour, litter and waste, and transient noise impacts late at night/early in the morning and how they may

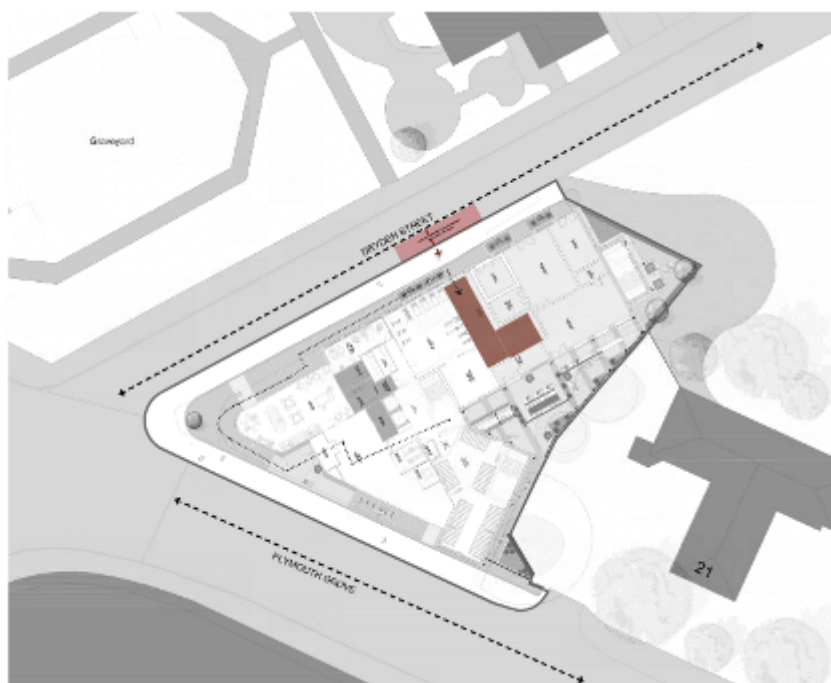
unbalance the local community. It should be recognised that students are also residents and must be part of a sustainable community and neighbourhood.

Management plans would seek to minimise disruption as a result of moving days, deliveries, taxi and food and parcel deliveries to ensure that impacts on residential amenity are minimised.

Provided that construction activities are controlled, and the plant equipment and student accommodation is appropriately insulated the proposal is considered to be in accordance with policy DM1 of the Core Strategy, extant policy DC26 of the UDP and the NPPF.

Waste strategy and servicing management

The refuse store is on the ground floor and would contain 17 x 1100 Litre Euro bins (10 general and 7 recycling).



Brown area marks the location of the refuse store; pink area loading to Dryden Street

Students would be responsible for putting their waste in the bin store where they would be able to recycle. There would be areas to store waste within the studio apartment which would include the ability to segregate and recycle waste. The waste from the bin stores would be taken out for collection onto the loading bay on Dryden Street.

The waste management principles are acceptable to Environmental Health. Private, daily collections are required and this could not be met by the City Council's own statutory obligations. It is therefore necessary to ensure that the private collections remain in place for as long as the development remains in use. The legal agreement should secure the provision of the private waste collections.

Water quality, drainage and flood risk

The site is in flood zone 1 and in a critical drainage area where there are complex surface water flooding problems from ordinary watercourses, culverts and flooding from the sewer network. These areas are particularly sensitive to an increase in surface water run off and/or volume from new developments which may exacerbate flooding problems. Policy EN14 requires development to minimise its impact on surface water run off in critical drainage areas.

The drainage strategy has been considered by the City Council's flood risk management team. Further details are required to complete the drainage strategy in order to satisfy the provision of policy EN14 of the Core Strategy which should form part of the conditions of the planning approval.

Ground conditions

There are no unusual or complex ground contamination issues. A detailed risk assessment remediation strategy is required to ensure that there are no unacceptable impacts, the land is properly remediated and impact on controlled waters is minimised.

The implementation should be confirmed through a verification report to confirm that it has been carried out in full. This should form a condition in order to comply with policy EN18 of the Core Strategy.

Construction Management

The construction programme would include ground works and utility diversions, foundations, frame construction, façade cladding and internal fit out.

All HGV traffic would use Mancunian Way and A34 (South Bound) or route from North / East from M62 – M60 clockwise – A57 westbound. A servicing strategy would be in place to avoid congestion and clashes with other vehicles.

Vehicles would enter Dryden Street and enter the site to unload/load. It is acknowledged that Dryden Street is a residential street with parking restrictions and no vehicles would be allowed to obstruct the street.

There is no space on the site for labour and subcontract parking. The adjacent roads all have parking restrictions. Site workers would be encouraged to use public transport or use nearby car parking.

Dust mitigation measures would be employed, and plant and equipment would be fitted with silencers and would only be used during working hours. Wheel washing would take place. Construction waste management would be in place at all times.

The work would take place close to homes and businesses and comings and goings would be noticeable. These impacts can be mitigated through best practice. A condition requires a construction management plan to be agreed which would include

details of dust suppression measures, highways management plan and details of use of machinery. Wheel washing would prevent any dirt and debris on the road.

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

Fire Safety

It is a mandatory planning requirement to consider fire safety for high rise buildings in relation to land use planning issues. A fire statement must be provided, and the Health and Safety Executive (HSE) must be consulted. Government advice is very clear that the review of fire safety at Gateway One through the planning process should not duplicate matters that should be considered through Building Control. The HSE have raise no concerns regarding the proposal.

Aerodrome safeguarding

An informative about the use of cranes should form an informative of the planning permission. In addition, a condition should be imposed to agree a strategy to prevent birds being attracted to the PV array to the roof.

Legal Agreement

This application will be subject to a legal agreement which would secure affordable discounted accommodation at the site as set out under the heading 'Affordable Student Accommodation' within this report.

The applicant has offered the affordable housing. Members are advised that affordable housing is not required to make this development acceptable, and is being offered on a voluntary basis by the applicant, this is not a material planning consideration and Members should not take this into account in the determination of this planning application. It should be recognised though that the high cost of PBSA is an important issue that has been raised by students bodies and Manchester Universities and was identified as a key issue in the reports to the Executive. The provision of affordable student accommodation is necessary and essential in terms of meeting need and demand going forward.

In addition, there is also a requirement to ensure that private waste collections are maintained throughout the lifetime of the development as set out under the heading 'waste strategy and servicing management'.

The project architect should also be retained to deliver the scheme in the interest of ensuring the architectural integrity of the scheme as detailed within the heading 'Visual Amenity' of this report.

Conclusion

The proposal conforms to the development plan taken as a whole as directed by section 38 (6) of the Planning and Compulsory Purchase Act 2004 and there are no material considerations which would indicate otherwise.

The proposal would see the redevelopment of a vacant, brownfield site where planning permission has previously been granted for a building of a similar scale.

Active frontages and high quality architecture would make a positive contribution to the street scene. The buildings would be of a high level of sustainability and high quality materials thereby reducing CO2 emissions.

The provision of PBSA meets the Council policy H12 requirements and would therefore contribute positively to the supply of student accommodation in the City.

Careful consideration has been given to the impact of the development on the local area. The Brunswick neighbourhood is a long-standing residential community which has been subject to ongoing transformation through the Brunswick PFI.

Comments received regarding anti-social behaviour, litter and waste, and transient noise impacts late at night/early in the morning are relevant issues that need to be managed and mitigated to ensure that they do not unbalance the local community.

PBSA is part of a sustainable community but should operate in a manner which would not give rise to any unacceptable impacts on residential amenity. Management plans would seek to minimise disruption from moving days, deliveries, taxi and food and parcel deliveries. There would also be conditions to control external areas such as roof terraces and the public realm within the site.

It has been demonstrated that there would be no unduly harmful impacts from noise, traffic generation, air quality, water management, contamination or loss of daylight, sunlight and privacy. Where harm does arise, it can be appropriately mitigated, and would not amount to a reason to refuse this planning application.

The buildings and its facilities are also fully accessible to all. The waste can be managed and recycled in line with the waste hierarchy. Construction impacts can also be mitigated to minimise the effect on local residents and businesses.

There would be some localised impacts on nearby listed buildings with the level of harm being considered low, less than substantial and significantly outweighed by the public benefits which would be delivered as a consequence of the development socially, economically and environmentally: S66 of the Listed Buildings Act (paragraph 208 of the NPPF).

Other Legislative Requirements Equality Act 2010

Section 149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality

Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

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

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved polices of the Unitary Development Plan, the Director 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 **Minded to Approve** subject to the signing of a section 106 agreement to secure the provision of affordable rented accommodation, that private waste collections would take place for the perpetuity of the development and secure the project architect.

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Pre application advice has been sought in respect of this matter where early discussions took place regarding the siting/layout, scale, design and appearance of the development along with other matters. The proposal is considered to be acceptable and therefore determined within a timely manner.

Conditions to be attached to the decision

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

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

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

Drawings

DAY-XX-00-DR-A-04-0001 Rev A, DAY-XX-XX-DR-A-04-0002 Rev A, DAY-XX-XX-DR-A-04-0003 Rev A, DAY-XX-XX-DR-A-04-1001 Rev A, DAY-XX-XX-DR-A-04-1002 Rev A, DAY-XX-XX-DR-A-04-2001 Rev A, 4353-101 Rev. B, 4353-201, 4130-KIN-XX-GF-DR-E-9600 and Rev. P1, 5571 P1 received by the City Council, as Local Planning Authority, on the 10 October 2023

Supporting information

Design and Access Statement, including: - Waste Management Plan; - and, - Servicing Strategy prepared by DAY Architects, Planning Statement, including: - Statement of Community Involvement Chapter prepared by Avison Young, Air Quality Assessment prepared by Redmore, Archaeological DBA prepared by Paul Butler Associates, Broadband Connectivity Assessment prepared by GTech, Circular Economy Statement prepared by Quinn Ross Framework Construction Management Plan prepared by Recom, Crime Impact Statement prepared by GMP, Flood Risk Assessment prepared by XO Square, Drainage Design Technical Note prepared by XO Square, Fire Statement prepared by EOW, Ecological Assessment, including BNG prepared by Rachel Hacking, Energy Statement prepared by Kings Associate, Heritage Assessment prepared by Paul Butler Associates, Landscape Design Statement prepared by TPM, Landscape Operational Management Plan prepared by Fresh, Local Labour Agreement prepared by Avison Young, Site Investigation Report (Phase 1) prepared by E3P, UXO desk Study prepared by Zetica, Student Need Assessment prepared by Cushman and Wakefield, Transport Statement (inc. Travel Plan) prepared by Eddisons, Arboricultural Impact Assessment prepared by Lally TM, Arboricultural Method Statement prepared by Lally TM and TV and Radio Reception Survey prepared by GTech received by the City Council, as Local Planning Authority, on the 10 October 2023

Acoustic Survey (Reference: 50-834-R1-3) prepared by E3P received by the City Council, as Local Planning Authority, on the 6 December 2023

Email from Avison Young received on the 23 November 2023

Daylight Sunlight Assessment prepared by Base Energy received by the City Council, as Local Planning Authority, on the 8 January 2024

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

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

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

4) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained with the Arboricultural Impact Assessment prepared by Lally

TM, Arboricultural Method Statement prepared by Lally TM received by the City Council, as Local Planning Authority, on the 10 October 2023; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the occupation of the building for its permitted use.

(a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the local planning authority. Any topping or lopping approved shall be carried out in accordance with British Standard 5387 (Trees in relation to construction)

(b) If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority.

(c) The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority.

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with policies EN9 and EN15 of the Core Strategy.

5) All tree work should be carried out by a competent contractor in accordance with British Standard BS 3998 "Recommendations for Tree Work".

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with policies EN9 and EN15 of the Core Strategy.

6) Prior to the commencement of the development, a detailed construction management plan outlining working practices for that plot of development shall be submitted to and approved in writing by the Local Planning Authority.

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

- o Display of an emergency contact number;
- o Communication strategy with residents;
- o Details of Wheel Washing;
- o Dust suppression measures;
- o Compound locations where relevant;
- o Location, removal and recycling of waste;
- o Routing strategy and swept path analysis;
- o Parking of construction vehicles and staff; and
- o Sheeting over of construction vehicles.

Manchester City Council encourages all contractors to be 'considerate contractors' when working in the city by being aware of the needs of neighbours and the environment. Membership of the Considerate Constructors Scheme is highly recommended.

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) a) Prior to the commencement of the development, details of a Local Labour Proposal, in order to demonstrate commitment to recruit local labour for the duration of the construction of that plot of the development, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved document shall be implemented as part of the construction of the relevant plot of the development.

In this condition a Local Labour Proposal means a document which includes:

- i) the measures proposed to recruit local people including apprenticeships
- ii) mechanisms for the implementation and delivery of the Local Labour Proposal
- iii) measures to monitor and review the effectiveness of the Local labour Proposal in achieving the objective of recruiting and supporting local labour objectives

(b) Within one month prior to construction work for the development being completed, a detailed report which takes into account the information and outcomes about local labour recruitment pursuant to items (i) and (ii) above shall be submitted for approval in writing by the City Council as Local Planning Authority.

Reason - The applicant has demonstrated a commitment to recruiting local labour pursuant to policies SP1, EC1 and DM1 of the Manchester Core Strategy (2012).

8) Prior to the commencement of the development, all material to be used on all external elevations of the relevant plot of development shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include the submission of samples (including a panel) and specifications of all materials to be used on all external elevations of the development along with jointing and fixing details, window reveals and soffits, details of the drips to be used to prevent staining in, ventilation/air brick and a strategy for quality control management.

The approved materials shall then be implemented as part of the development.

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

9) Notwithstanding the details submitted in the Flood Risk Assessment prepared by XO Square, Drainage Design Technical Note prepared by XO Square received on the 10 October 2023, (a) the development shall not commence until a scheme for the drainage of surface water from that phase of the new development shall be submitted for approval in writing by the City Council as the Local Planning Authority. This shall include:

- A finalised drainage layout showing all components, outfalls, levels and connectivity;
- Maximised integration of green SuDS components (utilising infiltration, raingardens or attenuation) if practicable;
- Runoff volume in the 1 in 100 year, 6 hours rainfall shall be constrained to a value as close as is reasonable practicable to the greenfield runoff volume for the same event, but never to exceed the runoff volume from the development site prior to redevelopment;
- 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 45% 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. 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;
- Progression through the drainage hierarchy shall be evidence based and supported by site investigation. Results of ground investigation carried out under Building Research Establishment Digest 365. Site investigations should be undertaken in locations and at proposed depths of the proposed infiltration devices. Proposal of the attenuation that is achieving half emptying time within 24 hours. If no ground investigations are possible or infiltration is not feasible on site, evidence of alternative surface water disposal routes (as follows) is required;
- Where surface water is connected to the public sewer, agreement in principle from United Utilities is required that there is adequate spare capacity in the existing system taking future development requirements into account. An email of acceptance of proposed flows and/or new connection will suffice;
- CCTV survey and routing plan of existing drainage system to understand condition, capacity, connectivity;
- Hydraulic calculation of the proposed drainage system, including all engineering parameters;
- Construction details of flow control and SuDS elements.

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

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).

The above conditions is required as it is essential that an adequate drainage system is designed for the development.

10) a) Notwithstanding the Site Investigation Report (Phase 1) prepared by E3P received by the City Council, as Local Planning Authority, on the 10 October 2023 and the email from Avison Young received on the 23 November 2023, prior to the commencement of the development, the following information has been submitted for approval in writing by the City Council, as Local Planning Authority, to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site

- Submission of Site Investigation Proposals
- Submission of a Site Investigation and Risk Assessment Report
- Submission of a Remediation Strategy

b) When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy.

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

11) If, during the development, contamination or conditions not previously identified as part of the agreed documents within condition 10 are found to be present at the site (or in the monitored vicinity) then no further operations shall be carried out until a strategy which details how this unsuspected circumstance shall be dealt with has been submitted for approval in writing by the City Council, as Local Planning Authority. The approved strategy shall then be implemented and then verified as required by condition 13.

Reason - To ensure that the works to be undertaken do not contribute to, or adversely affect, unacceptable levels of water pollution from previously unidentified contamination sources pursuant to policies EN17 and EN18 of the Manchester Core Strategy (2012).

12) Prior to the development hereby approved being brought into first use, and following completion of the remediation strategy approved as part of condition (10), a Completion/Verification Report shall be submitted for approval in writing by the City Council as Local Planning Authority. This shall demonstrate that the completion of works has been carried out in accordance with the approved remediation strategy and has been effective. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.

Reason - To ensure that the site has been appropriately remediated prior to the commencement of works associated with the redevelopment of the site, pursuant to policies EN17, EN18 and DM1 of the Manchester Core Strategy (2012).

13) Prior to the commencement of the development, details of the method for piling, or any other foundation design using penetrative methods, shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The approved details shall then be implemented during the construction of the development.

Reason - Piling or any other foundation using penetrative methods can result in risks to potable supplies (pollution/turbidity, risk of mobilising contamination) drilling through different aquifers and creating preferential pathways. It is therefore necessary to demonstrate that piling will not result in contamination of groundwater pursuant to policies EN17 and EN18 of the Manchester Core Strategy (2012).

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

The scheme shall include the following:

- Verification report providing photographic evidence of construction; and
- Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

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

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

15) The development shall be carried out in accordance with the Energy Statement prepared by King Associates received by the City Council, as Local Planning Authority, on the 10 October 2023.

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

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.

16) (a) Notwithstanding drawing 4353-101 Rev. B received by the City Council, as Local Planning Authority, on the 10 October 2023, prior to the commencement of landscaping works associated with the development hereby approved, details of a hard and soft landscaping scheme (including appropriate materials specifications, planting and tree specifications and provision of cycle spaces within the public realm) shall be submitted for approval in writing by the City Council as Local Planning Authority.

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

If within a period of 10 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 SP1, EN9 and DM1 of the Core Strategy.

17) Prior to the first use of the development hereby approved, full details of the specification and locations of bat and bird boxes, shall be submitted to and approved in writing by the City Council as Local Planning Authority. The bat and bird boxes shall be installed prior to the completion of the development and therefore be retained and remain in situ.

Reason - To ensure the creation of new habitats in order to comply with policy EN15 of the Manchester Core Strategy (2012).

18) (a) Prior to the first occupation of the development hereby approved, details of any externally mounted ancillary plant, equipment and servicing shall be submitted for approval in writing by the City Council, as Local Planning Authority. Externally mounted plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5 dB (L_{aeq}) below the typical background (LA₉₀) level at the nearest noise sensitive location.

(b) Prior to the first use of the development, a verification report will be required to validate that the work undertaken conforms to the recommendations and requirements approved as part of part (a) of this planning condition. The verification report shall include post completion testing to confirm the noise criteria has been met. In instances of non-conformity, these shall be detailed along with mitigation measures required to ensure compliance with the noise criteria. A verification report and measures shall be agreed until such a time as the development complies with part (a) of this planning condition.

Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the City Council, as Local Planning Authority. Any measures shall thereafter retained and maintained in situ.

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

19) Prior to any above ground works, a scheme of acoustic insulation for the non residential areas (gym, residential spaces) within the development shall be submitted for approval in writing by the City Council, as Local Planning Authority.

Where entertainment noise is proposed the LAeq (entertainment noise) shall be controlled to 5dB 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 (Leq,5min), respectively

(b) Prior to the first use of those spaces within the development, a verification report will be required to validate that the work undertaken conforms to the recommendations and requirements approved as part of part (a) of this planning condition. The verification report shall include post completion testing to confirm the noise criteria has been met. In instances of non-conformity, these shall be detailed along with mitigation measures required to ensure compliance with the noise criteria. A verification report and measures shall be agreed until such a time as the development complies with part (a) of this planning condition.

Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the City Council, as Local Planning Authority. Any measures shall thereafter retained and maintained in situ.

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

20) (a) Prior to any above ground works, a scheme for acoustically insulating the proposed student accommodation against noise shall be submitted for approval 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 potential for overheating shall also be assessed and the noise insulation scheme shall take this into account.

Noise survey data shall include measurements taken during a rush-hour period and night time to determine the appropriate sound insulation measures necessary. The following noise criteria shall be required to be achieved when providing adequate ventilation as defined by Approved Document F of the Building Regulations (whole dwelling ventilation):

Bedrooms (night time - 23.00 - 07.00) 30 dB LAeq (individual noise events shall not exceed 45 dB LAmax,F by more than 15 times)

Living Rooms (daytime - 07.00 - 23.00) 35 dB LAeq

Gardens and terraces (daytime) 55 dB LAeq

Higher internal noise levels than those specified above may be allowed when higher rates of ventilation are required in relation to the overheating condition.

Additionally, where entertainment noise is a factor in the noise climate the sound insulation scheme shall be designed to achieve internal noise levels in the 63Hz and 125Hz octave centre frequency bands so as not to exceed (in habitable rooms) 47dB and 41dB (Leq,5min), respectively.

The approved noise insulation and ventilation scheme shall be completed before the first occupation of the student accommodation plot C of the development.

(b) Prior to the first occupation of the student accommodation, a verification report will be required to validate that the work undertaken conforms to the recommendations and requirements approved as part of part (a) of this planning condition. The verification report shall include post completion testing to confirm the noise criteria has been met with windows and purge vent doors closed. In instances of non-conformity, these shall be detailed along with mitigation measures required to ensure compliance with the noise criteria. A verification report and measures shall be agreed until such a time as the development complies with part (a) of this planning condition.

Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the City Council, as Local Planning Authority. Any measures shall thereafter retained and maintained in situ.

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

21) The waste management arrangements for the development shall be carried out in accordance with the Waste Management Plan within the Design and Access Statement and drawing [1441-22-DAY-XX-XX-DR-A-04-0002 REV A](#) received by the City Council, as Local Planning Authority, on the 10 October 2023.

The approved scheme shall be implemented as part of the first use of the development and shall remain in situ whilst the use or development is in operation.

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

22) The development hereby approved shall include a building and site lighting scheme including details of illumination of external areas, during the period between dusk and dawn and details of lighting being turned off when not in use. Full details of such a scheme for the development shall be submitted for approval in writing by the City Council, as Local Planning Authority before the first use of the development hereby approved.

The approved scheme shall be implemented in full for the development prior to the first use of the development and shall remain in operation for so long as the development is occupied.

Reason - In the interests of amenity, crime reduction, personal safety, the safety of the tram lines and impact on the canal corridor in order to comply with the requirements of policies SP1 and DM1 of the Manchester Core Strategy (2012).

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

Reason - In order to minimise the impact of the illumination of the lights on the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

24) The development hereby approved shall be carried out in accordance with the Crime Impact Assessment Greater Manchester Police received by the City Council, as Local Planning Authority, on the 10 October 2023.

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 Manchester Strategy (2012) and to reflect the guidance contained in the National Planning Policy Framework.

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

Monday to Saturday 07:30 to 20:00

Sundays (and Bank Holidays): no deliveries/waste collections on Sundays/Bank Holidays.

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

26) The student accommodation hereby approved shall be used as purpose built student accommodation (PBSA) (Sui Generis) and for no other purpose of The Town and Country Planning (Use Classes) Order 1987 (or any order revoking and re-enacting that Order with or without modification) (including serviced apartments/apart hotels or similar uses where sleeping accommodation (with or without other services) is provided by way of trade for money or money's worth and occupied by the same person for less than ninety consecutive nights).

Reason - To ensure that the accommodation is used solely for the intended purpose - student accommodation and to safeguard the amenities of the neighbourhood by ensuring that other uses which could cause a loss of amenity such as serviced apartments/apart hotels do not commence without prior approval; to safeguard the character of the area, and to maintain the sustainability of the local community

through provision of accommodation that is suitable for people living as families pursuant to policies DM1 and H11 of the Core Strategy for Manchester and the guidance contained within the National Planning Policy Framework.

27) The development hereby approved shall be carried out in accordance with the Travel Plan prepared by Eddisons received by the City Council, as Local Planning Authority, on the 10 October 2023.

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

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

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

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

28) (a) Prior to the first occupation of the student accommodation hereby approved, the cycle store and provision of 132 cycle stands as indicated on drawing [1441-22-DAY-XX-XX-DR-A-04-0002 REV A](#) received by the City Council, as Local Planning Authority, on the 10 October 2023 shall be implemented and made available for the occupants of the development. The cycle store shall remain available and in use for as long as the development is occupied.

(b) The number of cycle spaces shall be reviewed annually as part of the travel plan requirements of condition 27 of this planning permission (commencing from the date of this permission). The survey shall be completed within 7 days of each annual review date and the results of the survey provided to the City Council within 7 days thereafter. Any additional cycle spaces identified as part of this review shall be implemented within two months of approval of the annual agreement.

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

29) Prior to the first occupation of the development hereby approved a scheme of highway works and details of footpaths reinstatement/public realm for the

development shall be submitted for approval in writing by the City Council, as Local Planning Authority.

This shall include the following:

- Resurfacing of the footways, reinstatement of redundant access points and the installation of tactile paving;
- Creation of a disabled parking bay on Dryden Street;
- Creation of a loading bay to Dryden Street;
- Review of Traffic Regulation Orders (TROs) to facilitate accessible and loading bays together with measures to prevent on street parking on the surrounding streets.

The approved scheme shall be implemented and be in place prior to the first occupation of the development and thereafter retained and maintained in situ.

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

30) Notwithstanding the TV and Radio Reception Impact Assessment GTech Surveys, received by the City Council, as Local Planning Authority, on the 10 October 2023, within one month of the practical completion of a plot 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 plot of development 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 Manchester Core Strategy (2012).

31) All windows at ground level, unless shown otherwise on the approved drawings detailed in condition 2 shall be retained as a clear glazed window opening at all time and views into the premises shall not be screened or obscured in anyway.

Reason - The clear glazed window(s) is an integral and important element in design of the ground level elevations and are important in maintaining a visually interesting street-scene consistent with the use of such areas by members of the public, and so as to be consistent with saved policy DC14 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Manchester Core Strategy (2012).

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

Reason - To ensure that satisfactory disabled access is provided by reference to the provisions Manchester Core Strategy (2012) policy DM1.

33) Prior to any above ground works, details of the location, size and specification of the accessible bedrooms for the PBSA shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented as part of the development and thereafter retained and maintained in situ.

Reason - In the interest of ensuring the accommodation is accessible to all pursuant to policy DM1 of the Manchester Core Strategy (2012).

34) Prior to the first use of the development hereby approved a signage strategy for the building shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The approved strategy shall then be implemented and used to inform any future advertisement applications for the building.

A minimum of one projecting box sign would be acceptable for the development (30mm thickness) and ground floor signage to residential spaces should be situated behind the glass).

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

35) Prior to the first use of the development hereby approved, details of the specification, siting, scale and appearance of the solar panels to the roof (including cross sections). The approved details shall then be implemented prior to the first use of the development and thereafter retained and maintained in situ.

Reason – In the interest of ensuring the solar panels are of the appropriate specification and appearance in the interest of the overall sustainability of the building and visual amenity pursuant to policies SP1, EN1, EN6 and DM1 of the Manchester Core Strategy (2012).

36) Prior to the first use of the development, details of the siting, scale and appearance of the air source heat pumps to the buildings hereby approved. The air source heat pumps must also comply with the noise criteria as specified in condition 18. The approved details shall then be implemented prior to the first use of the development and thereafter retained and maintained in situ.

Reason - In the interest of ensuring the air source heat pumps are installed and to ensure that they are appropriate in terms of visual amenity pursuant to policies SP1, EN1, EN6 and DM1 of the Manchester Core Strategy (2012).

37) Prior to the first use of the external areas of a plot of the development, details of any external areas associated (including an Operating Schedule) shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The Operating Schedule shall contain the following details:

- a. A scaled layout plan showing the proposed seating area, including layout of furniture and demarcation of the area;
- b. Full details of the measures proposed to ensure that the proposed seating area is fully accessible by disabled people;
- c. Details of the proposed furniture, including any barriers;
- d. A detailed management strategy that includes information on how the proposed external seating area would be managed in terms of potential noise disturbance, additional movement and activity, litter and storage of furniture at night;
- e. days and hours of operation.

The approved plan shall be implemented upon first use of the development and thereafter retained.

No amplified sound or any music shall be produced or played in any part of the site outside the building.

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

38) Prior to the first use of the residential space within the development, details of a scheme to extract fumes, vapours and odours from these spaces shall be submitted for approval in writing by the City Council, as Local Planning Authority (unless no kitchen extraction or cooking facilities are required). The approved scheme shall then be implemented prior to the first use the space and thereafter retained and maintained in situ.

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

39) Prior to the first use of each of the ground floor residential spaces of the development, details of any roller shutters to the ground floor shall be submitted for approval in writing by the City Council, as Local Planning Authority. The shutters shall be fitted internally to the premises. The approved details shall be implemented prior to the first use the development and thereafter retained and maintained in situ.

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

40) No doors to ground floor spaces (other than those designated as fire exits) shall open outwards onto adjacent pedestrian routes.

Reason - In the interest of pedestrian safety pursuant to policy DM1 of the Manchester Core Strategy (2012).

41) Prior to the first use a Delivery and Servicing Management (including taxi pick up and drop off, parcel deliveries and food drop off) for the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The strategy should work to ensure that servicing/delivery activities the building are co-ordinated to ensure efficient use of the proposed loading bay.

The approved strategy, including any associated mitigation works, shall be implemented and be in place prior to the first occupation of the development and thereafter retained and maintained in operation.

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

42) Prior to the first occupation of the development a Student move in/move out Operation Management Strategy shall be submitted for approval in writing by the City Council, as Local Planning Authority. The strategy should include provision of time slots and management arrangements.

The approved strategy, including any associated mitigation works, shall be implemented and be in place prior to the first occupation the development and thereafter retained and maintained in operation.

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

43) Prior to the first occupation of the PBSA building, a student wellbeing strategy shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved strategy shall be implemented as part of the first occupation of the development and thereafter retained.

Reason – In the interest of ensure student welfare pursuant to policy DM1 of the Manchester Core Strategy (2012).

44) Prior to any above ground works associated with the PBSA building details of the siting, scale and appearance of boundary treatment shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented as part of the development and be in place prior to the first occupation of the development.

The boundary treatment shall be retained and maintained in situ thereafter and notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking or re-enacting that Order with or without modification) no boundary treatment shall be erected on site, other than that shown on the approved plans.

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

Informatives

- 1) Under the Habitat Regulation it is an offence to disturb, harm or kill bats. If a bat is found during demolition all work should cease immediately and a suitably licensed bat worker employed to assess how best to safeguard the bat(s). Natural England should also be informed.
- 2) The applicant is reminded that, under the Wildlife and Countryside Act 1981 as amended it is an offence to remove, damage, or destroy the nest of a wild bird, while the nest is in use or being built. Planning consent does not provide a defence against prosecution under this act. If a birds nest is suspected work should cease immediately and a suitably experienced ecologist employed to assess how best to safeguard the nest(s).
- 3) The developer or crane operator must contact Manchester Airports Control of Works Office at least 21 days in advent of intending to erect a crane or other tall construction equipment on the site. This is to obtain a tall equipment permit and to ascertain if any operating restrictions would be required. Any operating restriction that are subsequently imposed by Manchester Airport must be fully complied with.
- 4) You should ensure that any external wall treatments approved for planning purposes are discussed in full with Building Control to ensure they meet with the guidance contained in the Building Regulations for fire safety. Should it be necessary to change the external facade treatment due to conflicts with Building Regulations, you should also discuss the changes with the Planning team to ensure they do not materially affect your permission.
- 5) Any signage, wayfinding, banners or any other advertisements to be installed in and around the application site for the purpose of the promotion of the developments and routes to it may require consent under the Town and Country Planning (Control of Advertisements) (England) Regulations 2007.
- 6) It is expected that all modifications / improvements to the public highway are achieved with a maximum carbon footprint of 40%. Materials used during this process must also be a minimum of 40% recycled and fully recyclable. Developers will be expected to demonstrate that these standards can be met prior to planning conditions being discharged. The developer is to agree the above with MCC's Statutory Approvals and Network Resilience Teams post planning approval and prior to construction taking place.
- 7) Regarding S278 agreements a deposit is required to begin an application, additional costs will be payable and are to be agreed with S278 team. A S278 is required for works to the adopted highway, minimum standard S278 technical approval timescale is between 4-6 months, TRO's can take 10-12 months. An independent 'Stage 2' Road Safety Audit will be required and the design may require

changes if any issues are raised with all costs attributable to the Developer. A 'Stage 1' Road Safety Audit should be completed during the planning stage and a copy of the report (with Designer's Response) is to be made available to the Statutory Approvals Team upon request.

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: 138294/FO/2023 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.

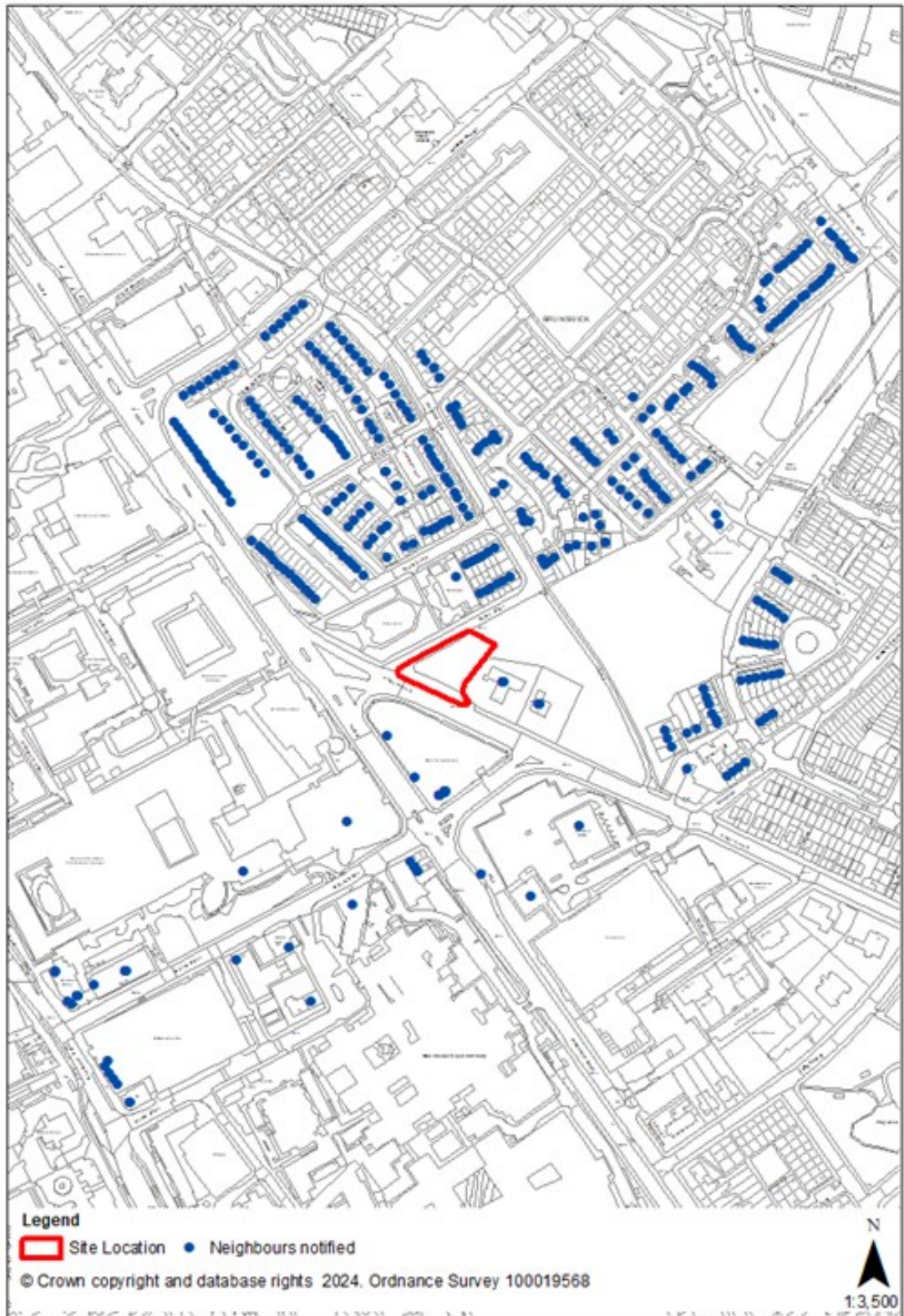
The following residents, businesses and other third parties in the area were consulted/notified on the application:

Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
Greater Manchester Police
Environment Agency
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
United Utilities Water PLC
Health & Safety Executive (Fire Safety)
Manchester Airport Safeguarding Officer
Greater Manchester Ecology Unit
Work & Skills Team
Sport England
Manchester Metropolitan University

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

Representations were received from the following third parties:

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



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Application Number	Date of Appln	Committee Date	Ward
138424/FO/2023	2nd Nov 2023	15th Feb 2024	Hulme Ward

Proposal Part demolition and redevelopment of existing library building to form new library (Use Class F1) including a new 13 storey building, external amenity spaces, public realm, access and servicing arrangements and other associated works

Location All Saints Campus, Oxford Road, Manchester, M15 6BH

Applicant Manchester Metropolitan University

Agent Deloitte LLP

Executive Summary

The proposal is for the part demolition of the All Saints Library and All Saints Building, and erection of a 13 storey library building with amenity spaces and public realm.

Two letters of objection have been received from the same individual.

Key Issues

Principle of the proposal and the schemes contribution to regeneration – The proposal is in accordance with national and local planning policies, and would bring economic, social and environmental benefits. The site is in an area that has seen the erection of modern educational buildings.

The proposal would deliver 22,091sqm of internal floorspace that would enhance and improve the facilities offered by Manchester Metropolitan University (MMU) and contribute to making it a world class educational institution.

Economic – This development value is up to £90 million and would create direct and indirect jobs during the construction phase and 150 jobs in its end use, a 50% increase upon the existing provision. The ability to attract new students to Manchester’s universities is vital for the continued growth and development of the City Centre, as well as its ongoing regeneration.

Height, Scale, Massing and Design – The height, scale and massing would be similar to Circle Square to the north. The high quality design would make a positive contribution to the street scene on this gateway route.

Social – The proposal would redevelop an underutilised site at the MMU Campus. The building would include event spaces, prayer facilities and external amenity spaces, including a roof terrace. Enhanced and sheltered public access between MMU’s All Saints and John Dalton Campuses would also benefit the public.

Environmental – This area is highly accessible and staff and students could walk or use sustainable travel. Existing green infrastructure would be largely unaffected, with mature trees along Oxford Road and within All Saints Park retained or pruned. New planting would include shade tolerant plant species and shrubs and trees would be introduced at the fifth floor outdoor terrace.

Impact on the historic environment – The proposal would impact on a number of listed buildings. This would cause a low level of less than substantial harm which would be outweighed by the benefits of the scheme.

Impact on local residents – The impact on daylight/sunlight and overlooking have been assessed. Construction impacts can be managed to minimise the effects on residents and local businesses. Noise outbreak from plant and the commercial unit would meet relevant standards and be secured by planning condition. The proposal would be a significant addition to the area. Change is expected at the Campus and would deliver economic and environmental benefits.

Wind – A wind microclimate assessment concludes that no mitigation measures are required and around the site following the development would be suitable for pedestrians and the intended uses, and the safety criteria would be met.

Climate change & sustainability – This would be a low carbon building in a highly sustainable location and it would include measures to mitigate against climate change. The proposal would comply with policies relating to CO2 reductions and biodiversity enhancement set out in the Core Strategy, the Zero Carbon Framework, the Climate Change and Low Emissions Plan and the Green and Blue Infrastructure Strategy.

A full report is attached below for Members consideration.

Description

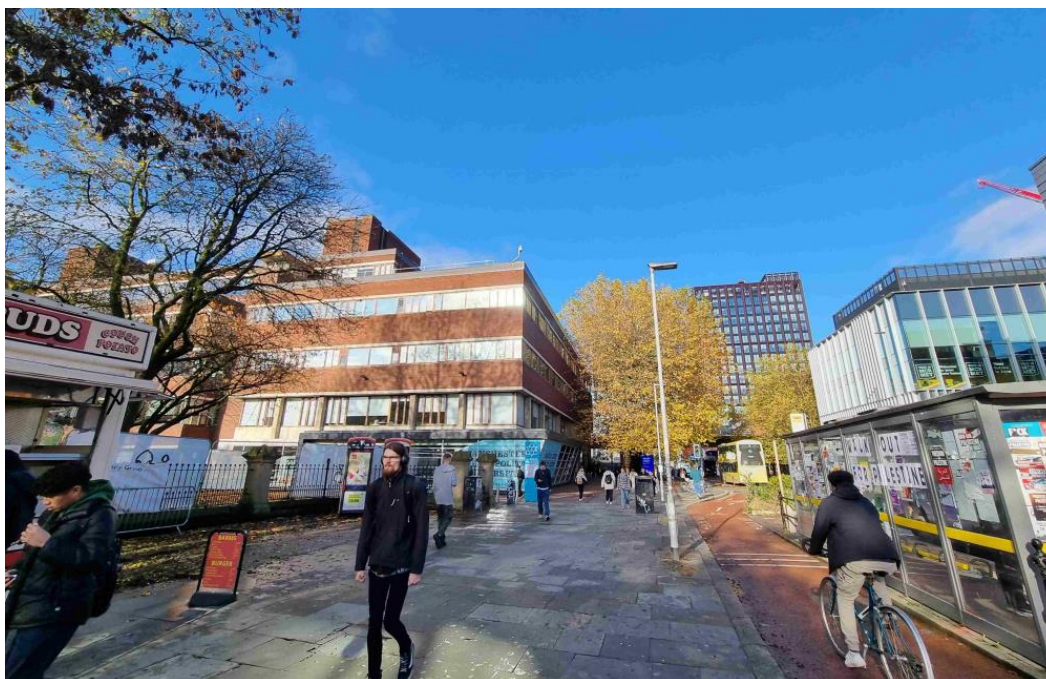
This 0.67 ha site contains the All Saints Library and All Saints Building. It is bounded by the Mancunian Way, Oxford Road, All Saints Park and MMU's Law Building.



Aerial photograph of application site



All Saints Library as seen from northern end of Lower Ormond Street



All Saints Building as seen from Oxford Road travelling northwards

The Library is a part three to part five storey flat roof red brick building. The All Saints Building is a four storey red brick building. There is pedestrian access to the south and east off of Lower Ormond Street/All Saints Park and Oxford Road. Vehicular access to the site is available beneath the Mancunian Way.

To the south are Grade II listed buildings, including the Former Manchester Ear Hospital, St Augustine's Church, Ormon Building, Righton Building, Grosvenor Building, Façade to Mabel Tylecote Building, Former Grosvenor Picture Palace and Adult Deaf and Dumb Institute.

The site is in Flood Zone 1 and a critical drainage area. The Air Quality Management Area (AQMA) is on Oxford Road and the Mancunian Way.

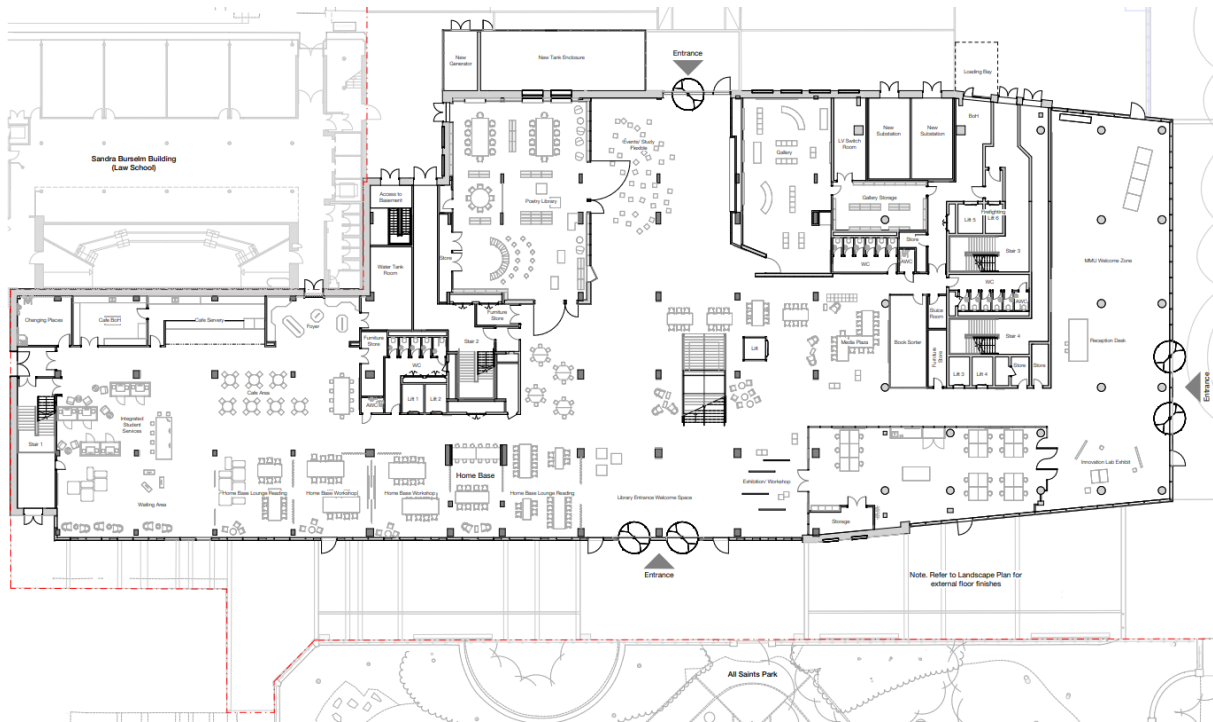
The proposal

The proposal would involve the partial demolition of the existing All Saints Library, the total demolition of the All Saints Building and the erection of 13 storey library building (Use Class F1).

The All Saints Library and All Saints Building would be cut in two. The façade, internal partitions and ceilings would be stripped, leaving the Library frame intact ready for installation of a new façade. The All Saints Building would be demolished.

The proposal would create a part 3, part 5 and part 13 storey building.

Servicing, back-of-house and waste collections would take place from the access road beneath the Mancunian Way. The existing bin store under the Mancunian Way would be retained, with the capacity increased by 26%.



Proposed floor plan showing the continuous layout of the development

The proposal would have a similar footprint to the existing All Saints Library and Building, with some minor differences to back-of-house areas and south-east corner. The 13 storey element would be situated on Oxford Road. The south-east and north-east corners would be chamfered and provide a widened pedestrian access to the campus. The ground floor would be single storey and a three storey glazed façade would provide a street presence. Main entrances would be off Oxford Road and a pedestrian walkway at All Saints Park. A third entrance/exit would provide access from MMU's John Dalton Campus to the north. The library would be open 24 hours a day. The main northern, eastern and southern entrances would be open from 9am till 7pm, with two 24 hour access doors on the southern elevation.

The ground floor would include a foyer, art gallery, study space, cafe, student services and lift access to the upper floors. The first to twelfth floors would be a mix of library and study spaces. There would be an obscured PV area at fourth floor on the roof the three storey element with a roof terrace on the roof space of the five storey element.



Proposed visual of the development as seen from All Saints Park

There would be a solid precast concrete 'ribbon' to all elevations that would wrap up and around the 13 storey element. It would be punctuated by circular windows and circular metal infill panels. The infill panels would be anodised and would be coloured in a variety of brown, green and red hues that would respond to the colour pallet of All Saints Park, the Mancunian Way and the lights of the City Centre. The gaps in the structure left by the concrete ribbon would be infilled by glass curtain walling.



Proposed visual of the development as seen from Oxford Road

Consultations

Publicity – Nearby properties were notified; a site notice was posted and an advertisement was placed in the Manchester Evening News.

Local residents/public opinion – Two objections and two letters of support were received as follows:

- construction works would have an unacceptable impact on access to nearby buildings, when also considering ongoing construction works to All Saints Park.
- The tall building would have an unacceptable impact on local wind patterns.
- The increased capacity of the library building would have an unacceptable impact on local parking.
- The proposed height of 13 storey would have an unacceptable impact on neighbouring property's access to natural light.

The letters of support can be summarised as follows:

- The development is supported but questions are asked if this would affect the business trading hours of the commercial units adjacent to All Saints Park.

Environment Agency – No objection subject to conditions relating to a remediation strategy, remediation verification reports and piling.

Environmental Health – No objection subject to conditions relating to the extraction of fumes/odours, construction management plan, demolition/construction hours, servicing hours, opening hours, external lighting, use of roof terrace, external plant, waste management, air quality and contaminated land.

Environment & Operations – No objection received.

Flood Risk – No objection subject to conditions relating to the submission of a surface water drainage scheme and details of the implementation, maintenance and management of the sustainable drainage scheme.

Greater Manchester Archaeological Advisory Service – No objection.

Greater Manchester Ecology Unit – No objection subject to conditions relating to the submitted Ecology Report, nesting birds, landscaping proposals and bird box provision.

Greater Manchester Pedestrians Society – No objection received.

Greater Manchester Police – No objection received.

Health & Safety Executive (Fire Safety) – No objection.

Helipad Manager – No objection received.

Highway Services – No objection subject to conditions relating to highway reinstatement works, construction management, cycle parking and the travel plan.

Manchester Airport Safeguarding Officer – No objection subject to an informative relating to cranes.

Neighbourhood Team Leader (Arboriculture) – No objection received.

Oxford Road Corridor – No objection received.

Parks & Events – No objection received.

Transport For Greater Manchester – Require confirmation that parking arrangements will be unchanged. Details of on site cycle parking should be provided in order to determine how attractive and safe their usage is.

United Utilities Water PLC – No objection subject to a condition relating to a sustainable surface and foul water drainage scheme.

Works & Skills – No objection subject to a condition requiring the submission of a local labour agreement.

The Development Plan

The Development Plan consists of: The Core Strategy (2012); and Saved policies of the Unitary Development Plan for the City of Manchester (1995). The Core Strategy Development Plan Document 2012 -2027 is the key document in Manchester's Local Development Framework. It sets out the long-term strategic planning policies for Manchester's future development.

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 and saved UDP policies as directed by section 38 (6) of the Planning and Compulsory Purchase Act 2004 unless material considerations indicate otherwise.

The relevant policies within the Core Strategy are as follows:

Strategic Spatial Objectives - The adopted Core Strategy contains Strategic Spatial Objectives that form the basis of its policies, as follows:

SO1. Spatial Principles – This is a highly accessible location and the proposal would reduce the need to travel by private car and would support the sustainable development of the City and help to halt climate change.

SO2. Economy – The scheme would provide jobs during construction and permanent employment in a highly accessible location. These jobs would support the City's economic performance, reduce economic, environmental and social disparities, and help to create inclusive sustainable communities.

S05. Transport – The development would be highly accessible, reduce the need to travel by private car and make the most effective use of public transport. It would promote the use of sustainable transport 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 help to protect and enhance the natural and built environment and should help to: mitigate and adapt to climate change; support biodiversity and wildlife; improve air, water and land quality; and improve recreational opportunities; and ensure that the City is inclusive and attractive to residents, workers, investors and visitors.

Policy SP1 Spatial Principles - The proposal would provide a modern library with learning spaces and ancillary uses. It would maximise the use of the City's transport infrastructure, and its location would promote walking and cycling. The proposal would modernise MMU's infrastructures. The impact on local residents has been assessed and the historic context understood.

Policy EC1 Employment and Economic Growth in Manchester - The proposal would support economic performance and create construction jobs. It would support growth and help to reduce economic, environmental and social disparities. The proposal would promote walking, cycling and public transport use.

Policy EC2 Existing Employment Space - There would be a 50% increase in the number of permanent jobs on site (100no jobs to 150no).

Policy EC3 The Regional Centre - High quality library and study space would be provided. The delivery of new jobs, landscaping works and fully accessible infrastructure would help to reduce economic, environmental and social disparities. The proposal would maximise walking, cycling and public transport use.

Policy CC1 Primary Economic Development Focus: City Centre and Fringe - The development would complement existing uses and is in accordance with the Oxford Road Corridor SRF.

Policy CC5 Transport - The public footway improvements would support pedestrian movement in and around the area.

Policy CC6 City Centre High Density Development - The high-density proposal would use the site efficiently.

Policy CC8 Change and Renewal - Employment would be created during construction.

Policy CC9 Design and Heritage - The development would have an impact on the settings of nearby listed buildings. This is discussed in detail in the report.

Policy CC10 A Place for Everyone - The proposal would support regeneration in Manchester. The development would be fully accessible.

Policy EC8 Central Manchester - The proposal would provide 21,099sqm of library space and support economic growth and create jobs.

Policy T1 Sustainable Transport - The site is close to all forms of public transport and is accessible by walking and cycling.

Policy T2 Accessible Areas of Opportunity and Need - This is a highly sustainable location, close to all forms of public transport. The impact on the impact highway network would be acceptable.

Policy EN1 Design Principles and Strategic Character Areas - The design and appearance would enhance the area.

Policy EN2 Tall Buildings - The design would be of a high standard, be appropriately located, contribute positively to sustainability, contribute positively to place making and would bring significant regeneration benefits.

Policy EN3 Heritage - The proposal would have a neutral impact on the setting of the adjacent Listed Buildings and this is discussed in more detail below.

Policy EN5 Strategic Areas for low and zero carbon decentralised energy infrastructure - The development cannot connect to a decentralised energy system but the PV panels would help to reduce CO2.

Policy EN6 Target Framework for CO2 Reductions from low or zero carbon energy supplies - A Sustainability Report sets out how the proposals would meet the requirements of this policy.

Policy EN8 Adaptation to Climate Change - A Sustainability Report identifies measures to minimise the impact of the proposal on climate change.

Policy EN9 Green Infrastructure - No trees and vegetation would be removed. Landscaping and public realm, including improved connectivity, would be provided.

Policy EN14 Flood Risk - Development should minimise surface water run off, and a Flood Risk Assessment (FRA) is required for proposals on sites greater than 0.5ha within critical drainage areas. A scheme would be agreed which minimises the impact from surface water run off.

Policy EN15 Biodiversity and Geological Conservation - Measures are proposed to improve biodiversity including trees and landscaping which would create habitats and bat and bird boxes.

Policy EN16 Air Quality - The proposal would be highly accessible by all forms of public transport, reduce reliance on cars and minimise emissions. It would not compromise air quality. There would be no on site parking. Dust suppressions measures would be used during construction.

Policy EN17 Water Quality - An assessment of the site's ground and groundwater conditions shows that subject to specific measures being adopted the proposal would not contaminate surface water courses and any impact on water quality can be controlled through a condition.

Policy EN18 Contaminated Land and Ground Stability - A desk study identifies possible risks arising from ground contamination and any impact can be controlled through a condition.

Policy EN19 Waste - The proposal would be consistent with the principles of waste hierarchy and a Waste Management Strategy details measures to dispose of waste during construction and in operation.

Policy DM1 Development Management - The design, scale and layout and functioning of the building aims to minimise impacts on residential and visual amenity and ensure that the proposal meets overall sustainability objectives.

Policy DM2 Aerodrome Safeguarding - The proposal would not impact on aerodrome safety subject to informative relating to cranes.

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

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

Saved policy DC19 'Listed Buildings' - The impact of the proposal on nearby listed buildings is discussed in detail below.

Saved policy DC20 Archaeology - The impact on archaeology is discussed below.

Saved policy DC26 Development and Noise - The proposal would minimise any impact from noise sources and mitigation would be secured by condition.

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

Other Material Policy Considerations

Places for Everyone

The Places for Everyone Plan is a Joint Development Plan Document, providing a strategic plan and policies, for nine of the 10 boroughs which make up Greater Manchester. Once the Places for Everyone Plan is adopted it will form part of Manchester's development plan.

To date, five consultations have taken place in relation on the Plan. The Examination of Plan, following its submission in February 2022, began in November 2022.

Following the completion of the Examination of the Plan, main modifications have now been proposed which will now become the subject of further public consultation.

The City Council's Executive agreed the Main Modification on 4 October 2023 and endorsed an 8 week period of public consultation on the Main Modifications commencing no earlier than 9 October 2023.

Any representations will be forwarded to the Examination team managing the Plan. The Inspectors will consider all representations on the proposed Modifications before finalising the examination report.

Given the stage the Plan has reached, and level of public consultation and scrutiny it has received, the Plan and its policies are now a material planning consideration in the determination of planning applications. The Plan and its policies must therefore be given significant weight in the planning balance.

The relevant policies in the Plan are as follows:

Objective 2: Create neighbourhoods of choice – The proposal would be sited close to jobs, amenities, student housing and public transport.

Objective 3: Playing our part in ensuring a thriving and productive economy in all parts of Greater Manchester - Jobs would be created during construction and when the development is operational.

Objective 4: Maximise the potential arising from our national and international assets - The proposal would provide an appropriate development on a strategically economically important road and replace an unremarkable building with a high quality development with public realm and connectivity.

Objective 5: Reduce inequalities and improve prosperity - The site is close to employment and educational opportunities.

Objective 6: Promote the sustainable movement of people, goods and information - The proposal would face onto Oxford Road lying within walking distance of bus routes and Oxford Road railway station. The site would be improved and support and enhance pedestrian movements.

Objective 7: Playing our part in ensuring that Greater Manchester is a more resilient and carbon neutral city-region – The development would be low carbon and includes the provision of new PV panels and green infrastructure. The site is located in a highly sustainable location and no parking provision is provided.

Objective 8: Improve the quality of our natural environment and access to green spaces - Biodiversity would be improved and surface water would be managed.

Objective 9: Ensure access to physical and social infrastructure - There are amenities and services nearby.

Objective 10: Promote the health and wellbeing of communities - Travel planning would promote use of public transport and the use the local amenities.

Policy JP-Strat1: Core Growth Area- The development would support economic growth. The 21,099sqm library building would support the student population of the area and contribute to local employment and economic growth. It would create job during construction and when in operation.

Policy JP-Strat2: City Centre- This would be a high density scheme in a highly sustainable location. The public realm and biodiversity would be improved.

Policy JP-S2: Carbon and Energy – The proposal would include renewable sources and would achieve a BREEAM rating of ‘excellent’.

Policy JP-S5: Flood Risk and the Water Environment – The development would have a drainage scheme secured by planning condition that would minimise surface water run off.

Policy JP-S6: Clean Air – No parking spaces would be provided on site in order to encourage sustainable modes of transportation. Construction activities can be mitigated to minimise the impact on local air quality.

Policy JP-S7: Resource Efficiency – Resources would be consumed during construction. On site demolition is limited. The proposal would be highly efficient and low carbon.

Policy JP-G9: A Net Enhancement of Biodiversity and Geodiversity – Existing street trees would be retained and new plant species introduced on the property’s roof terrace which would increase biodiversity.

Policy JP-P1: Sustainable Places – The proposal would redevelop an existing site. External amenity space and community space would support the community. The development would promote recycling and secure public realm improvements.

Policy JP-P2: Heritage – The architecture and materiality would be high quality and minimise and impacts to nearby historic buildings.

Policy JP-P3: Cultural Facilities – The proposal would provide event spaces and an art gallery enriching local cultural facilities.

Policy JP-C1: An Integrated Network – This is a highly sustainable location and is well connected to public transport, jobs, recreation and green infrastructure.

Policy JP-C4: Streets for All – The upgrade of the footways and provision of new hard and soft landscaping measures would improve permeability and accessibility along the Oxford Road Corridor away and toward the City Centre.

Policy JP-C7: Transport Requirements of New Development – The proposal would be connected to the infrastructure and nearby public transport. It would benefit from public realm improvements at the site and in the wider area.

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

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

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

Paragraph 2.7 states that encouragement for “the most appropriate form of development to enliven neighbourhoods and sustain local facilities. The layout of the scheme and the design, scale, massing and orientation of the proposed building would achieve a finish that blends with neighbouring modern development, and links to, adjacent areas.

Paragraph 2.14 advises that new development should have an appropriate height having regard to the location, character of the area and specific site circumstances. Although a street can successfully accommodate buildings of differing heights, extremes should be avoided unless they provide landmarks of the highest quality and are in appropriate locations. It is considered the proposed building, despite being taller than neighbouring development would act as a local landmark of high architectural merit.

Paragraph 2.17 states that vistas enable people to locate key buildings and to move confidently between different parts of the neighbourhood or from one area to another. The primary face of buildings should lead the eye along important vistas. Views to important buildings, spaces and landmarks, should be promoted in new developments and enhanced by alterations to existing buildings where the opportunity arises. It is considered that the development would act as a wayfinding point for MMU’s All Saints Campus.

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

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

City Centre Strategic Plan 2015-2018 (March 2016)

On the 2 March 2016 the City Council’s Executive approved the City Centre Strategic Plan which seeks to provide an up-to-date vision for the City Centre within the current economic and strategic context along with outlining the key priorities for the next few

years for each City Centre neighbourhood. This document seeks to align itself with the Manchester Strategy (January 2016) along with the Greater Manchester Strategy. Overall the City Centre plan seeks to “shape the activity that will ensure that the City Centre continues to consolidate its role as a major economic and cultural asset for Greater Manchester and the north of England”.

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

The plan identified that there has been strong population growth over the last 20 years and demand for city centre living is rapidly increasing. It also reflects on the scale of development in the ‘Corridor Manchester’ area which include the delivery of initial phases of new facilities for Manchester Metropolitan University including world-class buildings for science and engineering, and a new Arts and Culture hub.

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

Manchester Strategy (January 2016)

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

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

Amongst other matters, the vision includes:

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

Oxford Road Corridor Strategic Regeneration Framework Guidance (SRFG) (2019)

The area is a key driver of, and further opportunity for, accelerated high value added economic growth in the knowledge economy and therefore enhanced productivity for the City Region.

The document highlights the need to continue to support the major institutional partners and their investment programmes. In addition, it highlights the need to support the growth of high value added and high growth companies in the private sector, which has the scope to be realised on a significant scale within the Oxford Road Corridor.

Oxford Road Corridor is in the city centre and is becoming increasingly accessible across its whole area. It can clearly support further density than currently exists with the right quality of design and place-making.

Growth will be supported by key place-making objectives in terms of public realm, diversifying and uplifting the quality and range of uses around retail, food, drink, cultural, sport and housing.

New development (both physically and functionally) should foster improved connectivity with surrounding communities to ensure that the benefits of investment and regeneration flow into those areas and that there is access to all to the wealth of assets located within Oxford Road Corridor, including employment opportunities, culture, leisure, transport, healthcare and sports' facilities.

The Oxford Road Corridor Strategic Vision includes seven key themes which are economic, place and people orientated. These themes are set out as follows:

- Supporting the growth of world-class institutions.
- Accelerating innovation, commercialisation, and company growth.
- Championing transformational investment.
- Creating a special place for people.
- Putting culture at the heart of place.
- Developing smart city infrastructure and services.
- Raising the bar: increasing the Oxford Road Corridor's contribution to economic and social inclusion.

Corridor Manchester

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

Corridor Manchester is a strategically important economic contributor and a key growth area within the city. The Corridor Manchester Strategic Spatial represents a long term spatial plan for the Corridor based on recognition that there is an inadequate pipeline of space for businesses and institutions within the Corridor to properly grow and realise their potential. This is evidently a constraint to the realisation of the Corridor Manchester vision. The Framework seeks to strengthen the Corridor as a place to live, visit and work for students and knowledge workers from across the world. The strategy recognises that for the area to continue to be successful there needs to be a focus on the development of a cohesive, inclusive area. The development programme plans to deliver over 4 million sq ft of high quality commercial, leisure, retail, and residential space.

Corridor Manchester already contains one of the largest higher-education campuses in the UK with nearly 70,000 students studying at the University of Manchester, Manchester Metropolitan University and the Northern College of Music. These

educational institutions are world renowned and Manchester is recognised as a destination of choice for students across the globe.

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

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

This is recognised by the Corridor Manchester Strategic Spatial Framework, which states that:

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

Manchester Green and Blue Infrastructure Strategy 2015

The Manchester Green and Blue Infrastructure Strategy (G&BIS) sets out objectives for environmental improvements within the City within the context of objectives for

growth and development. The proposal includes a landscape scheme with tree planting and green roofs. It would improve pedestrian linkages between Oxford Road and the River Medlock.

National Planning Policy Framework (2021)

The revised NPPF re-issued in December 2023. The document states that the *'purpose of the planning system is to contribute to the achievement of sustainable development'*. The document clarifies that the *'objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs'* (paragraph 7). In order to achieve sustainable development, the planning system has three overarching objectives – economic, social and environmental (paragraph 8).

Section 6 *'Building a Strong, Competitive Economy'* states that significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development (paragraph 85).

The proposal would see the creation of 21,099sqm of new library space. This would support economic growth through the creation of construction jobs. The development would also indirectly support the economy of the City Centre by attracting new students to live and study in Manchester which will further drive economic growth.

Section 8 *'Promoting Healthy and Safe Communities'* states that planning policies and decisions should aim to achieve healthy, inclusive and safe places (paragraph 96).

The proposal would be safe and secure. New public realm works would be introduced to connect the site to All Saints Park and Oxford Road.

Section 9 *'Promoting Sustainable Transport'* states that *'significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health'* (paragraph 109).

In assessing applications for development, it should be ensured that: appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location; safe and suitable access to the site can be achieved for all users; and, the design of streets, parking areas, other transport elements and the content of associated standards reflects national guidance including the National Design Guide and National Model Design Code; any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree (paragraph 114).

Developments should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe (paragraph 115).

Within this context, applications for development should: give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use; address the needs of people with disabilities and reduced mobility in relation to all modes of transport; create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards; allow for the efficient delivery of goods, and access by service and emergency vehicles; and, be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations. (paragraph 112)

All developments that generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed (paragraph 117).

The site is well connected to all public transport modes which would encourage sustainable travel. There would be no unduly harmful impacts on the traffic network with physical and operational measures to promote non car travel. A travel plan and operational management would be secured as part of the conditions of the approval.

Section 11 'Making effective use of land' states that 'planning decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions' (paragraph 123).

Planning decisions should: encourage multiple benefits from urban land, including through mixed use schemes and taking opportunities to achieve net environmental gains – such as developments that would enable new habitat creation; recognise that some undeveloped land can perform many functions, such as for wildlife, recreation, flood risk mitigation, cooling/shading, carbon storage or food production; give substantial weight to the value of using suitable brownfield land within settlements for identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land; promote and support the development of under-utilised land and buildings especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively; and, support opportunities to use airspace above existing residential and commercial premises for new homes. (paragraph 124).

Local Planning Authorities should take a positive approach to applications for alternative uses of land which is currently developed but not allocated for a specified purpose in plans, where this would help to meet identified development needs. In particular they should support proposal to: use retail and employment land for homes in areas of high housing demand, provided this would not undermine key economic sectors or site or the vitality and viability of town centres, and would be compatible with other policies in the Framework; make more effective use of sites that provide community services such as schools and hospitals (paragraph 125).

Planning policies and decisions should support development that makes efficient use of land, taking into account: the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it; local market conditions and viability; the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use; the desirability of maintaining an area’s prevailing character and setting (including residential gardens), or of promoting regeneration and change; the important of securing well designed, attractive and healthy spaces (paragraph 126).

In this context, when considering applications for tall buildings, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards). With land availability being in short supply within a reasonable distance of MMU’s All Saints Campus, it is considered the development represents an efficient use of land. The site is close to sustainable transport infrastructure and located within the MMU Campus. A travel plan would encourage the use public transport, walking and cycle routes to the site.

Section 12 ‘Achieving Well Designed Places’ states that ‘the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interest throughout the process’ (paragraph 131).

Planning decisions should ensure that developments: will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development; are visually attractive as a result of good architecture, layout and appropriate and effective landscaping; are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities); establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit; optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public spaces) and support local facilities and transport networks; and create places that are safe, inclusive and accessible and which promote health and well being, with a high standard of amenity for existing and future users and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience (paragraph 134).

Trees make an important contribution to the character and quality of urban environments and can also help to mitigate and adapt to climate change. Planning decisions should ensure that new streets are tree lined, that opportunities are taken to incorporate trees elsewhere in developments, that appropriate measures are in

pace to ensure the long term maintenance of newly placed trees and that existing trees are retained wherever possible (paragraph 136).

Development that is not well designed should be refused, specifically where it fails to reflect local design policies and government guidance on design. Conversely, significant weight should be given to: development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or outstanding or innovative design which promote high levels of sustainability, or help raise the standard of design more generally in an area so long as they fit in with the overall form and layout of their surroundings (paragraph 139).

The design would be highly quality and complement the distinctive architecture within the area. The buildings would be sustainable and low carbon. Biodiversity, green infrastructure and water management measures are included within the scheme. Trees would be planted within the proposed roof terrace.

Section 14 '*Meeting the challenge of climate change, flooding and coastal change*' states that the '*planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure*' (paragraph 157).

New development should be planned for in ways that: avoid increased vulnerability to the range of impacts arising from climate change. When new development is brought forward in areas which are vulnerable, care should be taken to ensure that risk can be managed through suitable adaptation measures, including through the planning of green infrastructure; and can help to reduce greenhouse gas emissions, such as through its location orientation and design. Any local requirements for the sustainability of buildings should reflect the Government's policy for national technical standards (paragraph 154).

In determining planning applications, Local Planning Authorities should expect new development to: comply with any development plan policies on local requirements of decentralised energy supply unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, that this is not feasible or viable; and take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption (paragraph 157).

The building's fabric would be highly efficient. The landscaping scheme would include trees and planting, ensuring a biodiversity net gain. A green terrace would be included in the proposal together with use renewable technologies including solar panels.

Section 15 '*Conserving and Enhancing the natural environment*' states that planning decision should contribute and enhance the natural and local environment by protecting valued landscapes, minimising impacts on and providing net gains for biodiversity, preventing new and existing development from contributing to

unacceptable levels of soil, air, water or noise pollution or land instability and remediating contaminated land (paragraph 180).

Planning decisions should ensure that a site is suitable for its proposed use taking account of ground conditions and any risks arising from contamination and that adequate site investigation information, prepared by a competent person, is available to inform these assessments (paragraph 189).

Planning decisions should ensure that no development is appropriate for its location taking into account the likely effects of pollution in health, living conditions and the natural environment (paragraph 191).

Planning decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones. Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement (paragraph 192).

The high quality building fabric would ensure there would be no unduly harmful noise outbreak on the local area. Biodiversity improvements would be provided in the form of trees and landscaping which is a significant improvement based on the current condition of the application site. There is contamination at the site from the former land uses/buildings. The ground conditions are not usual or complex for this part of the city and can be appropriately remediated. The proposal would not worsen local air quality conditions and suitable mitigation can be put in place during the construction process. There would be a travel plan and access to public transport for occupants of the development.

Section 16 '*Conserving and enhancing the historic environment*' states that in determining applications, Local Planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation (paragraph 200).

In determining applications, local planning authorities should take account of: the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation; b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and c) the desirability of new development making a positive contribution to local character and distinctiveness. (Paragraph 203)

In considering the impacts of proposals, paragraph 205 states that the impact of a proposal on the significance of a designated heritage asset, great weight should be

given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

Paragraph 206 goes on to state that any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification.

Paragraph 208 states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset (paragraph 209).

The proposal would result in neutral impact on neighbouring heritage assets. This is considered in detail in the report.

Paragraphs 10, 11, 12, 13 and 14 of the NPPF outline a "presumption in favour of sustainable development". This means approving development, without delay, where it accords with the development plan and where the development is absent or relevant policies are out-of-date, to grant planning permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the NPPF.

Planning Policy Guidance (PPG)

The relevant sections of the PPG are as follows:

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

Examples of mitigation include:

- the design and layout of development to increase separation distances from sources of air pollution;
- using green infrastructure, in particular trees, to absorb dust and other pollutants;
- means of ventilation;
- promoting infrastructure to promote modes of transport with low impact on air quality;

- controlling dust and emissions from construction, operation and demolition; and
- contributing funding to measures, including those identified in air quality action plans and low emission strategies, designed to offset the impact on air quality arising from new development.

Noise states that Local planning authorities' should take account of the acoustic environment and in doing so consider:

- whether or not a significant adverse effect is occurring or likely to occur;
- whether or not an adverse effect is occurring or likely to occur; and
- whether or not a good standard of amenity can be achieved.

Mitigating the noise impacts of a development will depend on the type of development being considered and the character of the proposed location. In general, for noise making developments, there are four broad types of mitigation:

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 case law has considerable importance and weight should be given to any impact upon a designated heritage asset but in particular upon the desirability of preserving the setting with a strong presumption to preserve the asset.

S149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

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 2017 and has considered the following topic areas:

- Climate Change
- Townscape and Visual Impact
- Wind Microclimate

The proposal is an “Infrastructure Project” (Schedule 2, 10 (b)) as described in the EIA Regulations. An EIA has been undertaken covering the topic areas above as there are judged to be significant environmental impacts as a result of the development and its change from the current use of the site as a car park. The EIA has been carried out on the basis that the proposal could give rise to significant environmental effects. In accordance with the EIA Regulations, this ES sets out the following information:

- A description of the proposal comprising information about its nature, size and scale;
- The data necessary to identify and assess the main effects that the proposal is likely to have on the environment;
- A description of the likely significant effects, direct and indirect on the environment, explained by reference to the proposals possible impact on human beings, water, air, climate, cultural heritage, townscape and the interaction between any of the foregoing material assets;
- Where significant adverse effects are identified with respect to any of the foregoing, mitigation measures have been proposed in order to avoid, reduce or remedy those effects; and
- Summary, in non-technical language, of the information specified above.

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

Issues

The Scheme’s Contribution to Regeneration

Regeneration is an important planning consideration. Manchester City Centre is the primary economic driver in the City Region and is crucial to its economic success. The growth of the City’s universities is critical to the City’s economic performance and investment in their infrastructure is critical to ensure they remain attractive.

The proposal would support and underpin the objectives of the Oxford Road Corridor SRF by enhancing the area’s profile and delivering a high quality building. It would support the University’s status as a world class academic institution.

The proposal would provide a modern library and educational space in a sustainable well-connected location. It would help to integrate the southern part of the City Centre with the commercial core, building on development at Circle Square and Upper Brook Street.

The proposal would support objectives of the City Centre Strategic Plan, the Greater Manchester Strategy, and would complement and build upon Manchester City Council’s current and planned regeneration initiatives. As such, it would be consistent with sections 1 and 2 of the National Planning Policy Framework, and Core Strategy policies SP1, EC1, CC1, CC2, CC6, CC8, CC10, EN1 and DM1.

Tall Buildings Assessment

One of the main issues to consider 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 following criteria as set out in Historic England's published Advice Note 4 Tall Buildings (10 December 2015), which represents an update to the CABE and English Heritage Guidance published in 2007.

Design Issue, Relation 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.

Sections 66 and 72 of the Listed Building Act 1990 provide that, in considering whether to grant planning permission for development that affects a listed building or its setting, the local planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses, and in determining 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 16 of the NPPF establishes the criteria by which planning applications involving heritage assets should be assessed and determined. Paragraph 200 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. 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 which includes cumulative impacts has been submitted. The site is not in a conservation area but there are 10 Grade II listed buildings and 1 Grade II listed statue within a 200m radius of the site. The Whitworth Steet Conservation Area is 750m to the north at the junction of Charles Street and Oxford Road. The proposal would only impact 7 listed buildings and would not affect the setting or significance of the Whitworth Street Conservation Area because of the high density nature of development.

The proposal would clearly be situated within the setting of the following Grade II listed buildings: the Former Manchester Ear Hospital, St Augustine's Church, Ormon Building, Righton Building, Grosvenor Building, Façade to Mabel Tylecote Building, and Former Grosvenor Picture Palace. The impact of the development on each heritage asset is assessed chronologically below:

Former Manchester Ear Hospital Grade II is at the north of Lower Ormond Street. Its significance is derived from its retained façade. There are limited pedestrian locations where the heritage asset and application site can be fully appreciated. The

setting of the listed building is characterised by modern buildings, with the MMU Law Building located to the north of the site. On this basis the proposal is considered would have a negligible impact on the asset's significance.

Roman Catholic Church of St Augustine Grade II faces All Saints Park and is set back from Lower Ormond Street and is thus appreciated in a more intimate way away from the surrounding street scene. Its significance derives largely from its interior. Thus, the proposal's impact upon its significance is determined to be negligible.

Ormond Building Grade II faces north-east towards All Saints Park and is experienced primarily from Cavendish Street as a corner building. This view of the property will not be affected by the proposal. Other views of the building are limited due to the foliage of All Saints Park and the impact on the building would be negligible.

Righton Building Grade II sits diagonally across from the tower element of the proposal on the junction of Lower and Higher Ormond Street and Cavendish Street. The site is best appreciated when viewing it when facing south or from along Higher Ormond Street where views do not allow for the listed building and this site to be seen together. The proposal would have no impact on its significance.

Grosvenor Building Grade II sits opposite the site and the foliage of All Saints Park breaks up the visual relationship between them. The listed building is best appreciated facing away from the application site and the proposal would not harm its significance.

Former Town Hall Façade to Mabel Tylecote Building Grade II has a similar relationship as the Grosvenor Building and the proposal would not harm its significance.

Former Grosvenor Picture Palace Grade II is on the junction of Oxford Road and Grosvenor Street and is best appreciated as a corner building looking south on Oxford Road. The proposal would not change this appreciation.

Assessment of Heritage Impact

The heritage assets that would be affected by the proposal are Grade II listed and considered to be of moderate to high significance. The main impact on neighbouring heritage assets would be how they are experienced when viewing them looking northwards towards the application site/All Saints Park.

The significance of some of these buildings is linked to their interior. The setting of others is compromised by existing development, or they are best appreciated when looking south away from the site. Therefore, the impact on the setting and significance of neighbouring heritage assets is considered to be negligible to no harm.

The proposal would create instances of less than substantial harm as defined within the NPPF. Any level of harm should be outweighed by the public benefits that would be delivered in accordance with the guidance provided in paragraph 202 of the NPPF. In assessing the public benefits, consideration has been given to paragraph 8 of the NPPF which outlines the three dimensions to achieve sustainable development: economic, social and environmental.

The City Centre is also the primary economic driver in the City Region and the City Centre. The Universities make a major contribution the success of the City's economy and investment in their infrastructure is important to ensure that they remain attractive in a competitive market. Section 6 of the NPPF places 'significant weight on the need to support economic growth and productivity, taking into account both local business needs and wider development opportunities.

The provision of a modern library and teaching space is part of a £300 million investment strategy that would deliver first class academic facilities that attract students from the UK and around the world. The availability and retention of well qualified graduates makes a very significant contribution to the Manchester economy.

The key views demonstrate that the development would have a largely beneficial impact. The building would be large but would not be out of context with other tall buildings in the area. There would be heritage benefits from the provision of a high quality building in the setting of heritage assets. The proposal would be high quality and comprise modern architecture and materials by an experienced architectural team.

Significant economic and social benefits include the creation of local constructions jobs which will be secured by planning condition that would require the submission of a local labour agreement. The GVA associated with these jobs would be £24.5. A further 280 jobs worth £24.5 million in GVA would be created in the supply change.

The development would be low carbon. An all electric system would benefit from a decarbonising grid. Photovoltaic panels at the roofs would generate on site energy.

The significant public benefits would outweigh the heritage impacts which would be at the lower end of less than substantial harm.

It is considered, therefore, that, notwithstanding the considerable weight that must be given to preserving the setting of the listed buildings and conservation areas as required by virtue of S66 and S72 of the Listed Buildings Act, the harm caused would be less than substantial and would be outweighed by the public benefits of the scheme and meet the requirements set out in paragraph 202 of the NPPF.

The Townscape and Visual Impact Assessment covers 8 views and demonstrates that the proposal would have some localised moderate impacts when viewed from the immediate surroundings, from the campus, Oxford Road and from the Mancunian Way. The impact of the proposal on each view is assessed below:

View 1: is from the corner of Oxford Road/Grosvenor Street looking north. The view is

cluttered with signposts and traffic lights which obstructing views of the Library. Mature trees in All Saints Park dominates the mid-ground to the left-hand side of the view and further screens the site with long-range views to the City Centre and taller buildings.

The view is adjacent to a Grade II listed building, and the area contains designated buildings, so the value of the view and its susceptibility to change are medium. The proposal would be seen in the context of high rise buildings to the north and the impact would not be detrimental to the local townscape and street scene.



View 1: Existing and proposed view from corner of Oxford Road/Grosvenor Street Junction looking north.

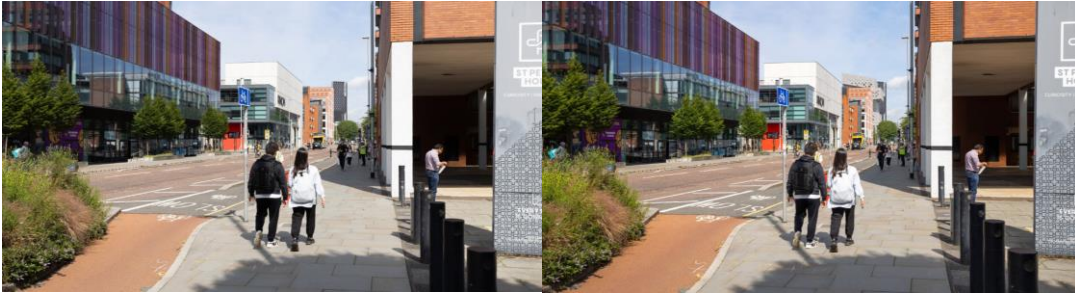
View 2: is from the junction of Lower and Higher Ormond Street/ Cavendish Street and All Saints Park obscures most of the site. The façade of the Grade II listed Ormond building can be seen. The value of the view is of medium importance and its susceptibility to change is 'High' because users are likely to focus on views across the park and several Grade II listed buildings. The main view of the listed buildings would not be affected and much of the proposal would be obscured by trees.



View 2: Existing and proposed view from pedestrian footpath within All Saints Park looking north.

View 3: is from Oxford Road. Contemporary University buildings are on the left but the carriageway is dominant. The value and susceptibility to change is medium.

The proposal would be viewed in the context of other university buildings that increase in height and scale and the impact would be acceptable.



View 3: Existing and proposed view from footway on eastern side of Oxford Road adjacent to entrance plaza to St Peters House looking north.

View 4: from the eastern side of Oxford Road. The John Dalton Building, the Manchester Technology Centre and the Mancunian Way are prominent.

The value of the view is medium. The proposal would improve the setting of the John Dalton Building and Manchester Technology Centre and would be acceptable.



View 4: Existing and proposed view from footway on eastern side of Oxford Road adjacent to Manchester Technology Centre looking south.

View 5: at junction of Oxford Road, Oxford Street and Whitworth Street. The Grade II listed Refuge building is on the left and the upper floors of the MMU Arts, Culture and Media hub on the right. The Holiday Inn hotel and PBSA are prominent in the background. The value of the view is high owing to the location on significant crossroads, and the presence of listed buildings and the train station. The susceptibility to change is medium. The proposal would appear as a natural continuation of the higher buildings to the right of the view and the impact would be acceptable.*



View 5: Existing and proposed view from footway junction of Oxford Road and Whitworth Street looking south.

View 6: from Cambridge Street and dominated by the Mancunian Way and with contemporary university buildings in the background. The proposal would be highly visible and would have a beneficial impact, tying into the university's more modern buildings.



View 6: Existing and proposed view from footway adjacent to Cambridge Street Junction & Mancunian Way looking east.

View 7: from a pedestrian walkway in Gartside Park some distance from the site. The UoM Engineering Building is centre-left with homes in the middle ground. Its value and its susceptibility to change is low. The proposal would be partially screened by the UoM Engineering Building and its impact would be negligible.



View 7: Existing and proposed view from pedestrian walkway in Gartside Park looking west.

View 8: from and dominated by the Mancunian Way with a MSCP on the right. Its value and its susceptibility to change is low. The impact of the proposal would be positive.



View 8: Existing and proposed view from pedestrian walkway/green verge adjacent to Mancroft Walk looking west.

From many views, the proposal would be seen within the context of other tall contemporary buildings and the value and susceptibility to change for each view has been assessed. The proposal would be highly visible in some views and would have some localised moderate impacts. However, on the whole these impacts would be beneficial and would improve the area. It would create a landmark at an important gateway, enhance the City's skyline and have a positive effect on the townscape.

Relationship to Transport Infrastructure

A Transport Statement concludes that the proposal would not have a material impact upon traffic and network capacity. The site is close to bus routes and Oxford Road Station. There are good pedestrian and cycle links and secure cycle storage facilities are available on site. A Framework Travel Plan (TP) sets out a package of practical measures and ongoing monitoring of the plan and the submission of an updated plan upon completion of the development should be conditioned. This in an optimum location for sustainable transport and the proposal would encourage sustainable travel.

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

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 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. Sites immediately adjacent to the City Centre are suitable for tall buildings.

The proposal would reinforce a gateway entry point to the City Centre and would be consistent with the Oxford Road Corridor SRF. It would relate to the group of nearby tall buildings at Circle Square. The development would respect the street pattern and the reception area would create an active frontage to Oxford Road.

The buildings architectural form includes a concrete band which would give it a distinctive form. The band would be punctuated by circular windows and metal infill panels and glass curtain walling. The materials would respond to MMU's Campus which includes historic and contemporary buildings. A condition should require samples of materials and details of jointing and fixing, and a strategy for quality control.

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

Sustainable Design and Construction

A Sustainability Statement and an Environmental Standards Statement set out sustainability measures, including energy efficiency and environmental design. The proposal would utilise energy saving design, build, and construction, supporting the transition to a low carbon future and would re-use previously developed land. It would accord with the energy efficiency requirements and carbon dioxide emission reduction targets in Core Strategy Policies EN4 and EN6 and the Manchester Guide to Development Supplementary Planning Document criteria, and it would achieve a BREEAM rating of 'Excellent'. The principles of the energy hierarchy have been applied and it would include high levels of insulation in the building fabric and high specification energy efficiency measures in accordance with Core Strategy Policies EN4 and EN6. Given the above, it is considered that the design and construction would be sustainable.

Credibility of the Design

The design team has previous experience in delivering tall buildings in the City. A significant amount of time has been spent developing the proposals and the scheme submitted to ensure that it can be constructed and delivered.

Contribution to Public Spaces and Facilities

The proposal would enhance the area, along Oxford Road and the walkway between the library and All Saints Park. There would be active frontages to Oxford Road and the Park. The public realm around the site would be enhanced, including new paving and soft landscaping. The proposal would integrate with pedestrian improvement works that have taken place along Oxford Road, improving pedestrian connectivity from the university campuses into the city centre.

The public realm would be predominantly hard landscaped with shrub planting and there would be a green rooftop terrace. The public routes would improve the pedestrian environment and provide for safe and sustainable pedestrian movement. The library would provide natural surveillance.

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 and Overshadowing

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

undertaken, which makes reference to the BRE Site Layout Planning for Daylight and Sunlight: a Guide to Good Practice (BR 209 2022 Edition).

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

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

- All Saints Park
- No111-.137 Oxford Road

Daylight

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

The results should be interpreted in relation to the City Centre location where high density development is encouraged and deviations from the published BRE targets are inevitable. 64 windows to 8no properties rooms were assessed for VSC.

No111-no137 Oxford Road – 64no windows to 8no buildings were assessed for daylight. For VSC, 59 (92.2%) meet the BRE criteria, 5 (7.8%) would experience an alteration between 10-15%, in which they would have VSC level of 20-25%. The windows affected are in the first, second and third floors of no111 and no113 Oxford Road and are mainly living rooms and one bedroom. The alteration to the daylight levels of these rooms would have a minor impact upon the level of amenity they provide and would be marginally below the BRE criteria.

Sunlight

The BRE Guide sets the following criteria:

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

The Sunlight Assessment found that all 64 windows would meet the BRE criteria for ASPH and WPSH.

Overshadowing

An Overshadowing Analysis found that the Mancunian Way and John Dalton Building would be significantly overshadowed. The risk of overshadowing to All Saints Park is low and partial shading would only occur during the last hour of the day. The impact on the windows at 111 – 137 Oxford Road would be minimal and remain within an acceptable range.

These results should be considered in the context of a site that has had low level buildings on it for years and buildings and areas that face onto the site have benefitted from conditions that are relatively unusual in a city centre context. Therefore, the baseline situation does not present the usual baseline situation that would be encountered in a city centre. These factors mean that it is inevitable that there would be a degree of obstruction to the levels of daylight and sunlight to the surrounding residential buildings.

There would be some impact on daylight and sunlight but overall, given the City Centre location and the context of the site, the impacts are not considered to be significant, do not require further mitigation and the impact of the proposal would be acceptable.

Overlooking

There are no prescribed separation distances between buildings in the City Centre where developments are denser and closer together than in suburban locations. The proposal would face onto homes above 111 Oxford Road, 28m away. The separation distances between the proposal and these homes would be acceptable in this context.

Solar Glare

The impact of Solar Glare on the Mancunian Way and Oxford Road has been assessed where car or lorry drivers could be affected based on a worst-case scenario, which includes assuming clear skies throughout the year. The effect is considered to be minor adverse/low risk as the reflections occur within 30° of a road users' line of sight but beyond 10° or between 5° and 10° for a short period of time.

Winter weather in Manchester often involves cloud cover, and the actual occurrences of glare would be rare. Solar reflections from the glazed facades of tall buildings are not unusual in many urban environments. Despite solar reflections, glazed facades on tall buildings are common in many cities around the world where clear skies are more frequent than those found in the United Kingdom, and the instances of solar glare found by the study should be viewed in this context. Notwithstanding this, matte finishes will be pursued wherever possible to keep risk to a minimum. Given the above, it is considered that the proposal would have an acceptable impact on solar glare and no further mitigation measures are necessary.

Wind

A wind microclimate study using wind tunnel testing notes that there would be an impact on pedestrian safety and comfort, but this would not be major and would not require mitigation. The impact would be negligible in the summer months and the only noticeable difference would be in winter.

Air Quality

The site is in an Air Quality Management Area (AQMA) and the scale of the proposal could have an impact on local air quality during construction. The construction process is expected to produce dust and increased emissions. Any adverse impacts would be temporary and would be controlled using mitigation measures included within best practice guidance including dust suppression, no idling of vehicles, avoidance of diesel or petrol powered plant and speed restrictions on unpaved roads, secured via a condition. On site boilers would be electric and there would be no parking and there should be no air quality impacts, following completion and during operation.

The proposal would be a car free and promote more sustainable modes of transport. A travel plan would encourage public transport use and reduce vehicle trips. The proximity of the University campuses and the City Centre means the site is suitable for walking and cycling.

Local air quality conditions are poor, but the operation of the library would have no material impact on these conditions and the proposed landscaping could improve air quality. Environmental Health have not raised air quality as an issue.

The impact on air quality would be acceptable and suitable for the proposed use.

Noise and Vibration

The impact of the use on amenity through noise generation and from plant and equipment has been assessed. An acoustic report outlines how the premises can be acoustically insulated to prevent unacceptable levels of noise breakout and to ensure adequate levels of acoustic insulation within the building. The acoustic measures should be controlled through a condition and a condition which also require hours of

operation for the external terrace areas to limit disturbance to occupiers and neighbouring residents. There would be a 24/7 management strategy to minimise any adverse impacts to the local area including a physical on-site presence.

Given the above, it is considered that the proposal would not have an adverse impact through noise and vibration.

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. The use of tower cranes during construction may cause disruption to digital terrestrial television (DTT) but is likely to cause reception issues for digital satellite television sets. The final development is similarly not expected to have an impact on the reception of DTT services but may cause interference to digital satellite television reception in localised areas around the site along Oxford Road and Sidney Street. The survey recommends the following mitigation solutions to restore the reception of affected television services, including:

- repositioning of the satellite dish to a different location without an obscured line-of-sight view to the serving satellites;
- the use of DTT receiving equipment if satellite dish relocation is not possible.

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 assessed and there are no highway objections in terms of highway safety subject to pavement reinstatement works. 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

A pedestrian through route linking MMU's John Dalton and All Saint Campuses, would improve pedestrian safety under the Mancunian Way. The proposal would improve how the All Saints Campus is perceived and would act as a marker and reference point. The active frontages to Oxford Road and All Saints Park would increase activity and passive surveillance. It is considered therefore that the proposals would contribute positively to permeability, linkages and the legibility of the City Centre and wider townscape.

Provision of a well-designed environment

This would be a high quality design. A roof terrace would be included and the public realm improvement would be fully accessible and inclusive. A condition would require full details of the public realm, including hard and soft landscape, lighting and furniture.

The proposal would meet the English Heritage and CABI guidance and would provide an acceptable tall building. In view of the above the proposals would also be consistent with sections 6, 9, 11, 12, 14, 15 and 16 of the NPPF, policies SP1, DM1, EN1, EN2, EN3, EN14, CC6 and CC9 of the Core Strategy and saved UDP policies DC19, DC20 and DC26.

Construction Management

The proposal could cause disruption during its construction phase. A condition would require the submission of a Construction Management Plan which provides acceptable pedestrian movement and protects the Mancunian Way. This would require details on hours of construction; dust suppression methods; construction compound locations; vehicle tracking movements and pedestrian footway provision; routes of deliveries and collections; community consultation details; location of security hoardings; how access to neighbouring properties would be managed and provided; and details of measures to protect the Mancunian Way. This would ensure disruption to neighbouring occupiers would be minimised and the impact on air quality would be minimised.

Subject to such a condition, the proposals are consistent with section 9 of the National Planning Policy Framework and policy DM1 of the Core Strategy.

Waste and Recycling

There is an existing bin store beneath the Mancunian Way. The waste would be collected on a daily basis and a condition would ensure that the strategy is adhered to. Given the above, it is considered that the proposal is in accordance with policy DM1 of the Core Strategy.

Full access and Inclusive Design

The proposal would provide level access into and throughout the building and across the site and would be consistent with sections 8 and 12 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 is supported by a Crime Impact Statement carried out by Greater Manchester Police. The statement confirms support for the design approach

and includes recommendations for detailed design measures to be incorporated into the final scheme. It is recommended a condition be attached to any approval requiring the development to achieve 'Secured by Design' accreditation.

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

Green and Blue Infrastructure

The proposal would create a green roof terrace and enhance footways around the site. The scheme would improve the environment adjacent to the Mancunian Way and enhance the linkage between the site and the green infrastructure in Hulme and draw people to the public realm at All Saints Park. The proposal would increase the green infrastructure, improve linkages to existing green infrastructure and improve access to open spaces and the River Medlock. It is therefore consistent with the Manchester Green and Blue Infrastructure Strategy 2015.

Ecology, Biodiversity and Landscaping

An Ecology Survey concludes that the demolition could negatively impact on roosting bats and suggests measures to protect birds during the construction phase. It recognises the opportunity to secure ecological enhancement for insects, birds and bats. GMEU consider the findings of the ecology report to be acceptable and the landscaping and bird boxes would achieve an on site biodiversity net gain. Conditions requiring the development proceed in accordance with the ecology report, that works to trees take place outside of bird nesting season and that landscaping measures and bird boxes be provided should be attached.

In view of the above the proposals are considered to be consistent with section 15 of the National Planning Policy Framework, and policies DM1, EN9 and EN15 Core Strategy.

Archaeology

Greater Manchester Archaeology Advisory Service (GMAAS) have confirmed that there are no sites of archaeological interest at the and do not object to the proposal. On this basis subject to a condition that would require that if any material of archaeological interest is found on site that work halt and a scheme for its investigation be submitted to and approved by the Local Planning Authority.

In view of the above subject to the aforementioned condition the proposal would satisfy the requirements of policy EN3 of the Core Strategy and saved UDP policy DC20.

Contaminated Land and Impact on Water Resources

Previous and current uses of the land lead to a low to moderate risk of potential soil and/or groundwater contamination. A condition requiring further investigation and adequate measures to be undertaken to prevent risks from contamination and requiring a verification report following completion of site works. A further condition controlling the use of piling should also be attached in order to prevent potential contamination or drilling through aquifers.

In view of the above, the proposals would be consistent with section 14 of the National Planning Policy Framework and policy EN18 of the emerging Core Strategy.

Flood Risk

The site is in Flood Zones 1, which has a low probability of flooding. A Drainage Strategy Report considers how surface water and sewer flooding would be managed. United Utilities and MCC Flood Risk require the submission of a more detail drainage scheme. Conditions should be attached requiring the submission, implementation and maintenance of a sustainable drainage system.

Given the above and for reasons outlined elsewhere in this report in relation to the consistency of the proposed development with the City's wider growth, regeneration and sustainability objectives, the development would be consistent with section 10 of the National Planning Policy Framework, Core Strategy policy EN14 and Places for Everyone Plan Policy JP-S5.

Summary of Climate Change Mitigation

Ecosystems and biodiversity help to regulate the climate. The external public and private realm would improve biodiversity and enhance wildlife habitats. Biodiversity would be enhanced by measures such as bat and bird boxes.

The proposal would accord with the energy efficiency requirements and carbon dioxide emission reduction targets within the Core Strategy. An enhanced 'fabric first' approach, renewable energy generation and high-quality design and construction standards would improve the energy efficiency of the buildings.

The building would utilise a full electric strategy, including low carbon heating, such as air source heat pumps. High performance thermal insulation would be provided throughout the building envelope (ensuring very low U-values for all heat loss elements) and thermally efficient windows and doors would minimise heat loss through the main building elements. Low energy and LED lighting would be used to minimise emissions. All goods and appliances would be highly energy efficient to reduce energy demand. Waste arising during construction and occupation/operation would be minimised.

The development would be highly accessible by sustainable modes of transport and would secure the implementation of a Travel Plan. The Framework Travel Plan sets out measures to reduce the transport and traffic impacts, including promoting public transport, walking and cycling.

Overall, the proposal includes measures that can be feasibly incorporated to mitigate climate change for a development of this scale in this location. The proposal would comply with policies relating to CO2 reductions and biodiversity enhancement set out in the Core Strategy, the Zero Carbon Framework, the Climate Change and Low Emissions Plan, the Climate Change and Low Emissions Implementation Plan, the Manchester Climate Change Framework and the Green and Blue Infrastructure Strategy.

Aerodrome safeguarding

An informative about the use of cranes should be imposed on the planning permission.

Response to Neighbour Representations

It is considered that the majority of the grounds of objection have been addressed in the report. However, further comments are provided below:

Local parking capacity – No car parking spaces would be provided and most users would walk to the Library. The development is in a sustainable location within walking distance of public transport links. A condition would require a review of local cycle parking provision and any necessary expansion undertaken.

Conclusion

The site is appropriate for a building of this scale and the Library is an acceptable use on the site. The design would be high quality and would promote a quality neighbourhood, economic development and sustainable travel patterns.

It would contribute to the world class learning facilities MMU offers, helping to attract new students to study and live in the City Centre. This would support the economy and create employment. High quality university infrastructure is consistent with GM Strategy's key growth priorities to meet the demands of a growing economy and population, in a well-connected location within a major educational and employment centre.

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. It has sought to minimise the potential for overlooking and loss of sunlight and daylight. The proposal would redevelop a site that does not currently contribute positively to the area and would improve the public realm and permeability within the area.

Given the above, it is considered that the proposal is in accordance with the City of Manchester's planning policies and regeneration priorities including the Adopted Core Strategy, the relevant Strategic Regeneration Frameworks and the Community

Strategy, as well as the national planning policies contained within the National Planning Policy Framework and should be approved.

Other Legislative Requirements

Equality Act 2010

Section 149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

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 Director 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

In assessing the merits of an application officers will seek to work with the applicant in a positive and proactive manner to seeking solutions to problems arising in relation to dealing with the application. In this instance, this has included ongoing advice that has resolved the issues associated with the proposal.

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:

- 1044B-HBA-YY-00-DR-A-080030 Rev P02: Proposed Site Plan
- 1044B-HBA-YY-XX-DR-A-080010 Rev P02: Site Location Plan
- 1044B-HBA-YY-XX-DR-A-080020 Rev P03: Site Constraints Plan
- 1044B-HBA-YY-XX-DR-A-080390 Rev P02: CGI – View from Oxford Road
- 1044B-HBA-YY-XX-DR-A-080391 Rev P02: CGI – View from All Saints Park
- 1044B-HBA-YY-XX-DR-A-080392 Rev P02: CGI – View of All Saints Park/Grosvenor Square
- 1044B-HBA-YY-XX-DR-A-080393 Rev P02: CGI – View from Mancunian Way
- 1044B-HBA-ZZ-00-DR-A-080200 Rev P02: L00 – Strip Out
- 1044B-HBA-ZZ-00-DR-A-080300 Rev P02: L00 – General Arrangement – Proposed
- 1044B-HBA-ZZ-01-DR-A-080201 Rev P02: L01 – Strip Out
- 1044B-HBA-ZZ-01-DR-A-080301 Rev P02: L01 – General Arrangement – Proposed
- 1044B-HBA-ZZ-02-DR-A-080202 Rev P02: L02 – Strip Out
- 1044B-HBA-ZZ-02-DR-A-080302 Rev P02: L02 – General Arrangement – Proposed
- 1044B-HBA-ZZ-03-DR-A-080203 Rev P02: L03 – Strip Out
- 1044B-HBA-ZZ-03-DR-A-080303 Rev P02: L03 – General Arrangement – Proposed
- 1044B-HBA-ZZ-04-DR-A-080204 Rev P02: L04 – Strip Out
- 1044B-HBA-ZZ-04-DR-A-080304 Rev P02: L04 – General Arrangement – Proposed
- 1044B-HBA-ZZ-05-DR-A-080205 Rev P02: L05 – Strip Out
- 1044B-HBA-ZZ-05-DR-A-080305 Rev P02: L05 – General Arrangement – Proposed
- 1044B-HBA-ZZ-06-DR-A-080206 Rev P02: L06 – Strip Out
- 1044B-HBA-ZZ-06-DR-A-080306 Rev P02: L06 – General Arrangement – Proposed
- 1044B-HBA-ZZ-07-DR-A-080207 Rev P02: L07 – Strip Out
- 1044B-HBA-ZZ-07-DR-A-080307 Rev P02: L07 – General Arrangement – Proposed
- 1044B-HBA-ZZ-08-DR-A-080308 Rev P02: L08 – General Arrangement – Proposed
- 1044B-HBA-ZZ-09-DR-A-080309 Rev P02: L09 – General Arrangement – Proposed
- 1044B-HBA-ZZ-10-DR-A-080310 Rev P02: L10 – General Arrangement – Proposed
- 1044B-HBA-ZZ-11-DR-A-080311 Rev P02: L11 – General Arrangement – Proposed
- 1044B-HBA-ZZ-12-DR-A-080312 Rev P02: L12 – General Arrangement – Proposed

- 1044B-HBA-ZZ-13-DR-A-080313 Rev P02: L13 – General Arrangement – Proposed
- 1044B-HBA-ZZ-B1-DR-A-080208 Rev P02: B1 – Strip Out
- 1044B-HBA-ZZ-B1-DR-A-080314 Rev P02: LB1 – General Arrangement – Proposed
- 1044B-HBA-ZZ-ZZ-DR-A-080250 Rev P02: Strip Out Long Building Sections
- 1044B-HBA-ZZ-ZZ-DR-A-080251 Rev P02: Strip Out Short Building Sections
- 1044B-HBA-ZZ-ZZ-DR-A-080252 Rev P02: Strip Out Building Elevations – South
- 1044B-HBA-ZZ-ZZ-DR-A-080253 Rev P02: Strip Out Building Elevations – East & North
- 1044B-HBA-ZZ-ZZ-DR-A-080350 Rev P02: East Elevation – Proposed
- 1044B-HBA-ZZ-ZZ-DR-A-080351 Rev P02: South Elevation – Proposed
- 1044B-HBA-ZZ-ZZ-DR-A-080352 Rev P02: West Elevation – Proposed
- 1044B-HBA-ZZ-ZZ-DR-A-080353 Rev P02: North Elevation – Proposed
- 1044B-HBA-ZZ-ZZ-DR-A-080354 Rev P02: GA Short Section – Proposed
- 1044B-HBA-ZZ-ZZ-DR-A-080355 Rev P02: GA Long Section – Proposed
- 1044B-HBA-ZZ-ZZ-DR-A-080370 Rev P02: Bay Study 01
- 1044B-HBA-ZZ-ZZ-DR-A-080371 Rev P02: Bay Study 02
- 1044B-HBA-ZZ-ZZ-DR-A-080372 Rev P02: Bay Study 03
- 1044B-PLA-ZZ-00-DR-L-000007 Rev P02: Landscape General Arrangement Ground Floor
- 1044B-PLA-ZZ-00-DR-L-001002 Rev P02: Ground Floor-Hardworks
- 1044B-PLA-ZZ-00-DR-L-001003 Rev P02: Ground Floor – Kerbs & Edgings
- 1044B-PLA-ZZ-00-DR-L-002003 Rev P02: Ground – Floor – Softworks
- 1044B-PLA-ZZ-00-DR-L-002004 Rev P02: Ground Floor – Tree Retention & Removal Plan
- 1044B-PLA-ZZ-00-DR-L-002005 Rev P01: Tree Constraints Plan
- 1044B-PLA-ZZ-00-DR-L-003004 Rev P02: Ground Floor – Levels Plan
- 1044B-PLA-ZZ-00-DR-L-003006 Rev P02: Landscape Section – Ground Floor
- 1044B-PLA-ZZ-00-DR-L-004002 Rev P02: Ground Floor – Furniture & Lighting
- 1044B-PLA-ZZ-05-DR-L-000008 Rev P02: Landscape General Arrangement – Level 05 Roof Terrace
- 1044B-PLA-ZZ-05-DR-L-001004 Rev P02: Level 05 Roof Terrace – Hardworks
- 1044B-PLA-ZZ-05-DR-L-002005 Rev P02: Level 05 Roof Terrace – Softworks
- 1044B-PLA-ZZ-05-DR-L-003005 Rev P02: Level 05 Roof Terrace – Levels Plan
- 1044B-PLA-ZZ-05-DR-L-003007 Rev P02: Landscape Sections – Level 05 Roof Terrace

- 1044B-PLA-ZZ-05-DR-L-004003 Rev P02: Level 05 Roof Terrace – Furniture and Lighting
- Manchester Metropolitan University Library Transformation Project, Manchester Environmental Statement – Non Technical Summary (Prepared by Deloitte; Dated October 2023)
- Library Transformation Project Environmental Statement – Volume 1 (Prepared by Deloitte; Dated October 2023)
- All Saints Library, Manchester Metropolitan University Environmental Impact Assessment (EIA) Scoping Report (Prepared by Deloitte; Dated August 2023)
- All Saints Library, Oxford Road, Manchester Committed Developments (Prepared by Deloitte; Dated June 2023)
- Appendix 7.1: Townscape Baseline and Sensitivity
- Appendix 7.2: Baseline and Sensitivity
- Appendix 7.3: Figures
- Appendix 7.4: Views and Photos
- Daylight, Sunlight and Overshadowing Impact Assessments (Prepared by Buro Happold; Dated 16/10/2023)
- Environmental Standards Statement (Prepared by Buro Happold; Dated 16/10/2023)
- External Lighting Strategy (Prepared by Buro Happold; Dated 26/10/2023)
- Management and Maintenance plan-Ground Floor Public Realm (Prepared by Planit-IE)
- Building Access & Security Management Strategy (Prepared by Manchester Metropolitan University; Dated July 2023)
- Planning and Tall Building Statement (Prepared by Deloitte; Dated October 2023)
- Disability Glare Design Note (Prepared by Buro Happold; Dated 25/08/2023)
- Design & Access Statement (Prepared by Hawkins\Brown & Schmidt Hammer Lassen; Dated October 2023)
- MMU Archaeology Letter (Prepared by Greater Manchester Archaeological Advisory Service; Dated 25/08/2023)
- Crime Impact Statement (Prepared by Greater Manchester Police; Dated 09/05/2023)
- Statement of Consultation (Prepared by Deloitte; Dated October 2023)
- Sustainability Statement (Prepared by BDP; Dated August 2023).
- Television and Radio Reception Impact Assessment (Prepared by GTech Surveys Limited; Dated 01/08/2023)
- Ventilation Statement (Prepared by Buro Happold; Dated 16/10/2023)
- Wind Microclimate Assessment (Prepared by Deloitte)
- Acoustics Planning Report (Prepared by Buro Happold; Dated 26/10/2023)
- Ecology Report (Prepared by Tyler Grange; Dated 13/02/2023)
- Drainage Strategy (Prepared by Buro Happold; Dated 26/10/2023)
- Flood Risk Assessment (Prepared by Buro Happold; Dated 26/10/2023)
- Geoenvironmental Desk Study Report (Prepared by Buro Happold; Dated 16/10/2023)

- Heritage Statement (Prepared by Deloitte; Dated October 2023)
- Transport Statement (Prepared by Buro Happold; Dated 26/10/2023)
- Sustainable Travel Plan 2023-2030 (Prepared by Manchester Metropolitan University)
- Waste and Recycling Storage and Disposal Plan for Library Transformation Project (Prepared by Manchester Metropolitan University; Dated 30/06/2023)
- Waste Management Strategy Proforma
- Transport Note (Prepared by Buro Happold; Dated 31/01/2024; Received 05/02/2024)

All stamped as received by the City Council as Local Planning Authority on the 02/11/2023 unless specified otherwise.

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

3) Prior to the commencement of development, 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, This shall include the submission of samples (including a panel) and specifications of all materials to be used on all external elevations of the development along with jointing and fixing details, window reveals and soffits, details of the drips to be used to prevent staining in, ventilation/air brick and a strategy for quality control management. The approved materials shall then be implemented as part of the development.

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.

4) No works to trees or shrubs shall occur or demolition commence during the main bird breeding season between 1 March and 31 August inclusive in any year, unless a competent suitably experienced ecologist has undertaken a careful, detailed check of vegetation for active birds' nests immediately before the vegetation is cleared and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. Any such written confirmation should be submitted to and agreed in writing by the City Council as local planning authority.

Reason - In order to provide protection to nesting birds, pursuant to Policy EN15 of the Core Strategy.

5) Prior to the commencement of the development hereby approved, a detailed demolition and construction/fit-out management plan outlining working practices during the construction phase of the development shall be submitted to and approved in writing by the City Council as Local Planning Authority. For the avoidance of doubt the plan shall include detail on the following matters;

- Communication strategy with residents and businesses
- Display of an emergency contact number;
- Details of wheel washing;
- Dust suppression measures, including a section on air quality and the mitigation measures proposed to control fugitive dust emissions;
- Compound locations where relevant;
- Details regarding location, removal and recycling of waste (Site waste management plan);
- Phasing and quantification/classification of vehicular activity;
- Types and frequency of vehicular demands - Routing strategy and swept path analysis;
- Measures to mitigate risks such as objects falling from height and impacting highway users;
- Parking for construction vehicles and staff;
- Sheeting over of construction vehicles;
- A commentary/consideration of ongoing construction works in the locality;
- Construction and demolition methods to be used;
- The erection and maintenance of security hoardings where relevant;
- Details of how access to adjacent premises would be managed to ensure clear and safe routes into buildings are maintained at all times;
- Community consultation strategy, including details of stakeholder and neighbour consultation prior to and during the development along with the complaints procedure;
- Pedestrian management proposals;
- Loading and unloading of plant and materials;
- The design, erection, maintenance and dismantling of scaffolding.

Manchester City Council encourages all contractors to be 'considerate contractors' when working in the city by being aware of the needs of neighbours and the environment. Membership of the Considerate Constructors Scheme is highly recommended.

The demolition and construction of the development shall then be carried out in accordance with the approved plan.

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

6) a) Before development commences, a full condition survey of the carriageways/footways on construction vehicle routes surrounding the site shall be undertaken and submitted to the City Council as Local Planning Authority.

b) When all construction/fit-out works are complete, the same carriageways/footways shall be re-surveyed and the results submitted to the City Council as Local Planning Authority for assessment. Should any damage have occurred to the carriageways/footways, they shall be repaired and reinstated in accordance with a scheme that shall first be submitted to and approved in writing

by the City Council as Local Planning Authority. The necessary costs for this repair and/or reinstatement shall be met by the applicant.

Reason - To ensure an acceptable development, pursuant to policy DM1 of the Core Strategy.

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

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

8) The development hereby approved shall be carried out in accordance with the Transport Statement (Prepared by Buro Happold) and Sustainable Travel Plan 2023-2030 (Prepared by Manchester Metropolitan University) received by the City Council, as Local Planning Authority, on the 02/11/2023.

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

- I. the measures proposed to be taken to reduce dependency on the private car by those living at the development;
- II. a commitment to surveying the travel patterns of residents/staff during the first three months of the first use of the building and thereafter from time to time
- III. mechanisms for the implementation of the measures to reduce dependency on the private car
- IV. measures for the delivery of specified Travel Plan services
- V. a commitment to providing improved and increased cycle storage facilities on site
- VI. 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 Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted for approval in writing by the City Council as Local Planning Authority. Any Travel Plan which has been approved by the City Council as Local Planning Authority shall be implemented in full at all times when the development hereby approved is in use.

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

9) Prior to the commencement of above ground works, details of the materials, including natural stone or other high quality materials to be used for the footpaths and for the areas between the pavement and the line of the proposed building

shall be submitted to and approved in writing by the City Council as the local planning authority. Any works approved shall be implemented in full before the first use of the development.

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.

10) All external doors of the development hereby approved shall open away from the public highway.

Reason - In the interest of highway safety in accordance with Core Strategy Policies CC5 and DM1, and the National Planning Policy Framework.

11) Foul and surface water shall be drained on separate systems.

Reason - To secure proper drainage and to manage the risk of flooding and pollution, pursuant to Section 10 of the National Planning Policy Framework and Policy EN14 of the Core Strategy.

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

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

- A finalised drainage layout showing all components, outfalls, levels and connectivity;
- Maximised integration of green SuDS components (utilising infiltration or attenuation) if practicable;
- 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 with the aim of reducing to the Greenfield runoff rates, as the site is located within Conurbation Core Critical Drainage Area;
- An existing and proposed impermeable areas drawing to accompany all discharge rate calculations;
- CCTV survey and routing plan of existing drainage system to understand condition, capacity, connectivity to outfall;
- Runoff volume in the 1 in 100 year, 6 hours rainfall shall be constrained to a value as close as is reasonable practicable to the greenfield runoff volume for the same event, but never to exceed the runoff volume from the development site prior to redevelopment;
- 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 45% 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. 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;
- Where surface water is connected to the public sewer, agreement in principle from United Utilities is required that there is adequate spare capacity in the existing system taking future development requirements into account. An email of acceptance of proposed flows and/or new connection will suffice;
- Hydraulic calculation of the proposed drainage system, including all engineering parameters;
- Construction details of flow control and SuDS elements.

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

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:

- Verification report providing photographic evidence of construction as per design drawings;
- As built construction drawings if different from design construction drawings;
- 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 - To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development pursuant to Section 10 of the National Planning Policy Framework and Policy EN14 of the Core Strategy.

14) a) Prior to the first occupation of the development, details of how fumes, vapours and odours shall be extracted and discharged from the premises shall be submitted to and approved in writing by the City Council as local planning authority before the use commences.

Mixed use schemes shall ensure provision for internal ducting in risers that terminate at roof level. Schemes that are outside the scope of such developments

shall ensure that flues terminate at least 1m above the eave level and/or any openable windows/ventilation intakes of nearby properties.

b) Prior to occupation of the use hereby approved confirmation shall be submitted for the approval of the City Council as local planning authority that the approved scheme has been implemented.

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

15) Deliveries, servicing and collections, including waste collections shall not take place outside the following hours: 07:30 to 20:00, Monday to Saturday, no deliveries/waste collections on Sundays/Bank Holidays.

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

16) a) The development shall proceed in accordance with the submitted External Lighting Strategy, prepared by Buro Happold (Received 02/11/2023). 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.

b) Prior to occupation of the development a verification report shall be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved light consultant's report. The report shall also undertake post completion testing to confirm that acceptable criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the criteria.

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

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

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

18) External outside seating areas and roof terrace hereby approved shall only allow be open for use in accordance with a schedule of days and hours of operation submitted to and approved in writing by the City Council as local

planning authority, and shall not allow for the use of amplified sound or any music in these external areas at any time.

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

19) No amplified sound or any music shall be produced or played in any part of the site outside the building.

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

20) a) Externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with the submitted Acoustic Report prepared by Buro Happold (Received 02/11/2023). The approved scheme shall be implemented in full before the use commences.

b) Prior to the first operation of the plant, scheme a verification report shall be submitted to and approved in writing by the City Council as local planning authority to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic report. The report shall also undertake post completion testing to confirm that the noise criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria. A verification report and measures shall be agreed until such a time as the development complies with part (a) of this planning condition.

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

21) The development shall be implemented in accordance with the submitted Waste and Recycling Storage and Disposal Plan (Prepared by Manchester Metropolitan University; Received 02/11/2023), and the submitted Waste Proforma (Received 02/11/2023). 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 - To safeguard the amenities of nearby residents, pursuant to policies SP1, EN19 and DM1 of the Manchester Core Strategy.

22) a) Notwithstanding the Geoenvironmental Desk Study Report by Buro Happold (ref. 1044B-BHE-XX-XX-RP-CG-000001 dated 26 October 2023) stamped as received by the City Council, as Local Planning Authority, on the 02 November 2023, (a) before the development hereby approved commences, the following information shall be submitted for approval in writing by the City Council, as Local Planning Authority:

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

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

(b) When the phase of 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 prior to the first occupation of the development.

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 - There is evidence of site contamination at the application site which requires further consideration and examination. In particular, details of outstanding gas monitoring is required to be submitted for consideration and an appropriate remediation strategy prepared. This is pursuant to policy EN18 of the Manchester Core Strategy (2012).

23) Prior to the commencement of the development, details of the method for piling, or any other foundation design using penetrative methods, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented during the construction of the development.

Reason - Piling or any other foundation using penetrative methods can result in risks to potable supplies (pollution/turbidity, risk of mobilising contamination) drilling through different aquifers and creating preferential pathways. It is therefore necessary to demonstrate that piling will not result in contamination of groundwater pursuant to policies EN17 and EN18 of the Manchester Core Strategy (2012).

24) (a) The development shall not commence until details of a Local Benefit Proposal, in order to demonstrate commitment to recruit local labour for the duration of the construction of the development, as well as end use, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved document shall be implemented as part of the construction and operation of the development.

In this condition a Local Benefit Proposal means a document which includes:

- I. the measures proposed to recruit local people including apprenticeships
- II. mechanisms for the implementation and delivery of the Local Benefit Proposal
- III. measures to monitor and review the effectiveness of the Local Benefit Proposal in achieving the objective of recruiting and supporting local labour objectives

(b) Within one month prior to construction work being completed, a detailed report which takes into account the information and outcomes about local labour recruitment for the construction phase of the development pursuant to items (i) and (ii) above shall be submitted for approval in writing by the City Council as Local Planning Authority.

(c) Within three months of the commencement of the approved use, a detailed report which takes into account the information and outcomes about local labour recruitment, for the end use of the development, pursuant to items (i) and (ii) above shall be submitted for approval in writing by the City Council as Local Planning Authority.

Reason - The applicant has demonstrated a commitment to recruiting local labour pursuant to policies SP1, EC1 and DM1 of the Manchester Core Strategy (2012).

25) Notwithstanding the TV reception survey prepared by GTech, stamped as received by the City Council, as Local Planning Authority, on the 02 November 2023, within one month of the practical completion of each phase 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 shall identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out above. The measures identified must be carried out either before the building is first occupied or within one month of the study being submitted to the City Council as local planning authority, whichever is the earlier.

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

26) All windows at ground to second floor level, unless shown otherwise on the approved drawings detailed in condition 2, shall be retained as a clear glazed window opening at all times and views into the premises shall not be screened or obscured in any way.

Reason - The clear glazed window(s) is an integral and important element in design of the ground level elevations and are important in maintaining a visually interesting street-scene consistent with the use of such areas by members of the public, and so as to be consistent with saved policy DC14 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

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

Reason - To ensure that satisfactory disabled access is provided by reference to the provisions Core Strategy policy DM1.

28) Prior to the first use of the premises, a signage strategy shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved strategy shall then be implemented as part of each phase of the development.

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

29) The development of each phase shall be carried out in accordance with the Crime Impact Statement prepared by Design for Security at Greater Manchester Police stamped as received by the City Council, as Local Planning Authority, on the 02 November 2023. 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.

30) The development hereby approved shall be carried out in accordance with the Environmental Standards Statement prepared by Buro Happold stamped as received by the City Council, as Local Planning Authority, on the 02 November 2023. A post construction review certificate/statement 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.

31) a) Prior to the commencement of development of, with the exception of site clearance and demolition, a programme for the submission of final details of the public and private realm works relating to that phase shall be submitted to and approved in writing by the City Council as Local Planning Authority. The programme shall include submission and implementation timeframes for the following details:

- I. Details of the stopping up of the section of adopted footway along Oxford Road.
- II. Details of the proposed hard landscape materials;
- III. Details of the materials, including natural stone or other high quality materials to be used for the reinstatement of the pavements and for the areas between the pavement and the line of the proposed building;
- IV. Details of the proposed tree and plant species within the public and private realm including proposed size, species and planting specification including tree pits and design;
- V. Details of measures to create potential opportunities to enhance and create new biodiversity within the development to include bat boxes and bricks, bird boxes and appropriate planting;
- VI. Details of boundary treatments, which shall ensure adequate visibility for child pedestrians where adjacent to the adopted highway;
- VII. Details of the proposed street and terrace furniture including seating, bins and lighting;
- VIII. Details of any external steps and handrails;
- IX. Full details of roof terrace canopies;
- X. A strategy providing details of replacement tree planting, including details of overall numbers, size, species and planting specification, constraints to further planting and details of on-going maintenance;
- XI. A site layout plan showing all pedestrian routes within the site being a minimum width of 1.8m.

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

If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

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

32) The development hereby approved shall be carried out in accordance with the measures contained within the submitted Ecology Report (Prepared by Tyler Grange; Received 02/11/2023).

Reason – In the interest of preserving and enhancing the ecology of the application site in accordance with policies EN15 and DM1, Places for Everyone Plan Policy JP-G9 and the National Planning Policy Framework.

33) The premises shall be used for Class F1 (d) (Public libraries or public reading rooms) and for no other purpose (including any other purpose within Class F1 of the Schedule to the Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020 (SI 2020 No.757) or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason - The use of the premises other than in accordance with the approved use would require further consideration by the Local Planning Authority and may not be appropriate in this locality in accordance with Core Strategy Policies SP1, EC2 and DM1, and the National Planning Policy Framework.

34) Prior to their installation, details regarding any roller shutters shall be submitted to and approved in writing by the City Council as Local Planning Authority. For the avoidance of doubt all roller shutters shall be internal. The approved details shall be implemented and be in place prior to the first use of the development.

Reason – In the interest of securing a well designed development in accordance with Core Strategy Policies SP1 and DM1, and the National Planning Policy Framework.

35) Notwithstanding the approved plans listed within condition 2, prior to the first use of the development hereby approved, details of the siting, scale and appearance of the solar panels to the property's roof and roof terrace (including cross sections) shall be submitted to and approved in writing by the City Council as Local Planning Authority. The approved details shall then be implemented prior to the first use of the development and thereafter retained and maintained in situ.

Reason - In the interest of ensuring the solar panels are installed and to ensure that they are appropriate in terms of visual amenity pursuant to policies SP1, EN1, EN6 and DM1 of the Manchester Core Strategy (2012).

36) Notwithstanding the approved plans listed within condition 2, prior to the first use of the development hereby approved, details of the siting, scale and appearance of the property's heat pumps (including cross sections) shall be submitted to and approved in writing by the City Council as Local Planning Authority. The approved details shall then be implemented prior to the first use of the development and thereafter retained and maintained in situ.

Reason - In the interest of ensuring the heat pumps are installed and to ensure that they are appropriate in terms of visual amenity pursuant to policies SP1, EN1, EN6 and DM1 of the Manchester Core Strategy (2012).

37) The number of cycle spaces shall be reviewed annually as part of the travel plan requirements of condition 8 of this planning permission (commencing from the date of this permission). The survey shall be completed within 7 days of each annual review date and the results of the survey provided to the City Council within 7 days thereafter. Any additional cycle spaces identified as part of this review shall be implemented within two months of approval of the annual agreement.

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

38) The development hereby approved shall achieve a post-construction Building Research Establishment Environmental Assessment Method (BREEAM) rating of at least 'Excellent'. A post construction review certificate shall be submitted to and approved in writing by the City Council as local planning authority within 6 months of the building hereby approved being first occupied.

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.

Informatives

1) Under the Habitat Regulation it is an offence to disturb, harm or kill bats. If a bat is found during demolition all work should cease immediately and a suitably licensed bat worker employed to assess how best to safeguard the bat(s). Natural England should also be informed.

2) The applicant is reminded that, under the Wildlife and Countryside Act 1981 as amended it is an offence to remove, damage, or destroy the nest of a wild bird, while the nest is in use or being built. Planning consent does not provide a defence against prosecution under this act. If a birds nest is suspected work should cease immediately and a suitably experienced ecologist employed to assess how best to safeguard the nest(s).

3) The developer or crane operator must contact Manchester Airports Control of Works Office at least 21 days in advent of intending to erect a crane or other tall construction equipment on the site. This is to obtain a tall equipment permit and to ascertain if any operating restrictions would be required. Any operating restriction that are subsequently imposed by Manchester Airport must be fully complied with.

- 4) You should ensure that any external wall treatments approved for planning purposes are discussed in full with Building Control to ensure they meet with the guidance contained in the Building Regulations for fire safety. Should it be necessary to change the external facade treatment due to conflicts with Building Regulations, you should also discuss the changes with the Planning team to ensure they do not materially affect your permission.
- 5) Any signage, wayfinding, banners or any other advertisements to be installed in and around the application site for the purpose of the promotion of the developments and routes to it may require consent under the Town and Country Planning (Control of Advertisements) (England) Regulations 2007.
- 6) It is expected that all modifications / improvements to the public highway are achieved with a maximum carbon footprint of 40%. Materials used during this process must also be a minimum of 40% recycled and fully recyclable. Developers will be expected to demonstrate that these standards can be met prior to planning conditions being discharged. The developer is to agree the above with MCC's Statutory Approvals and Network Resilience Teams post planning approval and prior to construction taking place.
- 7) Regarding S278 agreements a deposit is required to begin an application, additional costs will be payable and are to be agreed with S278 team. A S278 is required for works to the adopted highway, minimum standard S278 technical approval timescale is between 4-6 months, TRO's can take 10-12 months. An independent 'Stage 2' Road Safety Audit will be required and the design may require changes if any issues are raised with all costs attributable to the Developer. A 'Stage 1' Road Safety Audit should be completed during the planning stage and a copy of the report (with Designer's Response) is to be made available to the Statutory Approvals Team upon request.

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: 138424/FO/2023 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)
Parks & Events
Environment & Operations (Refuse & Sustainability)
MCC Flood Risk Management
Heritage & Urban Design
Greater Manchester Police

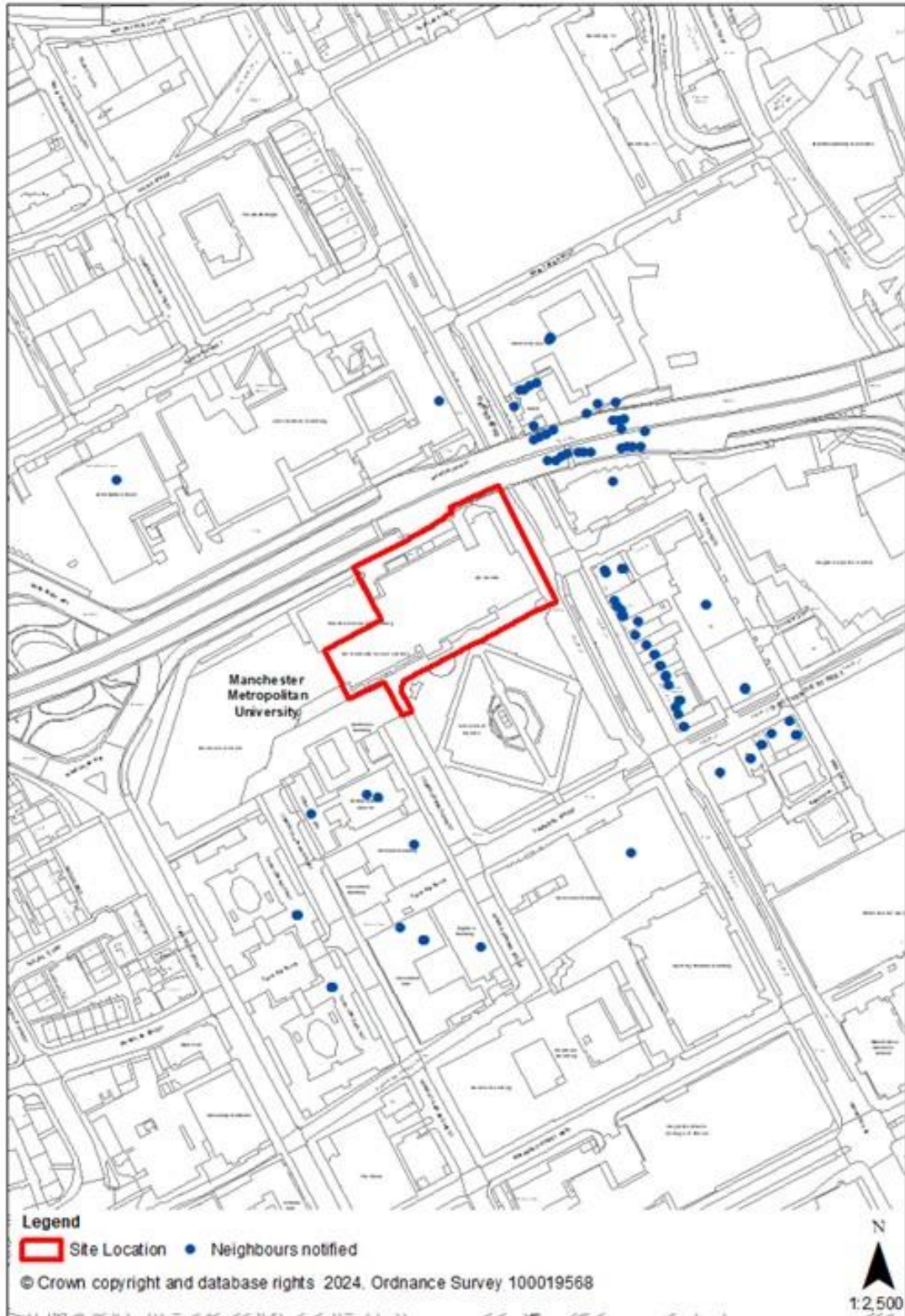
**United Utilities Water PLC
Environment Agency
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
Health & Safety Executive (Fire Safety)
Manchester Airport Safeguarding Officer
Helipad Manager
Greater Manchester Pedestrians Society
Oxford Road Corridor**

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

Representations were received from the following third parties:

Highway Services
Environmental Health
United Utilities Water PLC
Environment Agency
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
Health & Safety Executive (Fire Safety)
Manchester Airport Safeguarding Officer

Relevant Contact Officer : Michael Pearson
Telephone number : 0161 219 2735
Email : michael.pearson@manchester.gov.uk



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Application Number	Date of Appln	Committee Date	Ward
138768/VO/2023	6th Dec 2023	15th Feb 2024	Woodhouse Park Ward

Proposal City Council Development - Change of use of former probation centre (Class E) to homeless shelter for up to 20 homeless people (sui generis)

Location 258 Brownley Road, Manchester, M22 5EB

Applicant Mrs Gaynor Howe, Manchester City Council

Agent Mr Jaime Cepeda, Manchester City Council

Executive Summary

The application relates to the conversion of a vacant probation centre to a homeless shelter providing 20 bedrooms for single homeless people, incorporating communal living areas, staffroom and parking.

Objections have been received from 92 local residents, together with 2 letters of support.

The main concerns raised relate to the proximity of the proposed use to a neighbouring children's day nursery and safeguarding issues; anti-social/criminal behaviour perceived to be generated by prospective residents; the use of the open space opposite and interaction with children; the impact to nearby property values and the provision of satisfactory operational arrangements, to ensure that the development does not harm the living conditions of nearby residential occupiers.

Description

The application site relates to a vacant, part single, part two storey, detached building, formerly in use as a probation centre.



Application site indicated the arrow

The host building, which has been extended to the rear, is flanked by hard surfaces to the front and rear, with parking to the rear of the building provided via a shared access off Brownley Road.



Aerial view of the application site, indicated by the arrow (Extract from Google Maps)

With the exception of the application site and a neighbouring children's day nursery to the south, the immediate area is predominantly residential in character, mainly comprising two-storey terraced and semi-detached dwellinghouses, which lie adjacent to tree lined grass verges. Immediately opposite the site, to the other side of Brownley Road, is a green area of open space, beyond which is a residential estate. Neighbouring the site to the rear, is a large, 1960s multi storey office building (Delta House) which accommodates a data centre and office functions.

The Proposal

Planning permission is sought to change the use of the building from a vacant probation centre (Class E) to a homeless shelter for up to 20 people (sui generis).

The accommodation would be for homeless single people with medium support needs, with provision for 20 bedspaces in total.

The proposed occupiers would have become homeless for a variety of different reasons including no fault evictions, loss of tenancy through depression/anxiety, fleeing domestic abuse, debt, employment, bereavement reaction and relationship breakdowns with family/partners amongst other reasons.

Their support needs would mean that, with the provision of temporary accommodation and support provided by Accommodation Support Workers based on

site, they would be able to move on to a settled tenancy of their own relatively quickly.

The aim of the service would be to provide safe and secure temporary accommodation for an average stay of 3 to 6 months for individual single people. Some may move on in a shorter period of time, especially if in employment. The Homeless Service would work with all clients to source settled homes of their own in the private rented sector.

The site would be staffed with Accommodation Support Workers from the Council's Homelessness In-house Temporary Accommodation Service and staffed 24 hours a day, every day. This would include 14 Accommodation Support Workers working on a 24/7 rota, security staff providing a concierge service, all managed by a Team Leader who would also be based on site. In addition, there would be a Move-On Support Worker based on site working with all clients to secure a settled move on option for all. 2 Support workers plus 1 security staff member (3 in total) would be working on site simultaneously at any one time.

A management plan has been submitted to support this application which provides a detailed set of criteria which would be put in place as part of the operation of the facility. This will be referred to within the Issues section of the report and covers the following issues:

- Maximum occupancy would be 20 people and this will not be exceeded.
- The site will provide accommodation for 20 homeless single people, male and female. The staff team will include a Move-On-Officer who will work with clients to source settled accommodation. It is envisaged that the maximum stay will be no more than 6 months. Some will move on much more quickly, especially if they are already in employment.
- There will be a no visitors policy in place for all clients. Staff have full control over who is in the building at any time. There will be a 12-midnight curfew in place.
- Referrals into the service will all come direct from the Homelessness Service, with no referrals taken from any other external agency. This ensures that only suitable people will be housed. People placed into the accommodation will be booked in during office hours of 9am and 5pm. Move out will also be co-ordinated to take place during office hours.
- All occupiers will be subject to a license agreement which they will sign up to. There will be a set of house rules which the client signs up to and a condition of on-going accommodation. Any behaviour which is in breach means that the client will need to vacate the premises.
- The contact details for the Team Leader and Team Manager will be made available to local communities and resident group representatives should any queries or concerns need to be raised. The Team Leader will work local community organisations and performance information for the site will be shared with local Members monthly. Management will liaise with neighbourhood Services, GMP and ASBAT contacts.
- The Management system will enable the reporting of complaints and resolution.

The In-House Temporary Accommodation Service manages 26 temporary accommodation sites currently across Manchester and is an experienced provider of temporary accommodation and support to homeless people.

The proposed use includes 3 on-site, staff car parking spaces (including 1 disabled space) and an additional area of 5 parking spaces, shared with the adjacent property at No. 260 Brownley Road) which should cater for any additional visitor demand. In addition, cycle storage is proposed to accommodate 6 bicycles.

Consultations & Notification Responses

Local Residents/Occupiers – 92 representations objecting to the proposal have been received, together with 2 letters of support. All objections raise similar concerns that the proposed use is too close to residential dwellinghouses and to the neighbouring children's day nursery and that the proposed use would result in undue noise and disturbance and raises safeguarding issues surrounding anti-social behaviour and crime, as well as undermining local property values.

The letters of supports are provided, as long as the property is managed and supervised correctly to prevent additional social problems in the area.

Highway Services - Highways anticipate that the proposed change of use is unlikely to generate any network capacity concerns.

The site is located in an established residential/commercial area and is well accessed by bus, with services running within walking distance of the site along Simonsway and Crossacres Road. Metrolink provision can be obtained at both Robinswood Road and Crossacres Road.

The level of parking provision is considered suitable, as it is noted that service user parking demand is anticipated to be low,

An additional area of parking (5no. spaces) is shared with the adjacent property (no. 260 Brownley Road) which should cater for any additional visitor demand. The proposed EV provision is also welcomed.

A proposed cycle shelter is shown within the secure site curtilage for 6no. bicycles to cater for staff, visitors and service users. Sufficient space is available to accommodate both the cycle shelter and bins. Cycle parking demand should be monitored on an ongoing basis, with additional provision provided if necessary.

Environmental Health - – No objection in principle to the proposal. Conditions are requested in relation to the submission and agreement of a Noise Management Plan and a more detailed waste management strategy.

Homelessness Services – Confirm that the proposed development is supported.

Greater Manchester Police – A robust management plan should be created to limit any issues and reduce conflict with local residents. Any alterations should be to 'Secured by Design' standards.

Policy

Local Development Framework

The principal document within the framework is the Manchester Core Strategy which sets out the spatial vision for the City and includes strategic policies for development during the period 2012 – 2027.

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

A number of UDP policies have also been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must therefore be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents.'

The following policies within the Core Strategy are considered relevant:

Policy SP1 (Spatial Principle) refers to the key spatial principles which will guide the strategic development of Manchester together with core development principles. It is stated that developments in all parts of the city should create well designed places which enhance or create character, make a positive contribution to the health, safety and well-being of residents, consider the needs of all members of the community and protect and enhance the built environment. Further, development should seek to minimise emissions, ensure the efficient use of natural resources, reuse previously developed land wherever possible, improve access to jobs, services and open space and provide good access to sustainable transport provision.

Policy DM1 (Development Management) states that new development should have regard to more specific issues for which more detailed guidance may be given within supplementary planning documents. Issues include: the appropriate siting and appearance of development, the impact upon the surrounding area, the effects on amenity, accessibility, community safety and crime prevention, health, the adequacy of internal accommodation and amenity space and refuse storage/collection.

Policy H 10 (Housing for people with additional support needs) - Identifies a number of supported housing needs, including the needs of people experiencing issues with mental health and well-being. It also states that proposals for accommodation for people with additional needs will be supported where: i. There is not a high concentration of similar uses in the area already; ii. The development would contribute to the vitality and viability of the neighbourhood; iii. There would not be a disproportionate stress on local infrastructure, such as health facilities.

Policy T2 (Accessible areas of opportunity and need) - Policy T2 states that the Council will actively manage the pattern of development to ensure that new development is easily accessible by walking, cycling and public transport, connecting

residents to jobs, centres, health, leisure, open space and educational opportunities. The policy also requires that appropriate car parking and cycle storage is provided.

Policy EN19 (Waste) states that the Council will require all developers to demonstrate the proposals consistency with the principles of the waste hierarchy (prevention, reduction, re-use, recycling, energy recovery, and disposal). Developers will be required to submit a waste management plan to demonstrate how construction and demolition waste will be minimised and recycled.

In addition to the above, a number of UDP policies have also been saved until replaced by further development plan documents to accompany the Core Strategy.

Unitary Development Plan for the City of Manchester, 1995 (Saved Policies)

The below saved policies of the Unitary Development Plan are also considered relevant:

Policy DC26 (Noise) states that the Council intends to use the development control process to reduce the impact of noise on people living and working in the City. In particular, consideration will be given to the effect of new development proposals which are likely to be generators of noise.

National Planning Policy Framework

The central theme to the revised NPPF is to achieve sustainable development. The Government states that there are three dimensions to sustainable development: an economic role, a social role and an environmental role.

The Framework underlines a “presumption in favour of sustainable development”. This means approving development, without delay, where it accords with the development plan and where the development is absent or relevant policies are out-of-date, to grant planning permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the NPPF.

Sections 2, 3, 4, 5 and 8 are considered relevant to the consideration of this application.

National Planning Policy Guidance (March 2014)

The Government produced a suite of documents to act as a live resource which set out advice and best practice on a wide range of planning issues following a detailed review of planning policy guidance as a way of streamlining policy.

The relevant section of the NPPG in this case is as follows:

Noise - Local planning authorities' should take account of the acoustic environment and in doing so consider:

- whether or not a significant adverse effect is occurring or likely to occur;
- whether or not an adverse effect is occurring or likely to occur; and
- whether or not a good standard of amenity can be achieved.

Mitigating the noise impacts of a development will depend on the type of development being considered and the character of the proposed location. In general, for noise making developments, there are four broad types of mitigation:

- engineering: reducing the noise generated at source and/or containing the noise generated;
- layout: where possible, optimising the distance between the source and noise-sensitive receptors and/or incorporating good design to minimise noise transmission through the use of screening by natural or purpose built barriers, or other buildings;
- using planning conditions/obligations to restrict activities allowed on the site at certain times and/or specifying permissible noise levels differentiating as appropriate between different times of day, such as evenings and late at night, and;
- mitigating the impact on areas likely to be affected by noise including through noise insulation when the impact is on a building.

Other material considerations

Places for Everyone Plan - The Places for Everyone Plan is a Joint Development Plan Document, providing a strategic plan and policies, for nine of the 10 boroughs which make up Greater Manchester. Once the Places for Everyone Plan is adopted it will form part of Manchester's development plan. To date, five consultations have taken place in relation on the Plan. The Examination of Plan, following its submission in February 2022, began in November 2022. Following the completion of the Examination of the Plan, main modifications have now been proposed which will now become the subject of further public consultation. The City Council's Executive committee, on the 4 October 2023, has now agreed the Main Modification and endorsed an 8 week period of public consultation on the Main Modifications commencing no earlier than 9 October 2023. Once the consultation has been complete, the representations received will be forwarded to the Examination team managing the Plan. The Inspectors will consider all the representations made on the proposed Modifications before finalising the examination report. Given the stage the Plan has reached, and level of public consultation and scrutiny it has received, the Plan and its policies is now a material planning consideration in the determination of planning application in Manchester. The Plan and its policies must therefore be given considerable weight in the planning balance. The Plan identifies the essential aspect of the efficient and effective use of land with the preference to be given to making as much use as possible of suitable previously developed brownfield land and vacant buildings when meeting development needs. Securing higher densities in the most accessible locations is identified as helping to maximise the ability of people to travel by walking, cycling and public transport and reduce the reliance on the car. The universities and knowledge economy, with a high concentration on the Oxford Road Corridor is identified as an internationally important location and asset.

Issues

Principle

The proposed use would help to address immediate and significant housing needs that requires intervention in order to safeguard homeless individuals for short periods

prior to appropriate re-housing. This process would, ultimately, improve individuals access to health care and employment and educational opportunities. In these circumstances, the general principle of the development is acceptable and compliant with aforementioned policy and guidance. Specific planning matters are considered further below.

Site Layout

Internally, the proposed use at ground floor comprises 10 bedrooms, a staff office and communal kitchen/dining room to the ground floor and a further 10 bedrooms, laundry room, IT area and bathrooms to the first floor.



Proposed site layout

Externally, 3 off road car parking spaces are proposed, with a further 5 shared spaces should demand dictate. In addition, cycle storage and bins storage areas are proposed.

Given the constraints and size of the site and as the proposal relates to the change of use of an existing building, the proposal layout is considered satisfactory.

Residential Amenity

With the exception of the neighbouring children's day nursery, the proposed development is situated in a predominantly residential area.

Given the location of the day nursery and the former operation of the host building as a probation centre, the immediate area is already subject to a degree of daytime activity and vehicular/pedestrian movements associated with these uses. Considering existing environmental conditions, it is not considered that there would be any significant impact in terms of noise and disturbance, as a consequence of the proposed use.

Account should also be taken of the fallback position, as re-occupation of the existing building could see the building legitimately operate for a variety of alternative commercial uses within Use Class E, including retail, offices, a health centre, restaurant, day nursery and many more. Options are also available via the prior approval procedure for conversion to residential. An alternative commercial use would most likely see a more intensive use with a subsequent increase in the levels of activity.

Notwithstanding this, the majority of representations received, raise concerns about the introduction of homeless people into the local area and consider problems could arise from anti-social behaviour and interaction with the local community, including children associated with the neighbouring day nursery.

To ensure the building is appropriately managed and as referred to above, a Site Management Plan accompanies the application, which would be key to safeguarding the amenity and safety of nearby residents.

The Plan stipulates that the proposed use would provide a maximum of 20 bedspaces for single homeless people and this occupancy would not be exceeded.

The Plan details that the building would be staffed and managed 24 hours a day by the City Council, with a staff team of 10 Accommodation Support Workers (ASW), who would work on a 24/7 rota, as well as security personnel. There will be a no visitors policy in place for all clients. Access in and out of the building would be monitored by on site staff. This would ensure control over who is in the building at any time.

Residents would be allowed to stay out from their temporary accommodation two nights a week by agreement if they chose to visit friends/family. There would be a midnight curfew in place for the site, in line with the operation of all in-house temporary accommodation sites.

To the rear of the application site within the curtilage of the grounds, is a small garden area which would be made available for the use of residents. This would be the designated outdoor smoking space as smoking within the building will not be permitted at any time and would help prevent the use of any other external areas outside of the site curtilage for such purposes. This garden area is located away from neighbouring residential properties and is not visible from the main road and screened by fencing.

Referrals into the service would come direct from the Homelessness Service. No referrals would be taken from any other external agency. This ensures that the background details of each referral can be collected and recorded by the Homelessness Service to ensure suitability.

People placed into the accommodation would be booked in during office hours 9am - 5pm. When a suitable settled accommodation offer is sourced for a client, move-out would also be co-ordinated to take place also during these hours.

All clients accommodated at Brownley Road would be subject to a license agreement which they would sign, known as a Non-Secure Tenancy Agreement and is in line with the license agreement which is operated at all City Council in-house temporary accommodation.

There would be a set of house rules which a client must sign up to as part of the license agreement. The house rules include details about maintaining property cleanliness, positive personal conduct and behaviour, and being a respectful resident at all times within the local community and neighbourhood. Any behaviour which breaches the agreement, would result in the loss of the temporary accommodation offer to that client and a requirement to immediately vacate the property without notice.

The contact details for the Team Leader and Team Manager would be made available to local communities and resident group representatives should any queries or concerns need to be raised or answered. Performance information for the site would be shared with Local Members monthly. This is in line with the approach that the service takes at other sites in the city.

The management of the service would liaise regularly with Neighbourhood Services, GMP and ASBAT. Any issues that may arise from time to time in relation to the site would be promptly addressed through an effective and collaborative local approach with all key partners.

The proposed use would encompass a management system to enable the reporting of complaints and subsequent resolution.

It should be noted that service operator is an experienced provider of accommodation support to those who are unfortunate enough to experience the upheaval of homelessness within their lives. The service aims to ensure homelessness is experienced for as short a period as possible and is unrepeatable.

Conditions have been included to ensure compliance with the Management Plan, as well as limiting the occupancy of the building. It is believed that with these measures in place, any impact to neighbouring living conditions can be satisfactorily mitigated.

Visual Amenity

No external changes to the building are proposed as part of this application. It is anticipated however that as well as bringing the building back into effective use, the reoccupation of the building would help ensure the building is maintained and would enliven the street-scene. On this basis, it is not considered that there would be any harmful impact to visual amenity.

Impact to the Highway

In comparison to the former use of the building as a probation centre and given that the proposed use is to accommodate homeless people, with car ownership unlikely, it is not anticipated that the proposal would give rise to any material impact to the operation of the highway as a consequence of trip generation and parking demand.

Vehicular access to the site would remain as existing and as only 3 members of staff are envisaged to be on-site at any one time, the level of proposed parking provision is considered acceptable.

On-site parking is to be supplemented by cycle storage provision to cater for 6 bicycles which would aid travel by means other than by private care. Given the nature of the use proposed, the level of provision is considered satisfactory. A condition is included to ensure the cycle storage is in place prior to the use becoming operational.

Crime and Security

Greater Manchester Police were consulted as part of the application process and consider that provided that the proposed use follows a robust management plan to limit any issues and reduce conflict with local residents, there is no objection.

A Management Plan has been submitted as part of the application to aid with any dispute/complaint resolution and details that the site would be staffed and managed 24/7 hours a day by City Council staff as well as security personnel. A condition has been included to ensure compliance with the Plan, as well as further condition which requires details of any on-site security enhancements to be agreed. With such measures in place, it is considered that any impact of the proposed use can be satisfactorily sustained.

Waste Management

The application includes a waste management strategy which indicates waste storage areas to the sides of the host building.

Whilst the indicative location of the bins is considered acceptable from a collection perspective, Environmental Health require further details of the anticipated volume of waste, collection frequency for each waste stream and recycling arrangements. An appropriate condition is included to ensure satisfactory arrangements are in place, prior to the use becoming operational.

Flood risk and drainage

The site is located in Flood Zone 1 and therefore has a low risk of flooding. The development is consistent with a residential use and therefore there is no requirement for any additional drainage mitigation.

Climate Change

City Council policy requires that new proposals focus on achieving low carbon and energy efficient developments and therefore development should be expected to demonstrate its contribution to these objectives.

In this case, the site is situated within a highly sustainable location with decent access to a range of amenities and transport opportunities.

Given the former use of the building as a probation centre, the level of staffing would result a comparable level of vehicular movements and parking demand. The impact to local air quality is therefore considered negligible. As way of an improvement, conditions are included which require the provision of an electric vehicle charging point, as well as cycle storage provision, in order to offer a wide choice of means of travel.

Other Matters

Concerns have been expressed by neighbouring occupiers that the proposed use would devalue their property.

It should be noted however that planning guidance maintains that is not the role of the planning system to protect individual interests or private interests of one person against the activities of another, but is intended to balance public and private development needs with the protection of amenity and the environment in the wider public interest. On this basis, the impact to neighbouring property values is not a material planning consideration.

Conclusion

The proposed use would make efficient use of a previously developed site to provide a much-needed facility for Manchester, whilst contributing to the local economy through the retention/creation of jobs and offering social improvements.

Reoccupation of the building for an active use would also guard against any potential decline to the host building.

It is believed that that the proposal would uplift the appearance of the site and any concerns regarding the negative impacts to neighbouring living conditions can be satisfactorily managed through the operation of a Management Plan.

On this basis, the proposal is considered acceptable and compliant with the aforementioned planning policy and guidance.

Other Legislative Requirements

Equality Act 2010

Section 149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

Human Rights Act 1998 considerations – This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have made representations)

have the right to a fair hearing and to this end the Committee must give full consideration to their comments.

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved polices of the Unitary Development Plan, the Director 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 proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Pre application advice has been sought in respect of this matter. The proposal is considered to be acceptable and therefore determined within a timely manner.

Condition(s) to be attached to decision

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

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

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

Drawings referenced EPC -MCC-ZZ-XX-DR-B-0010 (Location Plan), MCC-B01-XX-DR-B-0020 (Proposed Ground Floor Plan), MCC-B01-XX-DR-B-0021 (Proposed First Floor Plan) and MCC-B01-XX-DR-B-0024 (External Works Site Plan), received by the City Council as Local Planning Authority on 6 December 2023 and MCC-B01-XX-DR-B-0024 (Proposed Parking) and In-Use Management Strategy, received by the City Council as Local Planning Authority on 11 January 2024.

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

3) Prior to first operation of the use hereby approved, details of measures to improve on-site security and to reduce the risk of crime shall be submitted to and approved in writing by the City Council as Local Planning Authority. The scheme shall include

CCTV coverage and details relating to improvements that can be incorporated into the development to enhance security, as well as details of a 24-hour contact to be displayed clearly at the site. The use shall only be implemented in accordance with the agreed details.

Reason - To reduce the risk of crime, pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy for Manchester and to reflect the guidance contained in the National Planning Policy Framework.

4) The use hereby approved shall only be implemented in accordance with the measures detailed within the submitted Management Statement and Addendum received by the City Council as Local Planning Authority on 15 January 2024 and 29 January 2024 respectively. The Plan shall be adhered to at all times, so long as the agreed use is operational.

Reason - In the interests of public safety and to safeguard residential amenity, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

5) Deliveries, servicing and collections, including waste collections shall not take place outside the following hours: 07:30 to 20:00, Monday to Saturday. No deliveries/waste collections on Sundays/Bank Holidays.

Reason - To safeguard the living conditions of nearby residential occupiers, pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

6) Notwithstanding details submitted, the development hereby approved shall not be occupied until a more detailed scheme for the storage (including segregated waste recycling) and disposal of refuse has been submitted to and approved in writing by the City Council as Local Planning Authority. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - In the interests of public health and residential amenity, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

7) Any externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location. The scheme 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 site. The approved scheme shall be completed before the apartments are occupied.

Upon completion of the development a verification report will be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic report. The report shall also undertake post completion testing to confirm that the noise criteria has been met. Any instances of nonconformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

Reason - To safeguard the amenity of existing and future occupiers of nearby residential accommodation, pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Manchester Core Strategy.

8) Notwithstanding the details submitted of the bicycle storage area indicated on drawing referenced B01-XX-DR-B-0024 (Proposed Parking), received by the City Council as Local Planning Authority on 11 January 2024, full details of the cycle parking provision and cycle store/shelter, including security measures and means of enclosure, shall be submitted to and agreed in writing by the City Council as Local Planning Authority prior to the use hereby approved becoming operational. The agreed scheme shall remain available for use so long as the use is in operation.

Reason - To ensure there is adequate bicycle parking provision, pursuant to policies DM1, T1 and SP1 of the Manchester Core Strategy.

9) Notwithstanding details submitted, prior to the first to the use hereby approved becoming operational, full details of an electric car charging point shall be submitted and agreed in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented as part of the development and shall remain available for use so long as the use is in operation.

Reason - In the interest of air quality, pursuant to policy EN16 of the Manchester Core Strategy.

10) The planning permission hereby granted relates to the use of the building as a 20 bed unit for the provision of short stay accommodation for single homeless persons (sui generis) only and for no other purpose.

Reason - For the avoidance of doubt and in the interests of residential amenity, pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

Local Government (Access to Information) Act 1985

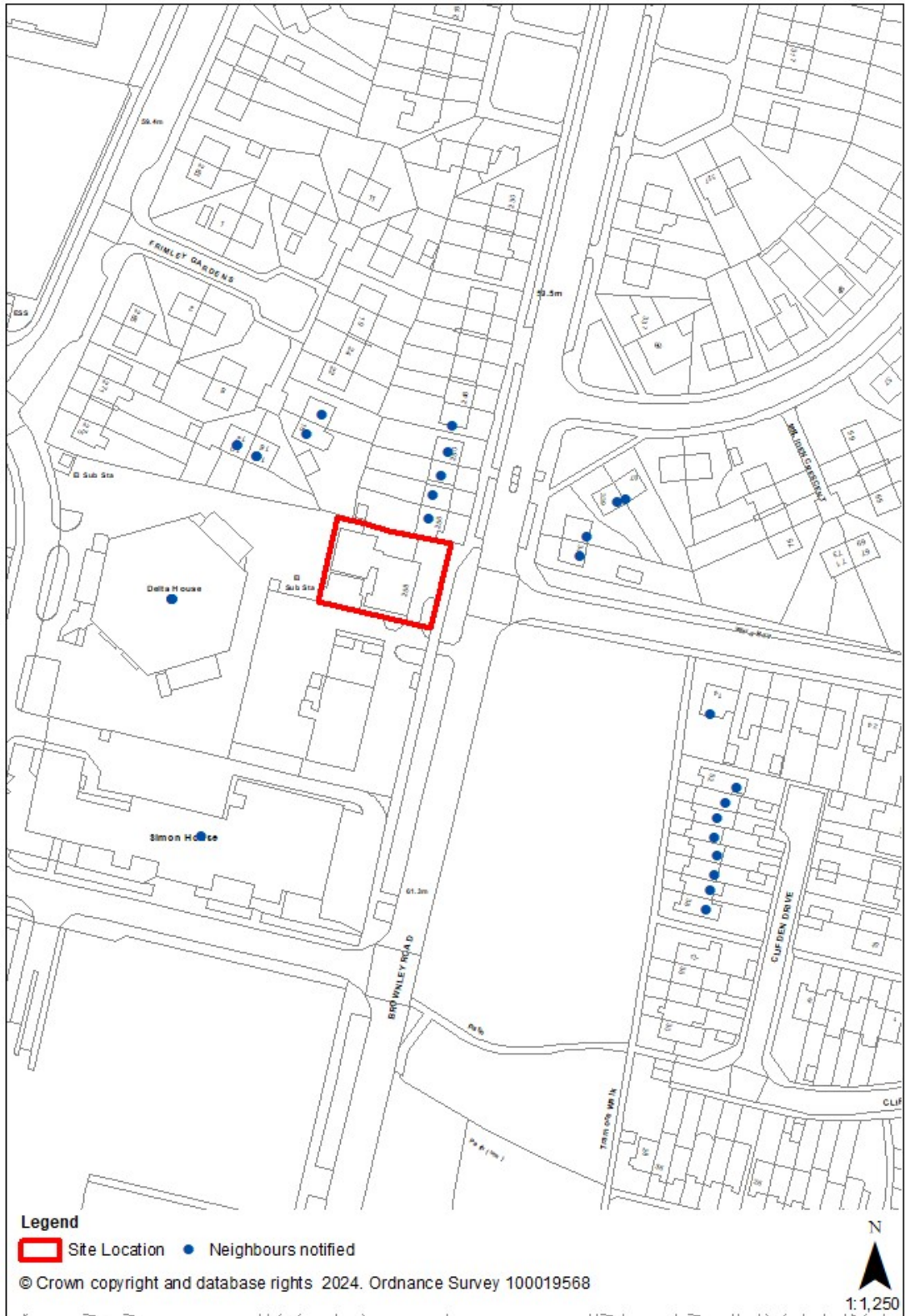
The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 138768/VO/2023 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions 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
Greater Manchester Police (Design for Security)

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

Relevant Contact Officer : Steven McCoombe
Telephone number : 0161 234 4607
Email : steven.mccoombe@manchester.gov.uk



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Application Number	Date of Appln	Committee Date	Ward
138765/FO/2023	5th Dec 2023	15 th February 2024	Didsbury West Ward

Proposal Erection of three storey building to provide 37 retirement living apartments (comprising 24 no. 1 bed and 13 no. 2 beds) including communal facilities, access, car parking and landscaping and reconfigured car parking arrangement for Wren House

Location Wren House, 108 Palatine Road, Manchester, M20 3ZA

Applicant Churchill Retirement Living

Agent Mr Ziyad Thomas, Planning Issues Ltd

Executive Summary

The application proposals are for the redevelopment of an area of land previously used as surface car parking associated with a former public house on the south west corner of the junction between Lapwing Lane and Palatine Road in the Didsbury West Ward. The proposals are for the development of a three storey building to provide 37no. retirement living apartments.

The site is located within the Albert Park Conservation Area and lies adjacent to both Ballbrook and Blackburn Park Conservation Areas, the key issues for consideration of this application are:

- The provision of older person accommodation in this area
- Impacts on the character and appearance of the conservation area
- Impacts on residential amenity of existing residents particularly in respect of privacy and overlooking
- Impacts on trees
- Level of car parking provision
- Density, scale and layout of the proposals

Following notification of the application 4 representations have been received including 3 objections and 1 in support. The issues raised related to: the need for this type of residential provision in this area; the scale and design of the proposed building, and the level of car parking. These issues together with other matters are fully considered within this report.

Description of site

The site subject to this current application forms part of a larger site that comprised a public house and large surface area car park with associated landscaping at the junction of Palatine Road and Lapwing Lane. The current application site does not include the former Public House and is bounded to the west by residential development; to the north by a number of commercial uses and the former Public House building, to the east by Palatine Road and residential properties and the Northern Lawn Tennis Club; and, to the south by predominantly large-scale

residential properties fronting on to Palatine Road. There are a number of trees on the site that are subject to additional protection as part of a Tree Preservation Order (Manchester City Council (The Greenfinch PH, 108 Palatine Road, West Didsbury) TPO 2021) these sit on the boundary of the site. The remainder of the site comprises hardstanding associated with the former use as a surface car park together with some incidental areas of soft landscaping. Vehicular and pedestrian access to the site is taken from Lapwing lane on the northern boundary of the site. Boundaries to the Lapwing Lane and Palatine Road frontages are in the form of original low stone wall together with railings (added later), on the Palatine Road frontage the original stone gate piers with inscription of 'Summerhill' are also still present which reflects the historic residential use of the site. A mix of concrete and timber panel fencing and more contemporary brick walls form the western and south western boundaries of the site. The site is relatively flat.



The former Public House building adjacent the site now converted at ground floor to offices

The application site lies within the Albert Park Conservation and is immediately opposite the Blackburn Park and Ballbrook Conservation Areas. There are a number of listed buildings in the area and these include:

- The Former Withington Town Hall and Coach House (Grade II) approximately 30 metres to the north west of the site;
- Former District Bank, 99 Palatine Road, Manchester (Grade II) approximately 80 metres to the north east of the site;
- Synagogue, Old Lansdowne Road, Manchester (Grade II) approximately 230m to the south west of the site;
- Mercantile House, 10 Lapwing Lane, Manchester (Grade II) approximately 250m to the north west of the site.



View across the site southwards – the former PH and current office car parking is to the left, properties on Raleigh Close to the right

As set out below in the planning history section of this report, planning permission has previously been granted for the conversion of the former public house building to provide 3 apartments and office space and redevelopment of the car parking area for residential development for 9 dwellings. This planning permission has been part implemented as a result of the conversion of the ground floor of the retained building to provide office space. The current application site does not include the former public house building but does provide proposed car parking areas for the use of the occupiers of that building.



Photomontage of application site – Palatine Road frontage to the left , no.114 Palatine Road centre-right, Raleigh Close properties to the right

Description of development

The proposals relate to the redevelopment of the site to provide a three-storey building to provide 37 no. retirement living apartments associated communal facilities, car parking, landscaping and reconfigured car parking for Wren House.

The building would be in a linear arrangement across the southern portion of the site, with car parking for both the apartments (15 spaces) and offices within the former Public House (8 spaces) being located to the northern part of the site accessed via the existing vehicular access from Lapwing Lane. Three floors of residential accommodation would be provided in the building providing a mix of one and two bedroom apartments on each floor all accessed via stairs or a lift. Communal indoor space would be provided on the ground floor comprising a lounge area and small coffee bar area. Ancillary support office and reception area space would also be provided on the ground floor adjacent to the main entrance into the building, whilst a communal refuse store can be accessed via an internal corridor.



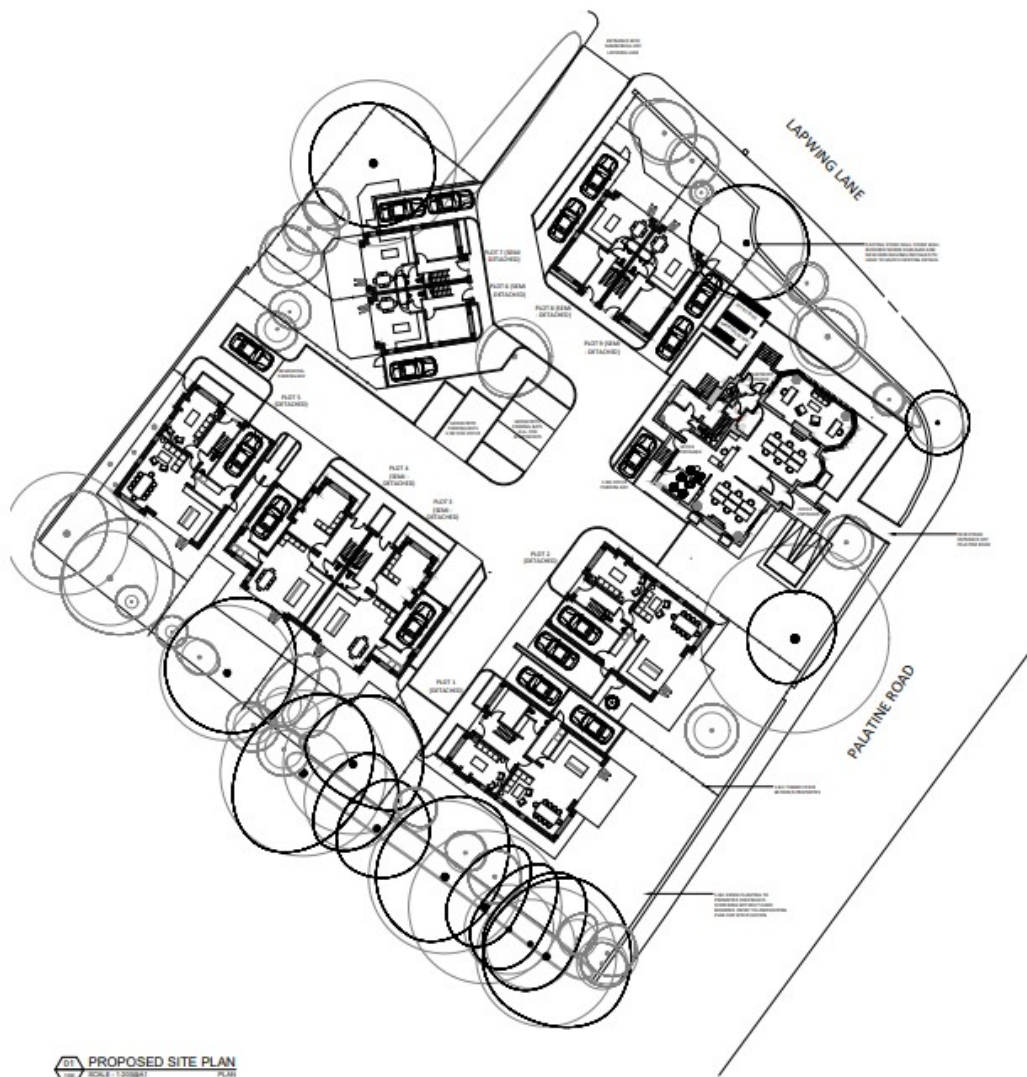
Proposed site layout

Landscaped areas are indicated around the proposed building and as part of the setting for the car park. A pedestrian access would be reopened from Palatine Road into the site with a further pedestrian access being provided alongside the access road from Lapwing Lane.

Relevant Planning History

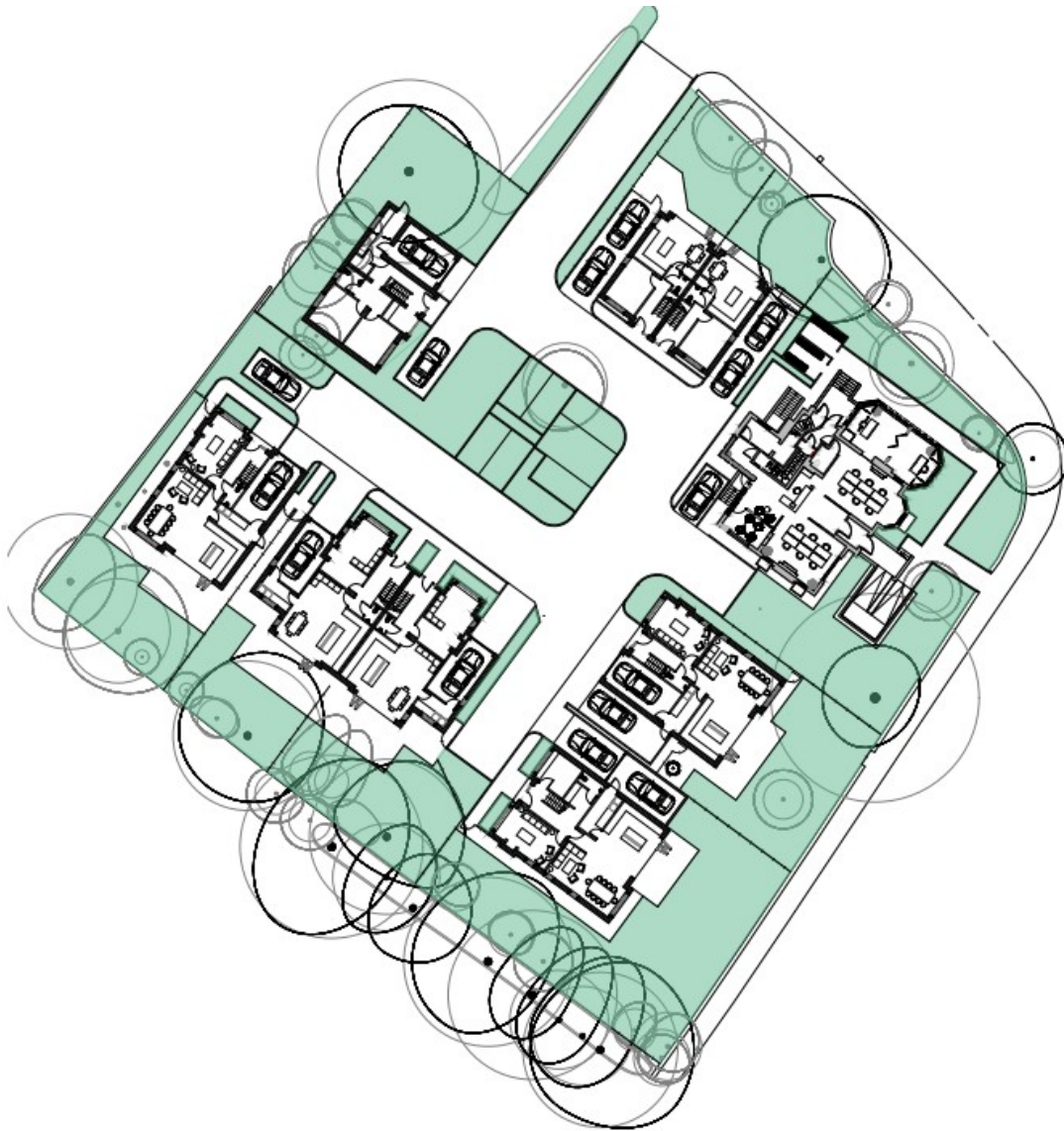
040317 - Change of use from disused school to public house with dining facility including conservatory and kitchen extensions on the ground floor, office use on the first floor and managers flat on the second floor. APPROVED 24.03.1992

133740/FO/2022 - Change of use and conversion of former Greenfinch Public House including selective demolition to provide office accommodation (use class E) and 3 apartments (use class C3), and redevelopment of site to provide 9 dwellings (use class C3) with associated works including landscaping and car parking. APPROVED 09.08.2022



Approved layout plan for planning permission reference 133740/FO/2022

130831/FO/2021 - Change of use and conversion of former Greenfinch Public House including selective demolition to provide office accommodation (Use Class E) and 3 apartments (Use Class C3), and redevelopment of site to provide 8 dwellings (Use class C3) with associated works including landscaping and car parking. APPROVED 14.01.2022



BT PROPOSED SITE PLAN
 01/18 SCALE: 1:2500 A1 PLAN

Approved layout plan for planning permission reference 130831/FO/2021

Consultations

The application was subject to neighbour notification letters sent to 246 addresses , display of site notices, and advertisement in the Manchester Evening News given the proposals are major in nature and are located within a conservation area. In addition, a number of statutory and non-statutory consultees were notified of the proposals. A summary of the responses received is set out below.

Residents

4 responses were received in response to the notification process, 3 of these objected to the proposals and 1 letter with two named residents was submitted in support, the comments made were:

- The area does not require an additional block of flats and not additional housing for retirees. There is already retirement living provision in abundance and close proximity on Palatine Road, Barlowmoor Rd, etc

- The area requires family houses.
- Against the use of the site for retirement properties over building family homes and apartments because there is a major shortage of family homes in the area
- The proposal does not respect the character and setting of the two Conservation Areas and would lead to a negative impact upon the character of both Conservation Area and the area in general.
- The proposed apartment building would contain 42 habitable windows that would face towards the adjacent residential property on Palatine Road resulting in the loss of privacy to adjacent residential properties.
- The proposed building sits to the north of boundary trees on the south of the site, given the relatively small distance between the building and these trees it is likely that there would be pressure from future occupiers of the apartments to fell or significantly lop these trees to increase daylight and sunlight.
- The application should be refused as it is not well designed and would detract from rather than enhance the built and natural environment.
- The built form is too large when considered against the footprint of surrounding buildings and gaps between buildings which are largely consistent across the two conservation areas.
- The proposals would impact on parking and highway safety in the area and any consequential effects of this on the living conditions of local residents.
- Support the provision of modern retirement apartments in West Didsbury.

Manchester Heritage Advisory Panel – The application was presented to the Panel's meeting held on the 11th January 2024. They made the following comments on the proposals:

The Panel felt that the building represented a significant footprint which was too large for the site, and the high density and mass of building had a different characteristic to the surrounding conservation area. They felt that the landscaping including the car parking area should be more generous.

The Panel commented on the particularly long elevations and poor elevational treatment to Palatine Road including how the middle bay design looking awkward along with the pitch of the roof which looked at odds with Wren House.

The Panel was not convinced by the design approach to echo the neighbouring buildings as the design quality was much weaker and failed to successfully reflect the richly detailed large Victorian Villas in the area which demonstrate a much higher quality of craftsmanship and natural high-quality materials and finishes. They felt that many of the design components, features, materials and details were of poor quality and appeared at odds with Wren House and other villas in the area being a much poorer representation of these.

The Panel advised that the wall to the entrance from Lapwing Lane should be brought into the site as a transition point between the old and new.

The Panel felt that a more considered and higher quality contextual design of an appropriate scale and footprint is necessary.

Manchester Civic Society - The density of development is far too high for this conservation area. The site impacts on three Conservation Areas, as it overlooks two immediately adjacent CAs, Ballbrook CA and Blackburn Park CA. All three CAs are residential areas, characterised by large Victorian villas in large gardens.

In contrast, this proposal has no internal green space. The footprint of the building, internal roads, waste storage and the minimal 15 parking spaces, (see item B) cover the bulk of the site, which merely has a fringe of green space on the north and east sides of the site, adjacent to Lapwing Lane and Palatine Road.

The level of proposed parking is inadequate for the level of residential units and likely occupancy levels. The need for visitor parking has not been addressed which would include, delivery vehicles, potential medical and nursing staff, other visitors, and guests.

There is no provision on site for affordable housing.

The proposals need a rethink to include a smaller footprint, internal green space, more generous parking provision.

Statutory and non- statutory consultees

MCC Environmental Health – Made the following recommendations.

Conditions relating to submission and approval of: a construction management plan prior to works commencing on site; external lighting scheme of the site; acoustic insulation of residential properties against noise from Palatine Rad, Lapwing Lane and the Metrolink line (including potential vibration impacts), this should also consider the potential of overheating, any approved and installed scheme would be subject to a verification report; acoustic insulation and design of any external plant and equipment; waste management strategy that accords with the council's guidance as the submitted scheme is inadequate; provision of electric vehicle charging points; and, further work in relation to the ground conditions and remediation strategy for the site.

MCC Highway Services - Taking into consideration trips associated with the former use of the pub the change in number of trips is broadly neutral. Overall, the proposed development will have a negligible impact on the surrounding highway network.

Based upon the submitted data there are no concerns about highway safety issues within the vicinity of the site.

The site is well accessed by sustainable modes including regular bus services and Metrolink services from the stop on Lapwing Lane opposite the site.

Pedestrian access will be provided in the form of a 1.0m wide footway along the western side of the vehicle access, which will widen to 1.5m upon entry into the Retirement Living car park. It is recommended that pedestrian footways serving the site are a minimum width of 2.0 metres. In addition, it is recommended that tactile paving's and dropped kerbs should be ensured for the site access.

The level of car parking proposed has been assessed by the applicant within their transport statement based upon research they have undertaken on other sites within their ownership. The development proposed 15 car parking spaces which equates to a ratio of 0.41 space per unit, which is in excess of the survey results. It is requested that at least 2 of the parking spaces are disabled and have dimensions of a minimum of 3.6m x 6.0m.

For apartment developments it is requested that a minimum of 20% of parking spaces have EV Charging.

A mobility scooter store will be in place and provide space for 6 scooters to park. This is acceptable to Highways.

A Construction Management Plan should be provided by the applicant prior to any construction works beginning.

Conditions are therefore recommended to cover provision of: electric vehicle charging points, cycle parking, off site highway works and construction management plan.

Greater Manchester Police (Design for Security Team) – Whilst a crime impact statement has not been prepared for this application they made the following comments:

- Access to the sides/rear of the building should be restricted to residents/staff with a secure boundary/lockable gate.
- The car parking area should be illuminated to a high standard.
- The building should be built to Secured by Design standards and it is recommended that a condition is attached to the planning permission if approved.

Transport for Greater Manchester (Metrolink) - Metrolink have no objection and whilst the development proposals are unlikely to affect Metrolink operations, the site is reasonably close to the Metrolink boundary and the tramway underpass that runs beneath the Palatine Road/Lapwing Lane road junction, the applicant is advised that the details of working safely near Metrolink can be found on the Metrolink Website.

United Utilities – Recommend a pre-commencement condition be attached to any approval for the submission and approval of a surface water drainage scheme for the site.

Policy

Section 38 (6) of the Town and Country Planning Act 2004 states that applications for development should be determined in accordance with the adopted development plan unless material considerations indicate otherwise. The adopted development plan consists of the Core Strategy (adopted 2012) and the saved policies of the Unitary Development Plan. Due consideration in the determination of the application will also need to be afforded to national policies in the National Planning Policy Framework (NPPF) which represents a significant material consideration.

Local Development Framework - The principal document within the framework is the Manchester Core Strategy which sets out the spatial vision for the City and includes strategic policies for development during the period 2012 – 2027.

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

A number of UDP policies have also been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must therefore be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents.'

The following policies within the Core Strategy are considered relevant:

Policy SP1 (Spatial Principle) refers to the key spatial principles which will guide the strategic development of Manchester together with core development principles. The proposals seek to provide additional diversity in terms of type of housing within the area and towards the creation of neighbourhoods of choice.

Policy DM1 (Development Management) states that new development should have regard to more specific issues including: the appropriate siting and appearance of development, the impact upon the surrounding area, the effects on amenity, accessibility, community safety and crime prevention, health, the adequacy of internal accommodation and amenity space and refuse storage/collection.

Policy H1 (Overall Housing Provision) Identifies the requirements for provision of new residential development across the City and indicates that new housing will be predominantly in the North, East, City Centre and Central Manchester. High density development (over 75 units per hectare) is identified as being appropriate in the City Centre and parts of the Regional Centre. Within the Inner Areas in North, East and Central Manchester densities are identified as being lower but generally around 40 units per hectare. Outside the Inner Areas (where the application site is located) the emphasis will be on increasing the availability of family housing therefore lower densities may be appropriate. The policy clarifies that the proportionate distribution of new housing, and the mix within each area, will depend on amongst other things:

- The number of available sites identified as potential housing sites in the SHLAA;
- Land values and financial viability;
- The need to diversify housing stock in mono-tenure areas by increasing the availability of family housing, including for larger families; and
- the availability of other tenures to meet the identified needs of people wishing to move to or within Manchester.

Policy H6 (South Manchester) - South Manchester will accommodate around 5% of new residential development over the lifetime of the Core Strategy. High density development in South Manchester will generally only be appropriate within the district centres of Chorlton, Didsbury, Fallowfield, Levenshulme, and Withington, as part of mixed-use schemes. Outside the district centres priorities will be for housing which

meets identified shortfalls, including family housing and provision that meets the needs of older people, with schemes adding to the stock of affordable housing.

Policy H8 (Affordable Housing) states affordable housing contributions will be considered of 0.3 hectares and 15 units or more. The applicant has provided a financial viability assessment alongside the application submission, this matter is considered in more detail within the issues section of this report.

Policy EN1 (Design Principles and Strategic Character Areas) - The southern character area in which the site is located is indicated as appropriate for development along the radial routes that are commensurate in scale with the prominence of its location. This matter is considered in more detail within the issues section of this report.

Policy EN 3, Heritage – Throughout the City, the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods, including those of the City Centre. New developments must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance, including scheduled ancient monuments, listed buildings, registered parks and gardens, conservation areas and archaeological remains. The application is accompanied by a Heritage Assessment and this matter is considered in more detail within the issues section of this report.

Policy EN4 Reducing CO2 Emissions by Enabling Low and Zero Carbon & Policy EN6 Target Framework for CO2 reductions from low or zero carbon energy supplies. The Proposed Development takes an enhanced building fabric led approach to minimising energy demand by minimising heat loss from the building envelope and building systems.

Policy EN9 (Green Infrastructure) - New development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function. The proposals incorporate areas of landscaping and tree and hedge planting to enhance the setting of the residential building.

Policy EN 15 relates to Biodiversity and Geological Conservation. The policy indicates that the Council will seek to maintain or enhance sites of biodiversity and geological value throughout the City. The applicant has undertaken Ecological Appraisal of the site which does not raise any significant ecological concerns but makes a series of recommendations regarding precautionary measures during construction works and provision of biodiversity gain on site.

Policy EN 16 Air Quality – The site lies adjacent to an Air Quality Management Area as such the application is accompanied by an air quality assessment. This reviews the existing air quality conditions, assesses proposed development traffic generation, impacts of existing sources of air pollutants on future residents and then assesses the significance of air quality impacts. The conclusions of this assessment are that: changes to traffic flows as a result of the development would have insignificant effects on existing residential properties; and, air quality conditions for future occupiers of the development would be acceptable.

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 – The site has been subject to desk study and site investigations. If the proposals are granted approval further site investigations would be required, and this could be secured via an appropriately worded condition.

Policy EN19 Waste – The proposals incorporate an internal bin store, further details would be required to demonstrate compliance with the Council’s guidance on waste management and this could be secured via an appropriately worded condition.

Policy T1 Sustainable Transport – The development would provide less than one car parking space per residential unit, would provide covered and secure mobility scooter parking facilities and is located in close proximity to a range of public transport modes.

Policy T2 Accessible Areas of Opportunity and Need – The application site is highly accessible by foot, cycle and public transport networks.

Saved Unitary Development Plan Policies

Policy DC18, Conservation Areas – Policy DC18.1 states that the Council will give particularly careful consideration to development proposals within Conservation Areas by taking into consideration the following: a) The Council will seek to preserve and enhance the character of its designated conservation areas by carefully considering the following issues:

- i. the relationship of new structures to neighbouring buildings and spaces;
- ii. the effect of major changes to the appearance of existing buildings;
- iii. the desirability of retaining existing features, such as boundary walls, gardens, trees, (including iv. street trees);

DC26.1, DC26.2 and DC26.5 Development and Noise – A noise assessment has been prepared to accompany the application. With appropriate mitigation it is not considered that there would be adverse impacts on future occupiers.

Relevant National Policy

The National Planning Policy Framework (December 2023) 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. The NPPF outlines a “presumption in favour of sustainable development”. This means approving development, without delay, where it accords with the development plan and where a planning application conflicts with an up-to-date development plan (including any neighbourhood plans that form part of the development plan), permission should not usually be granted.

Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed. The following specific policies are considered to be particularly relevant to the proposed development:

Section 5 (Delivering a sufficient supply of homes) – The proposals would provide 37 residential units on a previously developed site.

Section 6 – (Building a strong and competitive economy) - The proposal would create jobs during construction that would support commercial premises within the local area.

Section 8 (Promoting healthy and safe communities) – The proposals are accompanied by details on how the site and occupiers which indicates measures to be included into the development to reduce the opportunities for crime and the fear of crime.

Section 9 (Promoting Sustainable Transport) – The proposal is in a location accessible to a variety of public transport modes.

Section 11 (Making Effective Use of Land) – The proposal would re-use previously developed land for the provision of residential properties.

Section 12 (Achieving Well-Designed Places) – The proposals are supported by a Design and Access statement that sets out the context of the site and the design process undertaken. This matter is considered in more detail within the issues section of this report.

Section 14 (Meeting the challenge of climate change, flooding and coastal change) – The proposal has been designed to reduce energy demands. The site is within Zone 1 of the Environment Agency flood maps and has a low probability of flooding.

Section 15 (Conserving and enhancing the natural environment) – The documents submitted with this application have considered issues such as ground conditions, noise and the impact on ecology and demonstrate that the proposal would not have a significant adverse impact in respect of the natural environment.

Section 16 (Conserving and enhancing the historic environment) – The site is located within the Albert Park conservation area and adjacent two others. A number of listed buildings are also in close proximity to the site. The applicant has prepared a Heritage Statement to accompany the application and the impacts on these designated assets is considered in more detail within the issues section of this report.

Planning Policy Guidance (PPG)

The PPG provides additional guidance to the NPPF and the following points are specifically highlighted as relevant in this instance.

Design - states that where appropriate the following should be considered:
 - layout – the way in which buildings and spaces relate to each other

- form – the shape of buildings
- scale – the size of buildings
- detailing – the important smaller elements of building and spaces
- materials – what a building is made from

Other Material Considerations

Places for Everyone - The Places for Everyone Plan is a Joint Development Plan Document, providing a strategic plan and policies, for nine of the 10 boroughs which make up Greater Manchester. Once the Places for Everyone Plan is adopted it will form part of Manchester's development plan.

The City Council's Executive committee, on the 4 October 2023, has now agreed the Main Modification and endorsed an 8 week period of public consultation on the Main Modifications commencing no earlier than 9 October 2023.

Once the consultation has been complete, the representations received will be forwarded to the Examination team managing the Plan. The Inspectors will consider all the representations made on the proposed Modifications before finalising the examination report.

Given the stage the Plan has reached, and level of public consultation and scrutiny it has received, the Plan and its policies is now a material planning consideration in the determination of planning application in Manchester. The Plan and its policies must therefore be given considerable weight in the planning balance.

The Plan identifies the essential aspect of the efficient and effective use of land with the preference to be given to making as much use as possible of suitable previously developed brownfield land and vacant buildings when meeting development needs. Securing higher densities in the most accessible locations is identified as helping to maximise the ability of people to travel by walking, cycling and public transport and reduce the reliance on the car.

Relevant policies of PfE in this instance are:

- JP-S1: Sustainable development
- JP-S2: Carbon and Energy
- JP-S5: Flood Risk and the Water Environment
- JP-S6: Clean Air
- JP-S7: Resource Efficiency
- JP-Strat14: A sustainable and integrated transport network
- JP-G 7: Trees and Woodland
- JP-G 9: A net enhancement of Biodiversity and Geodiversity
- JP-C5: Walking and Cycling
- JP-C7: Transport Requirements of New Development
- JP-H1: Scale, Distribution and Phasing of New Housing
- JP-H3: Type, Size and Design of New Housing
- JP-H4: Density of New Housing
- JP-P1: Sustainable Places
- JP-P2: Heritage

Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (April 2007) - This Supplementary Planning Document supplements guidance within the Adopted Core Strategy with advice on development principles including on design, accessibility, design for health and promotion of a safer environment. The design, scale and siting of the proposed development is considered in more detail within the issues section of this report.

The South Manchester Strategic Regeneration Framework (2007) - The South Manchester SRF was adopted prior to the preparation of the Core Strategy policies, however, it formed an important document in the formulation of the priorities for South Manchester that were subsequently contained in a number of the subsequently adopted policies particularly in relation to housing priorities. The SRF set out that the key characteristics of South Manchester that shaped the vision and objectives for the SRF are based on a number of key facts one of which relates to the pressure for development and densification which threatens the inherent urban character of the area that makes it attractive in the first place. The SRF also commented that there had been a trend for large villa/family housing conversions for flats and offices placing a further restriction on the supply of larger accommodation. One of the key issues identified in the SRF was to provide a wider choice of housing for attracting and retaining residents and that future housing developments need to focus on providing high-quality family accommodation.

Manchester Green and Blue Infrastructure Strategy 2015 - The Manchester Green and Blue Infrastructure Strategy (MGBIS) sets out objectives for environmental improvements within the City within the context of objectives for growth and development.

Manchester Residential Quality Guidance (July 2016) (MRQG) – This document provides specific guidance on what is required to deliver sustainable neighbourhoods of choice where people will want to live and also raise the quality of life across Manchester.

Manchester Housing Strategy 2022 to 2032 - A report prepared for the Executive Committee meeting on the 22nd July 2022 indicates that the Manchester Housing Strategy (2022-2032) sets out a long-term vision which considers how best to deliver the city's housing priorities and objectives, building on progress already made, whilst tackling head on the scale and complexity of the challenges ahead. The priorities for the new Housing Strategy are:

1. Increase affordable housing supply & build more new homes for all residents
2. Work to end homelessness and ensure housing is affordable & accessible to all
3. Address inequalities and create neighbourhoods & homes where people want to live
4. Address the sustainability & zero carbon challenges in new and existing housing stock

Manchester Climate Change Framework 2020 - 2025 - The Manchester Climate Change Framework (2020-2025) was published in February 2020 and sets out the Council high level strategy for Manchester to be a thriving, zero carbon, climate resilient city.

Other Legislative requirements

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 17 of the 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.

Issues

Principle

The principle of the redevelopment of the site for residential purposes has previously been considered acceptable through the granting of previous planning approvals as set out within the planning history section of this report. The current proposals are for a different form and density of development than that previously approved.

Policy H6 sets out the framework for determining residential developments in this part of the city. Whilst the general planning policy approach is to direct high density residential proposals to district centres in south Manchester, this does not preclude development of this nature elsewhere. It is acknowledged that there will be sites which can accommodate higher density proposals due to location and character. The policy advocates the suitability of such proposals where provision would add to diversity of housing and accommodation that meets the needs of older people. As such it is considered that a higher density apartment scheme for older people would comply with the strategy set out in the adopted housing policies of the Core Strategy in this sustainable location.

The Manchester Housing Strategy (2022-2032) acknowledges the need for additional housing provision for older people across the city and the benefits and opportunities this would bring, particularly in relation encouraging and promoting right-sizing to release family homes. The application proposals would assist in meeting this need.

Consideration of other planning issues and the impact of the proposal upon its surroundings and adjoining occupiers, as well as the impacts on the character and appearance of the conservation area is outlined further below.

Residential Amenity

Concerns have been raised from adjacent residential properties regarding the potential impacts of the development on residential amenity, in particular as a result of overlooking and the resultant loss of privacy.

Overlooking and loss of privacy - The closest residential properties to the site are no. 114 Palatine Road immediately to the south of the application site and the residential properties on Raleigh Close to the northwest. There are also the future residential properties as part of the conversion of the upper floors of the former public house.

The residential properties on Raleigh Close present their gable walls facing the application site with a separation distance from the application site boundary of between 1 and 1.5 metres. The siting of the proposed building would not be immediately adjacent the residential properties on Raleigh Close and windows in the north west elevation of the proposed building have been placed so they have direct views down Raleigh Close and over the car parking areas on that road, any views from these windows towards the existing residential properties would be at such an angle that direct overlooking into those properties is not considered to arise.



Relationship between the proposed building and existing residential properties on Raleigh Close



View east from Raleigh Close towards the application site

The residential property at no. 114 Palatine Road is set back into its plot approximately 38 metres from the Palatine Road frontage. As well as the main building, a further detached building sits in the northwest corner of the rear garden area, this appears to be a historic property and would appear to be in residential use.



View south west across the site towards the side gable of no. 114 Palatine Road (edged red)

The proposed building is set between approximately 5.6m and 10.3 metres away from its south western boundary. No.114 sits a further 6.8m from the boundary with the application site.



Extract from the proposed site plan showing relationship between the proposed building and number 114 Palatine Road

The proposed building does contain a total of 45 windows and patio doors/Juliette balconies on the elevation facing towards the existing property (15 windows over 3 floors) which would predominantly serve bedroom and living room spaces. Whilst the previous planning approvals on the site would have resulted in windows facing towards number no. 114 Palatine Road there would have been fewer windows in a fewer number of properties. Whilst the southern boundary of the site does have a number of boundary trees and vegetation, it is considered that given the number of windows and likely greater use of the rooms that they serve, the proposed development would give rise to the real perception of overlooking and consequential loss of privacy resulting from this relationship between the proposed development and existing residential property at 114 Palatine Road.



Context elevation of the building facing towards no 114 Palatine Road with boundary vegetation



Proposed elevation facing towards no. 144 Palatine Road without boundary vegetation and fence

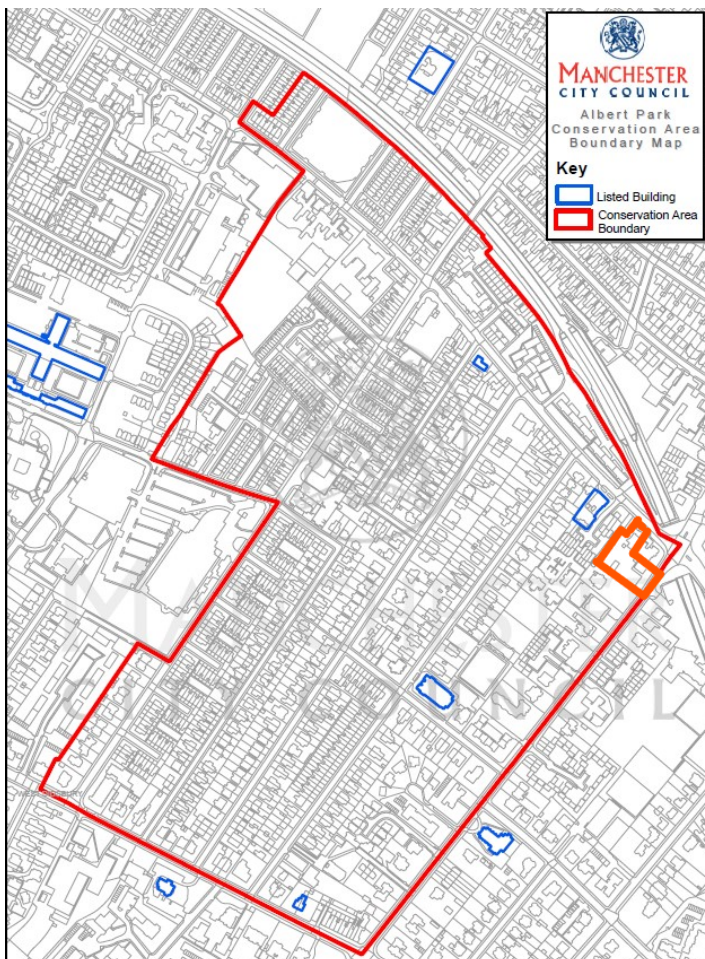
The distance between the proposed building and the retained former Public House building is approximately 6.8m. The elevation of the public house would have one bedroom window at first floor and three-bedroom windows at first floor. The proposed building has two windows on each floor of the elevation facing directly towards the former Public House. These windows serve a kitchen and a secondary window to a living room space. Given the distance between the existing building and proposed these is the potential for a loss of privacy to occupiers of the apartments in the converted building. If the proposals were considered acceptable in other respects, a condition would have been proposed so the windows serving the proposed apartments on this elevation would be obscurely glazed and made non-opening.



Relationship between the proposed building and the converted former Public House

Daylight and Sunlight – It is not considered, given the siting of the proposed building, that it would give rise to impacts on daylight, sunlight or overshadowing to most existing residential properties adjacent the application site. However, given the height of the proposed building and distance away from the existing property to the north at number 5 Raleigh Close that property may experience a loss of daylight and sunlight to windows within its front elevation from the morning until mid-afternoon. The impacts appear to be to a first floor kitchen and landing window, and second floor bedroom window. It is not considered that these impacts would be so significant as to warrant refusal of the proposal.

Impact on the Conservation Areas and designated heritage assets – The site is located within Albert Park Conservation Area, on the boundary with Blackburn Park and Ballbrook Conservation Area and within close proximity to the Grade II listed Former District Bank and Withington Town Hall, on a prominent junction of Palatine Road and Lapwing Lane.



Albert Park Conservation Area edged red – Listed buildings are edged blue and application site edged in orange

The applicant has prepared a Design and Access Statement and a Heritage Statement to accompany the application. The Heritage Statement sets out an understanding of the historic environment resource within and surround the site in order to: assess the significance of the heritage assets; and an assessment of the impact of the proposed development on the significance of the heritage assets and

their settings. The applicant's assessment concludes that the redevelopment would result in less than substantial harm to Albert Park Conservation Area and would have no harmful impacts to either Blackburn Park and Ballbrook Conservation Areas or nearby listed buildings.

The site comprises of the Former Summer Hill, later Greenfinch Public House, constructed in the 1860s in buff brick on a double-pile plan. Located on a corner site, the building presents attractive and well-presented frontages to Palatine Road and Lapwing Lane and makes for a prominent and important addition to the conservation area. Due to its age, and architectural, historic and townscape interest it is considered a non-designated heritage asset. The site otherwise includes tarmacked grounds to the southwest and northwest, formerly the gardens attached to the villa. The plot is bounded by the original low-lying stone wall with modern ball-top railings on top.



View west across Palatine Road towards application site – indicative extent of site frontage is highlighted with orange line

The special significance, distinctive character and sense of place of the area depend on the grain, scale, appearance and form of development, and its verdant nature, with a large number of mature trees and open spaces, most in the form of private landscaped grounds.

The plot is surrounded by domestic scale 19th and 20th century development, dominated by Victorian villas to both sides of Palatine Road and more mixed residential and commercial development on Lapwing Lane. Red and buff brick dominate, albeit stone and timber (i.e. windows, doors, mock-cladding) are also common and characteristic of the area.

Whilst the principle of some new residential development can be supported, it must be of an appropriate scale, footprint and appearance – to preserve or enhance Albert Park Conservation Area and make a sympathetic and high-quality new intervention in its historic context.

Form and Layout - Due to the proposed size and mass the proposed development is considered to fail to maintain the sense of place and history and the distinctiveness of the conservation area.

The proposed development would be on a substantial footprint, uncharacteristic of most development in its setting, especially along Palatine Road which is characterised by Victorian villas set within ample open grounds. Whilst the proposals seek to reduce impacts through a stepped height and projecting gables, these are not considered to alleviate its domineering impact on the local amenity and street scene.



Applicants illustrative drawing as viewed from Palatine Road

As a result, the development is considered to be an overdevelopment of the site in its context, and excessive in size and mass as compared to existing development. It is considered that the proposed building would appear incongruous within its immediate context, eroding the special significance and distinctive character of the Albert Park Conservation Area – characterised by generous open space and relatively loose

urban grain.



Applicants illustrative drawing as viewed from Lapwing Lane

It is also considered that the proposals would adversely affect the setting and character of the adjacent Blackburn Park Conservation Area, comparative to Albert Park Conservation Area in its verdant character, urban grain, scale and layout of its buildings, qualities reflected in the streetscene on the east side of Palatine Road and which contribute to its special heritage significance and distinctive character.

Appearance - The proposed scheme attempts to echo some of the surrounding historic development in basic form and use of materials, including the use of buff brickwork and pitched roofs. However, the proposed development is considered to fail to capture the design quality of the historic buildings in the area or quality of materials used, including that of the adjacent Wren House, and would not add positively to the local townscape.

The use of plastic windows, concrete tiles and unduly contrasting 'rough' brickwork are of particular concern, which would appear incongruous with the well-proportioned timber windows, stone slates and smooth brickwork of the Wren House and other 19th century buildings in its immediate setting generally characterised by high-quality traditional materials.

The proposals lack detail and are not considered to secure quality and architectural merit, which fails to match the visual interest achieved by historic development in the area, as exemplified by the facades of Wren House, with its bays, deep reveals, porches and other features of interest.

In addition, the proposed entrance is barely distinguishable from the rest of the façade, and would not create a focal point to the frontage of the building.

The result would be a building that is considered to contrast with, rather than compliment the detailed large Victorian Villas in the area. As such the proposals would erode and not make a positive contribution to the special character and distinctiveness of the area, derived in large part from the architectural interest and group value of existing properties, with an adverse impact on the sense of its place and history.

Due to its form, footprint, mass and appearance, the development would fail to fit well in its heritage sensitive context and not meet the objectives of paragraph 135 of the NPPF.

It is considered that the proposal would result in a less than substantial harm as defined by paragraph 208 of the NPPF, to the setting and significance of the Albert Park conservation area and adjacent Blackburn Park conservation area. As directed by paragraph 208 of the NPPF, it is necessary to consider whether the public benefits of the proposal outweigh the harm. This is considered below.

Public benefits – As set out above it is concluded that the proposal would give rise to less than substantial harm to the designated Conservation Area as defined within the NPPF. Any level of harm should be outweighed by the public benefits that would be delivered in accordance with the guidance provided in paragraph 208 of the NPPF. In assessing the public benefits, consideration has been given to paragraph 8 of the NPPF which outlines the three dimensions to achieve sustainable development: economic, social and environmental.

The applicant has identified a range of benefits that would arise through the delivery of the proposals these are set out within the Planning Statement submitted alongside the application and include:

- Delivery of housing for older people of which there is a need
- Redevelopment of a previously developed site
- Redeveloping a sustainable site
- Effective and efficient use of land
- Meeting local housing need for affordable housing
- Visual enhancement of the townscape
- Freeing up under occupied local housing stock
- Economic benefits
- Social benefits
- Environmental benefits

The applicant has also presented several examples of appeal decisions from the south of England where the above benefits have been determined to be of significant or moderate weight in those appeals and have been subsequently allowed by the Planning Inspectorate.

Whilst the benefits of the proposals are acknowledged, as is the general principle of the site's redevelopment for the provision of older person residential accommodation, it is not considered in this instance these benefits outweigh the harm of the application proposals on the preservation and enhancement of the conservation area in which it is located and the adjacent Blackburn Park conservation area. Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 places considerable weight in the exercising of the Council's planning functions to give special attention to the desirability of preserving or enhancing the character or appearance of that area.

It is considered, therefore, that the harm identified would not be outweighed by the public benefits of the scheme. Particularly as the harm could be minimised and

reduced through a proposal of excellence in design and a more sympathetic mass and form of development.

Transport

The site is located in a sustainable location close to existing public transport networks and is accessible by foot and cycle. The applicant has provided a transport statement alongside the application which has been fully assessed and the City Council Highway Services raise no objections to the proposals on highway safety or capacity grounds.

The site previously formed part of a car park serving the former public house as such it is not considered that the proposed level of development for older person residential accommodation would give rise to impacts on the surrounding highway network greater than the previous use.

The proposed pedestrian footway into the site varies in width from 1 to 1.5 metres, it has been identified that this width would be below the recommended width for access routes of 2m or 1.8m over a short distance.

The proposals incorporate 15 car parking spaces for the proposed apartments together with 8 spaces in a separate area to serve the office and 3 no. apartments within the converted public house building. The level of car parking provision for the older person apartments is supported by surveys undertaken by the applicant of their existing developments and car parking requirements. The level of car parking proposed is in excess of their surveys results equating to 0.41 space per residential unit against the survey average of 0.35 spaces and an average demand of 0.29 spaces per residential unit. As such the level of provision proposed for the older person residential apartments is considered acceptable.

If the proposals were considered acceptable suitably worded conditions would be required in relation to the provision of electric vehicle charging points, provision of some cycle parking facilities, off site highway works and a construction management plan.

Accessibility

The proposals incorporate one and two bedroom apartments that are all sized in excess of the space standards set out within the Manchester Residential Quality Design Guide. In addition to this it is set out within documents accompanying the application that the proposals provide for features to accommodate a wide range of people including older and disabled people. Internal layouts have been designed to meet residents' specific needs, with the applicant's design team reviewing the needs of residents from feedback at their other developments. In this proposal the following are included:

- Entrance doors of at least 850mm clear width
- Entrance hall with sufficient turning space
- All hallways with a minimum 900mm width
- All internal doors to habitable rooms have a minimum clear opening of 775mm
- All switches, sockets and other controls are set at easily accessible heights and light switches are illuminated
- The master bedroom allows 750mm around the bed

- Window handles at an accessible height between 450mm and 1200mm above floor level. All windows have safety restrictors
- WCs and showers are designed to be easily accessible and with emergency call points to each space. All have easy turn mixer taps. Shower trays are low level for easy access
- Waist height oven within the kitchen
- Slip resistant flooring in kitchen and bathroom

If the proposals were considered acceptable further confirmation would have been requested from the applicant to ensure a proportion of the residential units to be provided met the requirements of building regulations in respect of wheelchair user dwellings.

Affordable Housing

The application has been supported by a report on Affordable Housing and Viability prepared in accordance with the Royal Institution of Chartered Surveyors reporting procedures and the guidance contained within the NPPF. This has not been independently verified at this stage as there are significant other concerns with the proposal as set out earlier in this report. The submitted report indicates that the scheme proposals would provide viability headroom of £65,125 which is indicated as being potentially secured for the provision of off-site affordable housing.

As set out above, the provision of an off-site contribution would be a benefit of the proposals and it is noted that the previous planning approvals on the site for 9 residential dwellings and 3 apartments did not provide for such a contribution due to the scale of development not meeting the relevant thresholds for testing against adopted Core Strategy policy H8.

If the proposals were considered acceptable then a further independent review of the submitted details would be required, and a possible section 106 agreement would be entered into following independent verification of the financial viability assessment report.

Landscaping and Biodiversity

The proposals incorporate a landscaping scheme which would provide additional street, hedge, shrub and planting beds. In addition, a preliminary ecological appraisal has been submitted alongside the application.

Biodiversity – The site predominantly consists of hardstanding but there are notable areas of trees, hedges and shrubs around its boundaries. There are no statutory or non-statutory designated sites within 1km of the site boundary. The submitted ecological appraisal recommends a number of mitigation measures be taken during the construction phase of development as precautionary measures to ensure these works do not harm potential species of interest on the site including site and vegetation clearance outside of bird nesting season, and a check for hedgehogs prior to clearance to ground level. It is also recommended that the invasive species ‘cottoncreeper’ be eradicated prior to works commencing on site. Biodiversity net gain would look to be achieved on the site and this would have been secured via appropriately worded conditions had the scheme been acceptable in other regards.

Landscaping - If the application proposals were considered acceptable further details would be required on the number and size of trees to be planted within the scheme. It is noted that previously approved residential schemes and the current scheme result in the loss of TPO trees on the site, it was noted at the time of the site visit that a number of these trees had already been removed from the site and it is presumed that this was undertaken as an early phase of works associated with the previous planning approval. As such a detailed mitigation tree planting scheme for this development would be required in addition to those details supplied alongside this application.



Applicants submitted illustrative landscaping scheme

Environmental Standards

The proposals are accompanied by a statement on sustainability and the approach that would be taken to reducing greenhouse gas emissions from the development. This would be through optimising the building performance together with energy efficiency measures following the energy hierarchy and by:

- Using less energy/demand reduction
- Supplying energy efficiently
- Using renewable energy

In addition to the above measures the proposals would also incorporate appropriately sized windows to provide daylight and natural ventilation whilst minimising overheating from excessive glazing; incorporate renewable and low carbon technologies including PV array to be installed on the roof; energy efficient appliances, fixtures and fittings; low energy lighting; electric heating; water flow restrictors. The applicant has indicated that the majority of construction waste would be recycled.

Waste Management

The proposals include an internal bin store, the size and level of waste bin provision has been guided by the applicants experience from its other properties which generally reveals a lower requirement given occupancy levels against typical apartment schemes. The bin store would be communal and would have covered access for residents. The positioning of the bin store would allow the large wheeled bins to be presented for collection by a private waste operator. Access for refuse vehicles would be from Lapwing Lane and via the car park. The submission details indicate that the vehicle access would allow for refuse vehicles to enter the site on collection days.

Conclusion

The proposed redevelopment of the site has previously been considered acceptable through the granting of planning permission for the development of 9 dwellinghouses and 3 apartments. The provision of residential accommodation in this sustainable location on previously developed land for both houses and apartments for older people would meet the identified needs of this part of South Manchester.

The City Council have weighed the benefits of the scheme such as the social benefits of the provision of retirement living apartments, the contribution to affordable housing provision, the economic benefits of the location of the proposed occupants near to local and district centres, the freeing up of family housing, construction jobs and the sustainability of the buildings against the impacts of the development.

Despite the benefits of the scheme, it is not considered that these considerations outweigh the identified harm to the Albert Park Conservation Area and adjacent Blackburn Park conservation area that arise from the proposed form, design, siting and scale of the proposed development.

In addition to this harm, the proposals are considered to give rise to impacts on the privacy of the adjacent residential property on Palatine Road. Whilst the boundary between the application site and residential property does contain boundary planting and trees the proximity of the building together with the number of windows that serve rooms that would be more intensively used would give rise to a real and perceived loss of privacy to the adjacent property.

It is considered that the development proposed would be contrary to policies DM1, EN1, EN3 and SP1 of the Core Strategy and saved policy DC18.1 of the Unitary Development Plan for the City of Manchester together with the requirements of sections 12 and 16 of the NPPF.

Other Legislative Requirements

Equality Act 2010

Section 149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality

Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

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 Director 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 REFUSE

Article 35 Declaration

The application has been determined in a positive and proactive manner. In this instance concerns with the proposals have been communicated to the applicant during the course of processing of the planning application. The proposal is considered to be contrary to the development plan and has been considered in a timely manner.

Reason for Recommendation

- 1) The proposed scale, layout and footprint of the proposed development is considered to be excessive in size that would appear incongruous and dominant in its immediate context, eroding the significance and distinctive character of the area, failing to preserve or enhance the character and appearance of the Albert Park Conservation Area and the adjacent Blackburn Park Conservation Area contrary to policies DM1, SP1, EN1 and EN3 of the Core Strategy, saved UDP policy DC18.1 and sections 12 and 16 of the NPPF.
- 2) The proposed design, appearance, and choice of materials of the proposed development would result in a form of development that would not be sympathetic or beautiful, and would erode the special character of the Albert Park Conservation Area and adjacent Blackburn Park Conservation Area providing an unduly prominent addition to the local townscape contrary to policies DM1, SP1, EN1 and EN3 of the Core Strategy, saved UDP policy DC18.1 and sections 12 and 16 of the NPPF.

- 3) The proposed development by reason of its relationship to the adjacent residential property at number 114 Palatine Road and as a result of the inclusion and arrangement of windows, doors and Juliette balconies on the proposed building, would give rise to a real and perceived loss of privacy and overlooking of the occupiers at number 114 Palatine Road to the detriment of their residential amenity contrary to policy DM1 of the Core Strategy.

Local Government (Access to Information) Act 1985

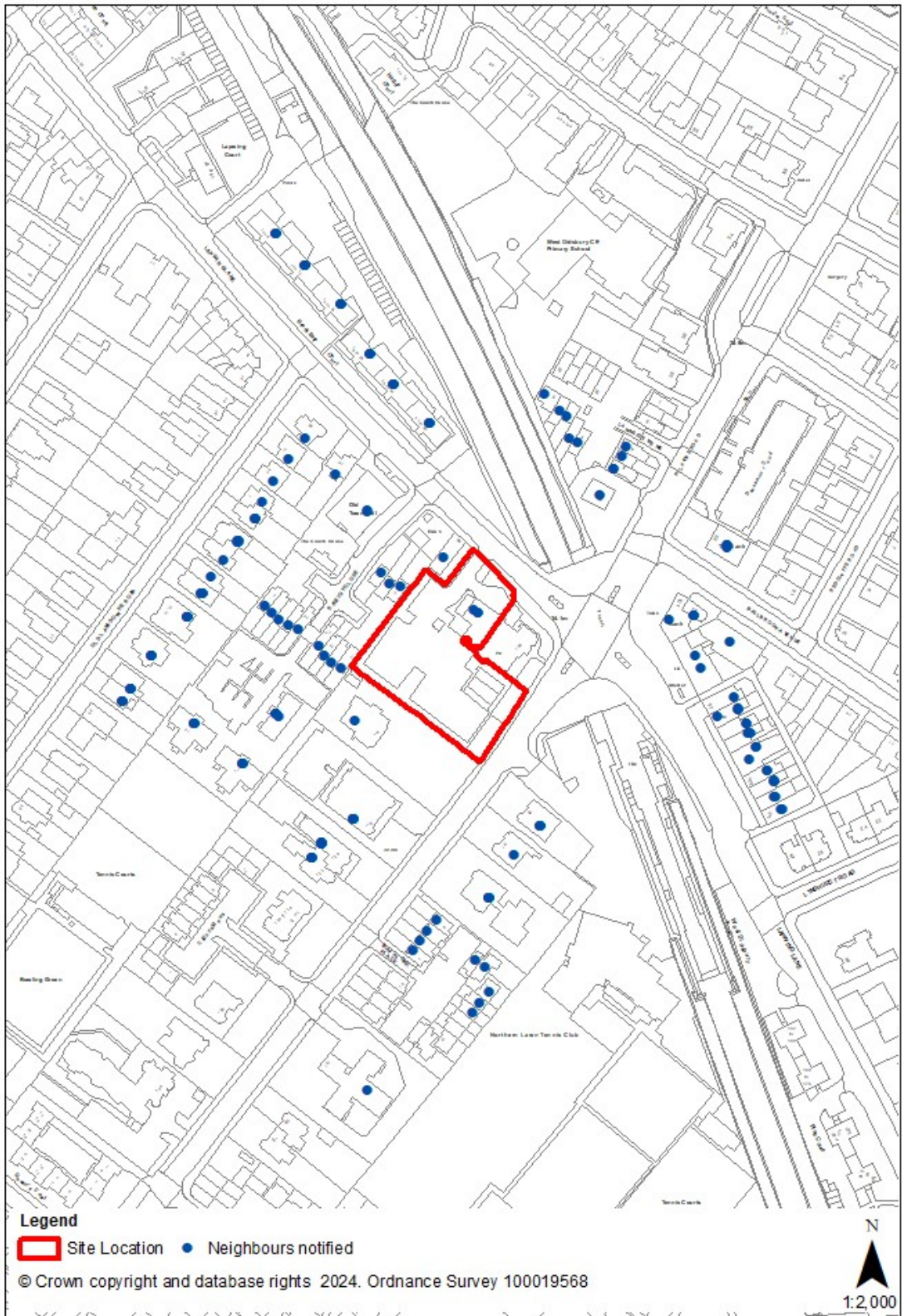
The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 138765/FO/2023 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions 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
Greater Manchester Police
Transport For Greater Manchester
Greater Manchester Ecology Unit
West Didsbury Residents Association**

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

Relevant Contact Officer : Robert Griffin
Telephone number : 0161 234 4527
Email : robert.griffin@manchester.gov.uk



Application Number	Date of Appln	Committee Date	Ward
138712/FO/2023	1st Dec 2023	15 th February 2024	Burnage Ward

Proposal Erection of a residential development of up to 112 dwellings with associated access, parking, landscaping and drainage following demolition of the existing B&M retail unit and associated garden centre

Location B&M Home Store Burnage, Kingsway, Manchester, M19 1BB

Applicant Triple Jersey Limited

Agent Chris Wallace, DPP Planning

Executive Summary

The application proposals are for the redevelopment of an existing retail store and associated areas of car parking to provide up to 112 residential properties.

The key issues in respect of this proposals are:

- The loss of retail floorspace and employment from the site
- Impacts on the highway network
- The level of proposed car parking
- The design, layout and appearance of the proposal and relationships to adjacent buildings and land
- The standard of accommodation proposed.
- Provision of affordable housing on the site

The application was subject of notification of 236 nearby properties, 70 representations were received in response together with an objection submitted on behalf of 45 residents. Issues raised include: the loss of local shopping provision, traffic and car parking impacts on the local area, loss of residential amenity, and that the proposals constitute an over development of the site. These matters and others are fully considered in the report below.

Description of site

The application site relates to a B & M retail store with associated car parking, service yard and landscaped areas located to the west of Kingsway, to the east of a main railway line, with Talbot Road to the north and an existing Mosque and Children's Nursey building located on Mauldeth Road to the south. The site previously formed part of railway lands prior to its redevelopment in the late 1980s. The surrounding areas are predominantly residential in nature comprising two storey brick built semi-detached inter and post war properties.



View south across car park towards existing retail store

There are two existing vehicular access points one from Mauldeth Road which operates as a two-way access whilst the other from Talbot Road is one way only for cars accessing the site from the north. There are a number of buildings and land that bound the site to its southern and south-western edge and these include a petrol filling station; electric substation; and, vacant office buildings. The site extends to 1.64 hectares in size with the main site containing the retail store and car parking being in an elevated position to that of Kingsway and the surrounding roads. The railway line to the west is set at a higher level again with the main access road to the retail store and car park running alongside the railway embankment on a south to north alignment. Trees and shrubs form the eastern boundary of the site with a further landscaped green wedge forming the northern tip of the site comprising grassed banking and tree planting.



Aerial view with the application site edged in red

Description of development

The proposal is for the redevelopment of the site following the demolition of the existing retail store on the site to provide 112 residential properties. The mix of accommodation includes:

- 2 x 1 bedroom apartments
- 86 x 2 bedroom coach houses and apartments
- 16 x 3 bedroom terraced houses
- 8 x 4 bedroom homes terraced houses

The proposals are for the provision of build to rent residential units across the site which the applicant indicates offers longer term stability for residents unable to afford outright home ownership.



Proposed layout of the development

The proposals have been arranged so that the built form has frontages to Kingsway, the access road on its eastern boundary and to the north at the junction of Talbot Road and Kingsway. Between this built form are areas of private and communal amenity space and car parking. The proposed residential units would be a mix of two and three storey dwellinghouses together with 3 no. four storey apartment blocks which would be situated located towards the northern end of the site.

86 car parking spaces would be provided on site (ratio of 0.77 spaces per residential unit) and these would be allocated so that each 3 and 4 bedroom property would have a parking space (24 units) the remainder of the parking would be unallocated with the use of these being flexible for the other residents. Cycle parking would be provided with one space per unit with the dwellinghouses where gardens are provided having sheds as cycle stores, whilst dwellinghouses without gardens being provided with dedicated cycle stores adjacent to bin stores. The apartment buildings would be provided with dedicated shared cycle storage within each block.

Vehicular access would be retained from Talbot Road via a reconfigured access to enable two way vehicle movements via a 5.5m access road and 3m wide shared

pedestrian and cycle path on the eastern side of the road. No alterations are proposed to the access road from the south of the site but will be available for future residents to use. Waste bin stores are to be provided through the site with refuse collections taking place from the main access road.

The existing boundary trees to the east and north would largely be retained with the proposals indicating additional landscaping and tree planting arranged across the site within car parking areas, communal and private amenity spaces.

Relevant Planning History

066769/LE/SOUTH1/02 – B & Q Retail Unit, Mauldeth Rd/Kingsway, Burnage - CERTIFICATE OF LAWFUL USE - Use of the premises for unrestricted A1 (retail) use. Approved 09.12.2002

032397 - Former British Rail sidings, Mauldeth Road Station, Mauldeth Road, Kingsway, Talbot Road, Burnage - RESERVED MATTERS Details of the landscaping for the erection of a non-food retail unit with a garden centre, access roads, parking and landscaping – Approved 03.11.1988

031079 - Outline application for the erection of a non-food retail unit with garden centre, access roads, parking and landscaping – Approved 28.04.1988

The three applications below relate to land to the south of the current application site currently comprising vacant offices and associated lands.

138733/P3MA/2023 - Prior Approval for change of use from offices (Class E - Commercial, Business and Service) to 24 self-contained flats (Class C3 - Dwellinghouses) -Refused 05.02.2024

130098/OO/2021 - Outline application (access, layout and scale) for the erection of a 3, 4 and 6 storey building to form 90 apartments with associated parking, landscaping and vehicle access/egress from Kingsway. Refused 30.08.2022 – Subsequent Appeal dismissed 31.07.2023

122088/OO/2018 - Outline application (all matters reserved) for the erection of a 5, 6 and 10 storey apartment building with associated car parking to form 147 new apartments. Refused 16.10.20219 – Subsequent Appeal dismissed 14.04.2020

The two applications below relate to the development of the adjacent petrol filling station and car wash.

037515 – Erection of a petrol filling station after demolition of existing petrol/ service station. Approved 13.11.1990

079154/FO/2006/S2 – Installation of new pressure washing bay and screen at existing garage. Approved 07.08.2006

Consultations

The application has been subject to notification of 236 nearby properties and site notices were posted at the site and an advertisement was placed in the Manchester Evening News notifying of the proposals.

In response 70 representations have been received, 64 objecting to the proposals, 4 supporting the application and 2 providing neutral comments. In addition, 1 objection has been received signed by 45 local residents. A summary of the comments received is set out below:

Ward Councillors – Councillors Bev Craig, Azra Ali, Murtaza Iqbal

Can be summarised as follows - State that they only object to applications that they think do not best serve the local community and/or are in contravention of Manchester's Local Plan.

There are several issues of concern, some of which may sit outside the planning application determination such as the loss of employment opportunities. They indicate they are disappointed that the applicant does not offer any affordable homes as part of their development. Burnage has a significant waiting list for social housing, and local RPs that are desperate to build. Understand that national planning legislation means if a developer can prove affordable housing is not financially viable, they are exempt from Manchester's request of at least 20%, and hope that the independent verification of the viability calculations will test this. They state they are disappointed that grant funding that could have been available to fill that gap was not explored.

They have concerns about the suitability of the BTR model on the suggested price point in Burnage and would wish for assurances that the 'family housing' model in the future wouldn't be flipped to PBSA in an area of the city that is not featured in the City Council's future pipeline as determined by Council policy.

They are extremely disappointed that the developers seek to misrepresent the views as local Councillors in the Planning, Affordable Housing Statement and SCI especially at 6.9 of this document. Whilst they did say that they are sympathetic to the need for homes that fit the local area's needs. They pressed strongly that they wished to see social and affordable housing alongside homes for first time buyers. They had expressed surprise and concern at the price point being suggested, entirely unattainable for many in the area and reading the documentation it can be seen that they have benchmarked against the rented sector in Didsbury and BTR in the city centre, not Burnage postcodes. They had tested and challenged the proposed layout on the grounds of access, road safety and density. They do accept that the CGI and proposals look visually appealing but for the record it must not be construed that they were offering their support to the application.

In terms of the application, they oppose it on the following grounds:

1. Absence of affordable housing as set out above.
2. The layout and density of the scheme given its surroundings. It is a self-contained site that needs sufficient access for communal and parking spaces and indeed local amenities. There is over densification for the units on the left-hand side.
3. Access to the site is not sufficiently addressed in the application given that this is on one of the main arterial routes to the city, and whilst access to the road currently

used for B&M at present there is some disputed ownership concerns to be address towards Mauldeth Road.

Local residents – can be summarised as follows:

The current B and M store is a valuable asset to the local community. The loss of the store would impact on the ability and convenience for residents to access similar facilities.

The additional residential development will place pressure on local schools and GP surgeries. People already face severe problems to get kids into nearby schools and getting GP appointments.

The development would lead to an increase in traffic in the local area which already experiences high levels of traffic, congestion and associated air quality impacts.

The houses being built are buy to rent, they will not be there to encourage new families into the local area.

There will be ecological impacts on Birds, Bats, Wildlife that uses the railway embankments.

Overlooking and loss of privacy - in previous planning decisions when B&Q was given permission after consultation it was an issue so the building was sited and laid out to not have direct vision onto Kingsway properties.

The height and scale of the proposed buildings would dominate the surrounding area. It would be visible in longer views from a number of directions and its height and scale would contrast sharply with the established pattern of development in the area. In this regard, the submitted plans indicate a large bulky structure, of utilitarian design, that would be completely out of scale with its surroundings.

The proposals include a number of poor design features including tall 4 storey units made up of flats which will be close to the back edge of the footway to Kingsway, and amenity decks that would be overshadowed for much of the day.

Draft Policy GM-H 4 of the emerging Greater Manchester Spatial Framework stipulates minimum net residential densities of 70 dwellings per hectare near railway stations with a frequent service. In any case, the proposed 112 dwellings would far exceed the minimum net density stipulated in that draft policy.

The proposal represents an overdevelopment of the site to the detriment of the character of the area. The proposed development, by reason of its high density, built form, layout, and lack of private amenity space, results in an inappropriate form of design that will have a detrimental impact upon the levels of visual amenity enjoyed within the vicinity of the site and the overall character of the area.

The proposal is considered to be contrary to policies SP1 and DM1 in the Manchester Core Strategy Development Plan Document and the guidance contained within the National Planning Policy Framework and National Design Guide. The proposed development, due to the provision of an insufficient number of off-street

parking spaces, will lead to an increase in on-street parking in an area that experiences a high demand for on-street parking spaces. This increase in on-street parking will have a detrimental impact upon the levels of pedestrian and highway safety enjoyed within the vicinity of the site, contrary to Policy DM1 in the Manchester Core Strategy Development Plan Document.

Staff losing their jobs - all local people - the planning application states 5 full-time and 10 part-time employees work at B & M, however there are 60+ Employees who will lose their jobs.

B&M provides to the area affordable products including food it is a store that's a lot cheaper than most supermarkets, it's a very busy store.

The proposed development could impact on local air quality by virtue of road traffic emissions associated with not just the development and during the construction phase, but the impact of such a volume of dwellings. The impact of the proposed development on local air quality is considered to be of very high importance.

The submitted reports with regard to Noise and Vibration have been carried out at times when the area nearby is quieter i.e - lunchtime 13:30 - 14:30 and on a weekday in the summer (August 2023) not as many cars on the road as schools are closed. That doesn't show a true reading.

A rail traffic sound survey was undertaken during a weekday period to capture a sample of train pass-bys along the railway line, entering and leaving Mauldeth Road Station in accordance with the procedures stated in Calculation of Rail Noise (CRN). The survey was undertaken during the following period: 13:30-14:30 Thursday 17th August 2023. This survey has been carried out at a time when there is a reduced amount of traffic.

The proposals would provide modern and varied housing that is needed in Burnage. Without a decent mix of housing from the cheap to the expensive, the market fails. Hope this is the impetus for 30mph Kingsway and other active travel measures to convert that death trap of a road into something resembling safe.

Previous plans to build on the unoccupied office buildings, the mosque and the Mauldeth Pub/ children's centre make better sense, if a new mosque and children's centre are included.

The developers should be required to provide the full quota of affordable housing without any exemption.

A condition of the development should be improving the area around Mauldeth Road Station the lighting and the infrastructure eg electric charging at the train station.

There have been several accident's particularly on the Grangethorpe / Talbot road junction which has put pedestrians at risk, building a new residential plot would only increase that risk due to the added volume of residents / cars.

Blocking of sunlight into residential property and all properties adjacent to the proposal.

The two roundabouts at the north end of Kingsway are extremely difficult to navigate for pedestrians and cyclists alike. These need to be overhauled if the traffic using them is to increase with the addition of 112 new residences.

Consideration should be given to a footbridge over the rail track.

The loss of employment if the store is closed will be a major economic loss to those who work there. They are majority female and the store offers varied shifts which enables women with care, children at school or other demands to gain employment. This includes cleaning staff and those who work in the evening on stocking shelves etc. The store is an important community asset and should remain in Burnage.

The length of build out of the site will have an enormous impact on the local area from air quality, pollution, noise, disturbance, traffic management on local roads. The development will cause those facing it a reduction in daylight, sunlight and cause overshadowing. It will therefore further reduce the level of privacy.

The Daylight and Sunlight (Within Development) study reveals particular problems for the development. The report highlights issues with insufficient daylight for tenants within the development.

No consideration is given to the impact of light pollution from the development which will be considerable and will impinge on those opposite the site and those houses behind it.

Construction and demolition noise - The Noise and Vibration report fails to consider this aspect of the development and its impact locally.

The effect of climate change on weather has not been considered.

Statutory and Non-statutory consultees

MCC Environmental Health - Make the following comments and recommendations relating to conditions to be attached to any approval.

- The background noise survey submitted with the application is not sufficient. The background measurements taken are not representative of noise levels in the area. Conditions are recommended in relation to the submission and approval of: a demolition/construction management plan; a scheme for the acoustic treatment of external plant and equipment; a waste management and storage scheme for the development; a scheme for the provision of electric vehicle charging points; contaminated land and submission and agreement of:

- (i) Site Investigation Proposals
- (ii) Site Investigation and Risk Assessment Report
- (iii) Submission of a Remediation Strategy
- (iv) After completion of site works, a verification report is required

MCC Highway Services – Do not raise concerns in terms of highway or pedestrian safety or adverse impacts on the capacity of the highway network. They recommend

conditions be attached to any approval relating to: Electric Vehicle Charging points; Cycle parking details; Off-Site Highways Works including- Talbot Road Access Upgrades, Stage 1 Road Safety Audit, Green Man signal across Talbot Road; Car Park Management Plan to manage unallocated parking areas; Travel Plan; and a Construction Management Plan.

MCC Neighbourhood Services (Arboriculture) – Are concerned with the loss of category B trees at the northern end of the site at the junction of Talbot Road.

Electricity North West - The development is shown to be adjacent to or affect Electricity North West's operational land or electricity distribution assets. Where the development is adjacent to operational land the applicant must ensure that the development does not encroach over either the land or any ancillary rights of access or cable easements.

MCC Flood Risk Management Team – Recommend a condition be attached to any approval for the submission of a surface water drainage scheme together with a maintenance and management requirement. Any surface water drainage scheme submitted shall : aim to discharge surface water run-off as high up the drainage hierarchy, as reasonably practicable; be based upon infiltration results for the site; be based upon updates for peak rainfall climate change allowances which are 1 in 100 +45%cc. Finished Floor Levels would need to be provided; and an agreement in principle with UU is required if public sewer is to be the proposed outfall strategy.

United Utilities - Request a drainage condition be placed on any approval.

Network Rail - The land is former railway land and is subject to a conveyance. As the proposal includes works which could impact the existing operational railway and in order to facilitate the above, a BAPA (Basic Asset Protection Agreement) will need to be agreed between the developer and Network Rail.

Greater Manchester Police - Secure by Design team - Raise some concerns:

- There should be a secure perimeter to prevent access to ground floor patios for the ground floor apartments.
- There are no gates proposed to the apartment car parking areas to the North of the site, these would increase the security of the development and prevent commuters using the train from parking without authorisation.
- The car parking areas should be illuminated to a high standard.
- Access to the front doors of plots 41, 43, 45, 48, 50 & 52 - residents would have to use a passageway to the side of the house to access them which could leave them vulnerable. These passageways should be illuminated to a high standard if retained.
- Vegetation in the landscaped area between Kingsway and the development should be kept low and well maintained to facilitate natural surveillance and deter offenders.
- The path along the east of the site should be illuminated to a high standard.
- Access through the coach houses to the house car parking areas should be restricted to residents (i.e. with an automated gate/shutter).
- Lighting to access road should be evaluated and increased to meet adoptable standards where necessary. This will provide some degree of safety and encourage improved natural surveillance from the houses, pedestrians and vehicles.

- The existing traffic calming measures should be evaluated to prevent and discourage the road to the west of the site become a 'rat run'.
- Access into the apartment buildings should be controlled by a video entry phone system (with the picture viewable on the phone unit, rather than on a television set)
- There should be a secure method of mail delivery which does not allow postal workers to have full access to the entire apartment buildings. As previously stated in the CIS.
- Access to the bike stores should be limited to genuine users and not all residents.
- The project should be built to the SBD standards.

Cadent Gas- No objection - recommend informative

Policy

Section 38 (6) of the Town and Country Planning Act 2004 states that applications for development should be determined in accordance with the adopted development plan unless material considerations indicate otherwise. The adopted development plan consists of the Core Strategy (adopted 2012) and the saved policies of the Unitary Development Plan. Due consideration in the determination of the application will also need to be afforded to national policies in the National Planning Policy Framework (NPPF) which represents a significant material consideration.

Local Development Framework - The principal document within the framework is the Manchester Core Strategy which sets out the spatial vision for the City and includes strategic policies for development during the period 2012 – 2027.

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

A number of UDP policies have also been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must therefore be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents.'

The following policies within the Core Strategy are considered relevant:

Policy SP1 (Spatial Principle) refers to the key spatial principles which will guide the strategic development of Manchester together with core development principles. The proposals seek to provide additional diversity in terms of type of housing within the area and towards the creation of neighbourhoods of choice.

Policy EC 2 (Existing Employment Space) - The Council will seek to retain and enhance existing employment space and sites. Alternative uses will only be supported on sites allocated accordingly, or if it can be demonstrated that:

- The existing use is un-viable in terms of business operations, building age and format;
- The existing use is incompatible with adjacent uses; or

- On balance, proposals are able to offer greater benefits in terms of the Core Strategy's vision and spatial objectives than the existing use

Policy EC9 indicates that South Manchester is not expected to make a significant contribution to employment provision within the City. The proposals would deliver residential accommodation in a sustainable location and these benefits are considered to outweigh the loss of the commercial premises on site and are considered in more detail within the issues section of this report.

Policy DM1 (Development Management) states that new development should have regard to more specific issues including: the appropriate siting and appearance of development, the impact upon the surrounding area, the effects on amenity, accessibility, community safety and crime prevention, health, the adequacy of internal accommodation and amenity space and refuse storage/collection.

Policy H1 (Overall Housing Provision) Identifies the requirements for provision of new residential development across the City and indicates that new housing will be predominantly in the North, East, City Centre and Central Manchester. High density development (over 75 units per hectare) is identified as being appropriate in the City Centre and parts of the Regional Centre. Within the Inner Areas in North, East and Central Manchester densities are identified as being lower but generally around 40 units per hectare. Outside the Inner Areas (where the application site is located) the emphasis will be on increasing the availability of family housing therefore lower densities may be appropriate. The policy clarifies that the proportionate distribution of new housing, and the mix within each area, will depend on amongst other things:

- The number of available sites identified as potential housing sites in the SHLAA;
- Land values and financial viability;
- The need to diversify housing stock in mono-tenure areas by increasing the availability of family housing, including for larger families; and the availability of other tenures to meet the identified needs of people wishing to move to or within Manchester.

Policy H6 (South Manchester) - South Manchester will accommodate around 5% of new residential development over the lifetime of the Core Strategy. High density development in South Manchester will generally only be appropriate within the district centres of Chorlton, Didsbury, Fallowfield, Levenshulme, and Withington, as part of mixed-use schemes. Outside the district centres priorities will be for housing which meets identified shortfalls, including family housing and provision that meets the needs of older people, with schemes adding to the stock of affordable housing. The proposals are not accompanied with a commitment to affordable housing but do include dwellinghouses capable of being suitable for families. Consideration against policy H6 is set out in more detail within the issues section of this report.

Policy H8 (Affordable Housing) states affordable housing contributions will be considered of 0.3 hectares and 15 units or more. The applicant has provided a financial viability assessment alongside the application submission, this matter is considered in more detail within the issues section of this report.

Policy EN1 (Design Principles and Strategic Character Areas) - The southern character area in which the site is located is indicated as appropriate for development

along the radial routes that are commensurate in scale with the prominence of its location. This matter is considered in more detail within the issues section of this report.

Policy EN4 (Reducing CO2 Emissions by Enabling Low and Zero Carbon) & Policy EN6 (Target Framework for CO2 reductions from low or zero carbon energy supplies).

The proposed development takes an enhanced building fabric led approach to minimising energy demand by minimising heat loss from the building envelope and building systems.

Policy EN 8 (Adaptation to Climate Change) - All new development will be expected to be adaptable to climate change in terms of the design, layout, siting and function of both buildings and associated external spaces.

Policy EN9 (Green Infrastructure) - New development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function. The proposals incorporate a landscaping scheme including, hedge, shrub and tree planting.

Policy EN14 (Flood Risk) - Most of the site is located in Flood Zone 1, which is designated as land having less than a 1 in 1000 probability of river or sea flooding. However, there is a small area in the north of the site that is designated as being in Flood Zone 2. A flood risk assessment has been prepared and submitted alongside the application.

Policy EN 15 (Biodiversity and Geological Conservation) - The policy indicates that the Council will seek to maintain or enhance sites of biodiversity and geological value throughout the City. The applicant has undertaken a Preliminary Ecological Appraisal of the site which does not raise any significant ecological concerns but makes a series of recommendations regarding precautionary measures during construction works and provision a suitably designed lighting scheme to avoid bat foraging and commuting routes and for a biodiversity net gain on site.

Policy EN 16 Air Quality – The site lies partially within an Air Quality Management Area as such the application is accompanied by an air quality assessment. This reviews the existing air quality conditions, assesses proposed development traffic generation, impacts of existing sources of air pollutants on future residents and assesses the significance of air quality impacts. The conclusions of this assessment are that: impacts as a result of construction activities, assuming good practice dust control practices, would not be significant; changes to traffic flows as a result of the development would not have significant effects; and, the site is considered suitable for the proposed end use.

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 – The site has been subject to desk study which is considered adequate. If the proposals are granted approval site investigations together with remediation strategy and verification would be required, and these could be secured via an appropriately worded condition.

Policy EN19 Waste – The proposals drawings indicate that bin stores would be provided for the apartments and private garden spaces would provide space for the provision of waste bins. Further details would be required to demonstrate compliance with the Council’s guidance on waste management and this could be secured via an appropriately worded condition.

Policy T1 Sustainable Transport – The application is accompanied by a transport assessment and framework travel plan. Following comments from consultees a further Technical note was prepared and submitted by the applicant. The development would provide 86 parking spaces, which equates to a ratio of 0.77 spaces per unit. Cycle storage would be provided across the site, providing at least one space per unit. The houses with gardens would be provided with sheds in which they can store cycles. For houses without gardens, dedicated cycle stores are proposed adjacent to the bin stores. The apartments will be provided with dedicated shared cycle storage within each block.

Policy T2 Accessible Areas of Opportunity and Need – The application site is accessible by foot, cycle and public transport networks.

Saved Unitary Development Plan Policies

Policy E3.3 The Council will upgrade the appearance of the City's major radial and orbital roads and rail routes. This will include improvements to the appearance of adjacent premises; encouraging new development of the highest quality; and ensuring that landscape schemes are designed to minimise litter problems.

Policy DC26.1, DC26.2 and DC26.5 Development and Noise – A noise assessment has been prepared to accompany the application.

Relevant National Policy

The National Planning Policy Framework (December 2023) 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. The NPPF outlines a “presumption in favour of sustainable development”. This means approving development, without delay, where it accords with the development plan and where a planning application conflicts with an up-to-date development plan (including any neighbourhood plans that form part of the development plan), permission should not usually be granted.

Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed. The following specific policies are considered to be particularly relevant to the proposed development:

Section 5 (Delivering a sufficient supply of homes) – The proposals would provide 112 residential units on a previously developed site.

Section 6 – (Building a strong and competitive economy) - The proposal would create jobs during construction.

Section 8 (Promoting healthy and safe communities) – The proposals are accompanied by details on measures to be included into the development to reduce the opportunities for crime and the fear of crime.

Section 9 (Promoting Sustainable Transport) – The proposal is in a location accessible to a variety of public transport modes.

Section 11 (Making Effective Use of Land) – The proposal would re-use previously developed land for the provision of residential properties at a density close to 70 dwellings per hectare.

Section 12 (Achieving Well-Designed Places) – The proposals are supported by a Design and Access statement that sets out the context of the site and the design process undertaken. This matter is considered in more detail within the issues section of this report.

Section 14 (Meeting the challenge of climate change, flooding and coastal change) – The proposal has been designed to reduce energy demands. The majority of the site is located in Flood Zone 1, which is designated as land having less than a 1 in 1000 probability of river or sea flooding. However, there is a small area in the north of the site that is designated as being in Flood Zone 2, A flood risk assessment has been prepared and submitted alongside the application.

Section 15 (Conserving and enhancing the natural environment) – The documents submitted with this application have considered issues such as ground conditions, noise and the impact on ecology.

Planning Policy Guidance (PPG)

The PPG provides additional guidance to the NPPF and the following points are specifically highlighted as relevant in this instance:

Design - states that where appropriate the following should be considered:

- layout – the way in which buildings and spaces relate to each other
- form – the shape of buildings
- scale – the size of buildings
- detailing – the important smaller elements of building and spaces
- materials – what a building is made from

Air Quality - provides guidance on how this should be considered for new developments. Paragraph 8 states that mitigation options where necessary will be locationally specific, will depend on the proposed development and should be proportionate to the likely impact. It is important therefore that local planning

authorities work with applicants to consider appropriate mitigation so as to ensure the new development is appropriate for its location and unacceptable risks are prevented. Planning conditions and obligations can be used to secure mitigation where the relevant tests are met.

Examples of mitigation include:

- the design and layout of development to increase separation distances from sources of air pollution;
- using green infrastructure, in particular trees, to absorb dust and other pollutants;
- means of ventilation;
- promoting infrastructure to promote modes of transport with low impact on air quality;
- controlling dust and emissions from construction, operation and demolition; and
- contributing funding to measures, including those identified in air quality action plans and low emission strategies, designed to offset the impact on air quality arising from new development.

Noise - states that Local planning authorities' should take account of the acoustic environment and in doing so consider:

- whether or not a significant adverse effect is occurring or likely to occur;
- whether or not an adverse effect is occurring or likely to occur; and
- whether or not a good standard of amenity can be achieved.

Mitigating the noise impacts of a development will depend on the type of development being considered and the character of the proposed location. In general, for noise making developments, there are four broad types of mitigation:

- engineering: reducing the noise generated at source and/or containing the noise generated;
- layout: where possible, optimising the distance between the source and noise sensitive receptors and/or incorporating good design to minimise noise transmission through the use of screening by natural or purpose-built barriers, or other buildings;
- using planning conditions/obligations to restrict activities allowed on the site at certain times and/or specifying permissible noise levels differentiating as appropriate between different times of day, such as evenings and late at night, and;
- mitigating the impact on areas likely to be affected by noise including through noise insulation when the impact is on a building.

Other Material Considerations

Places for Everyone - The Places for Everyone Plan is a Joint Development Plan Document, providing a strategic plan and policies, for nine of the 10 boroughs which make up Greater Manchester. Once the Places for Everyone Plan is adopted it will form part of Manchester's development plan.

The City Council's Executive committee, on the 4 October 2023, has now agreed the Main Modification and endorsed an 8 week period of public consultation on the Main Modifications commencing no earlier than 9 October 2023.

Once the consultation has been complete, the representations received will be forwarded to the Examination team managing the Plan. The Inspectors will consider all the representations made on the proposed Modifications before finalising the examination report.

Given the stage the Plan has reached, and level of public consultation and scrutiny it has received, the Plan and its policies is now a material planning consideration in the determination of planning application in Manchester. The Plan and its policies must therefore be given considerable weight in the planning balance.

The Plan identifies the essential aspect of the efficient and effective use of land with the preference to be given to making as much use as possible of suitable previously developed brownfield land and vacant buildings when meeting development needs. Securing higher densities in the most accessible locations is identified as helping to maximise the ability of people to travel by walking, cycling and public transport and reduce the reliance on the car.

Relevant policies of PfE in this instance are:

JP-S1: Sustainable development
 JP-S2: Carbon and Energy
 JP-S5: Flood Risk and the Water Environment
 JP-S6: Clean Air
 JP-S7: Resource Efficiency
 JP-Strat14: A sustainable and integrated transport network
 JP-G 7: Trees and Woodland
 JP-G 9: A net enhancement of Biodiversity and Geodiversity
 JP-C5: Walking and Cycling
 JP-C7: Transport Requirements of New Development
 JP-H1: Scale, Distribution and Phasing of New Housing
 JP-H3: Type, Size and Design of New Housing
 JP-H4: Density of New Housing
 JP-P1: Sustainable Places

Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (April 2007) - This Supplementary Planning Document supplements guidance within the Adopted Core Strategy with advice on development principles including on design, accessibility, design for health and promotion of a safer environment. The design, scale and siting of the proposed development is considered in more detail within the issues section of this report.

The South Manchester Strategic Regeneration Framework (2007) - The South Manchester SRF was adopted prior to the preparation of the Core Strategy policies, however, it formed an important document in the formulation of the priorities for South Manchester that were subsequently contained in a number of the subsequently adopted policies particularly in relation to housing priorities. The SRF set out that the key characteristics of South Manchester that shaped the vision and objectives for the SRF are based on a number of key facts one of which relates to the pressure for development and densification which threatens the inherent urban character of the area that makes it attractive in the first place. The SRF also commented that there had been a trend for large villa/family housing conversions for flats and offices placing a further restriction on the supply of larger accommodation. One of the key issues identified in the SRF was to provide a wider choice of housing

for attracting and retaining residents and that future housing developments need to focus on providing high-quality family accommodation.

Manchester Green and Blue Infrastructure Strategy 2015 - The Manchester Green and Blue Infrastructure Strategy (MGBIS) sets out objectives for environmental improvements within the City within the context of objectives for growth and development.

Manchester Residential Quality Guidance (July 2016) (MRQG) – This document provides specific guidance on what is required to deliver sustainable neighbourhoods of choice where people will want to live and also raise the quality of life across Manchester.

Manchester Housing Strategy 2022 to 2032 - A report prepared for the Executive Committee meeting on the 22nd July 2022 indicates that the Manchester Housing Strategy (2022-2032) sets out a long-term vision which considers how best to deliver the city's housing priorities and objectives, building on progress already made, whilst tackling head on the scale and complexity of the challenges ahead. The priorities for the new Housing Strategy are:

1. Increase affordable housing supply & build more new homes for all residents
2. Work to end homelessness and ensure housing is affordable & accessible to all
3. Address inequalities and create neighbourhoods & homes where people want to live
4. Address the sustainability & zero carbon challenges in new and existing housing stock

Manchester Climate Change Framework 2020 - 2025 - The Manchester Climate Change Framework (2020-2025) was published in February 2020 and sets out the Council high level strategy for Manchester to be a thriving, zero carbon, climate resilient city.

Other Legislative requirements

Section 17 of the 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.

Issues

Principle

The principle of the redevelopment of previously developed land for new homes in the City is long established and prioritised within the adopted development plan policies of the Core Strategy, the NPPF, and the emerging Places for Everyone GM plan. Re-using this site for residential is therefore acceptable in principle. The site has also been identified within the Council's Strategic Housing Land Availability Assessment (SHLAA - 2023) as a site capable of contributing towards the City's housing land supply with an indicative figure of 105 no. residential units on the site being brought forward in future years. However, further consideration is required of impacts on residential and visual amenity; the layout of and proposed house types; the character of the area; highway and car parking implications, the loss of existing

employment space; affordable housing provision; and the relationship of the site to adjacent uses that can generate noise.

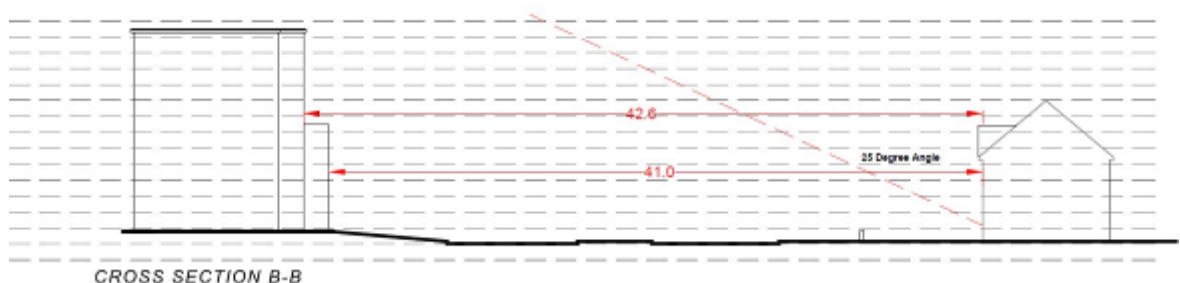
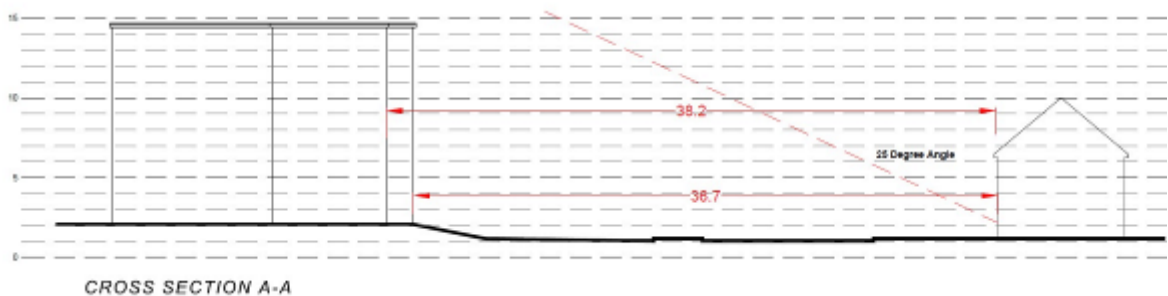
Benefits of the scheme

The development of the site for residential purposes would derive a number of benefits. These include: provision of additional residential properties in a sustainable location; the construction phase would generate employment opportunities which could be targeted towards local people; the development of the site offers the opportunity to enhance the visual appearance of an important arterial route; and ,an upgrade to pedestrian crossing facilities on the Talbot Road/ Kingsway junction together with upgrade to pedestrian and cycle access.

Residential Amenity

Concerns have been raised with regards to the potential impacts of the proposals on existing residential properties in terms of overlooking and loss of privacy.

Overlooking and loss of privacy - The closest residential properties are those located on the eastern side of Kingsway. These properties are more than 30m from the eastern boundary of the site, the applicant has also prepared a series of drawings that show the distance between the front elevations of the proposed buildings and existing residential properties on Kingsway. Whilst these demonstrate that the proposed ground levels are higher than the existing residential properties the proposed buildings would be between 36.7metres and 54 metres from the front elevation of the existing Kingsway properties. Given these distances, the intervening four traffic lanes of Kingsway, and the retained trees on the eastern boundary of the site and trees within the central reservation of Kingsway the proposals are not considered to give rise to unacceptable impacts on residential amenity as a result of overlooking or loss of privacy.



Application drawing indicating relationship between proposed buildings to the left and existing properties across Kingsway to the right

In addition, as set out below in relation to the comments regarding the proposed layout of the site, there are residential amenity concerns for future occupiers of the

development as a result of some of the relationships between proposed dwellings and areas of and access to communal car parking areas. As a result of the lack of defensible private amenity space to several proposed properties it is considered that comings and goings associated with areas of communal parking, which would occur at all times of the day, would give rise to unacceptable impacts on future occupiers of the proposed residential dwellings. This is of particular concern to those proposed house types which over sail access into communal parking areas which would be further impacted by car and associated movements and of gates opening and closing.



Proposed dwellings (grey) highlighted within the blue edge with position of access to communal parking highlighted in orange with the residential accommodation oversailing this access

Noise – Concerns have been raised regarding the scope of the submitted noise impact assessment and its consideration of existing business premises adjacent the site on Kingsway which include a petrol filling station and the adjacent railway line. An amended assessment has been submitted by the applicant and this is undergoing further review, an update will be provided to Committee.

Daylight, Sunlight and Overshadowing – The application proposals are accompanied by a daylight and sunlight assessment which assesses whether the proposed accommodation will provide its future occupiers with adequate levels of natural light and has been undertaken against tests set out in the Building Research Establishment (BRE) guide 'Site Layout Planning for Daylight and Sunlight: Good practice guide 3rd Edition 2022. This indicates that the majority of the proposed rooms and amenity areas meet or surpass the BRE recommendations. Whilst not all rooms and gardens meet the recommendations - 76% of rooms would meet or surpass the BRE minimum winter recommendations and 58% of outside amenity areas would pass the overshadowing guidelines - the BRE guide explains that the numerical guidelines should be interpreted flexibly, since natural lighting is only one

of many factors in site layout design. The assessment indicates that for the suburban setting of the site the level of compliance with the BRE guide is high in this instance.

Given the distance from existing residential properties and the orientation of the proposed development it is not considered that the application proposals would result in unacceptable impacts on existing residential properties on the eastern side of Kingsway Road in terms of loss of daylight, sunlight or overshadowing.

Design, Layout and appearance

Layout – The proposed layout of the development is not considered to efficiently or effectively utilise the application site. Given the relatively sinuous and irregular shape of the site the proposals use a regular form and layout of properties which provides a poor and inappropriate response to this highly visible site.

The relationships between proposed dwellings on the southern part of the site and adjacent existing properties including the petrol filling station are of insufficient distance and result in an unacceptable layout with a poor outlook on this part of the site. The reliance of parking courtyard results in remote car parking spaces available to these plots and isolated properties which are not readily overlooked or served directly by a road.

Due to the close relationship of these proposed properties to the boundary with adjacent sites, which may in the future come forward for development, the arrangement of internal spaces and windows in the proposals would prejudice these adjacent sites coming forward for future redevelopment.



View south with Kingsway to the left and the Petrol filling station centre with the existing B and M store to the right



Proposed site plan extract showing relationship between proposed properties (grey) and surrounding existing properties including petrol filling station and car wash (edged blue)

The layout of a number of other proposed dwellings would result in poor and unsatisfactory relationships to areas of communal car parking with inadequate separation or private defensible space. Those future residents would have a poor outlook with housing being bounded to the front and rear by hardstanding and car parking. This would result in a less than adequate layout resulting in a poor standard of living conditions and outlook with no or very little private amenity space at all for a number of the proposed houses and apartments. This would create a poor setting for those dwellings and is not considered to be compatible with the overall context or modern family housing.

The result is a layout that is not considered to be well designed, or one that reflects the character and form of the application site.

Design and Appearance – The application proposals incorporate a number of building types across the site. These include terraces of back-to-back terraced houses, terraced houses, ‘coach style’ houses as well as the four storey apartment buildings proposed on the northern section of the site.

Following consideration of the proposals it is considered that the external elevations and design of the buildings fail to take up opportunities to deliver a high-quality development that would be visually attractive, and that would function well and add to the overall quality of the area.

Certain house types do not indicate an appropriate design response to the site to deliver a high-quality development. The proposed two storey dwellinghouses are not

considered to be well designed or proportioned in appearance, more akin to industrial or commercial development than high-quality new residential dwellinghouses.



Elevational drawing of two storey house types

Across all proposed house and building types the proposed external elevations do not contain a quality of detailing which would be required to achieve an attractive development on this highly prominent site. Efforts to introduce visual interest and design features are not considered to be successful or of a high enough standard for the site. Introduction of external balconies, porches and canopies are not considered to be sufficiently detailed to integrate into the overall design of the facades of the buildings. Whilst a standard approach to window proportions fails to show a considered and customised approach to each proposed house type.



Elevational drawing of one of the proposed apartment blocks



Elevation drawing of a three-storey house type

The use of a variety of brick colours and finish to the external walls throughout the site is not considered sufficient to provide for visual interest and a beautiful and well-designed development of the site. The application proposals include negligible information on the materiality and finish of the development, which would be core to the success of any new development on site. Such details are necessary to provide clarity about the design of the development and the use of materials, to set a benchmark of design quality.

The proposals are considered to be a poor response to the opportunities provided by this highly sustainable and prominent site. The quality of the layout, appearance and design proposed are not considered to create a well-designed place that would enhance or create character.

Ecology, Trees and Landscaping

The application proposals are accompanied by a preliminary ecological survey of the site, tree survey and landscaping scheme.

Ecology – The site was found to comprise hedgerow, amenity grassland, broadleaved woodland, a building, dense scrub, poor semi-improved grassland, hardstanding, introduced shrub, scattered scrub and scattered trees. The buildings on site have been assessed as having negligible potential to support roosting bats whilst the trees, hedgerows and scrub on site together with the adjacent railway line to have foraging and commuting opportunities for bats. Suitable mitigation is proposed to deal with ecological constraints during future construction works whilst a lighting strategy would be required to be developed to protect retained on site habitats and the railway line to the west.

Trees – The submitted tree report indicates that 59 individual trees and 3 groups of trees have been surveyed on and adjacent the application site, of these 21 category B trees (moderate quality), 13 category C trees (low quality) and 2 Category C group

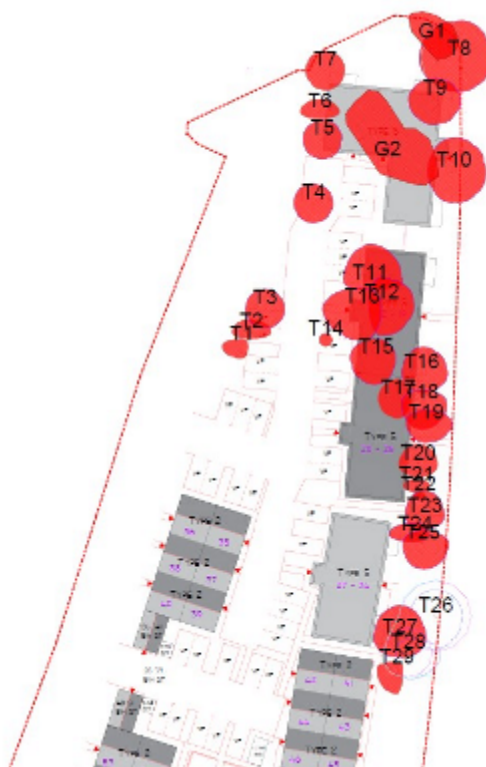
of trees would need to be removed to facilitate the development. The majority of trees to be removed are at the northern end of the development and the Kingsway frontage at this end of the site.



Some of the trees on the northern part of the site to be removed (looking south towards B and M car park)



Trees along the northern boundary of the site (highlighted yellow) proposed to be removed



Extract from the applicant's tree survey (trees to be removed are marked red)

There is a discrepancy between the proposed landscape scheme and the tree removal plans in relation to trees proposed to be removed and had the proposals been acceptable in regards of other matters, further clarification would have been requested from the applicant. However, the loss of trees along the frontage of the site would impact on the character of the site and amenity of the area given their prominence. It is not considered that there are overall benefits for the loss of these trees in relation to place making and visual amenity.

Landscaping – The proposals are accompanied by a landscape scheme that would incorporate 50 replacement trees, together with hedgerow and shrub planting across the site. There would be additional tree and hedge planting along the Kingsway frontage which would assist in softening the built form that would be set behind it. Trees and other soft landscaping would also be introduced to the car parking areas to assist in breaking up what would otherwise be large areas of hardstanding and parked cars.

Affordable Housing

The application has been supported by a Financial Viability Assessment which has been independently assessed as part of the consideration of the application proposals. The testing of the viability of residential developments is allowed for in the Council's adopted Core Strategy Affordable Housing policy H8 where either, an exemption from providing affordable housing, provision of a lower proportion of affordable housing, or a lower commuted sum may be permitted where a financial viability assessment demonstrates that it is viable to deliver only a proportion of the affordable housing target of 20%.

The applicants submitted FVA indicates that a policy compliant scheme for the sites redevelopment delivering 20% affordable units would result in a deficit against the existing use value of the site and would therefore be unviable if it were to provide any affordable housing units.

However, following the independent testing of the applicants FVA the initial findings are that the application proposals should not be exempt from providing any affordable housing provision on site and that the proposals for the redevelopment of the site as submitted are capable of delivering a contribution towards affordable housing. This matter is being further assessed and an update will be provided to Committee, and this will include whether an additional reason for refusal is recommended once the initial findings have been further verified.

Accessibility

The submitted information indicates that proposed dwellings would be sized to meet the space standards set out within the Manchester Residential Quality Design Guide. None of the proposed car parking spaces are identified for disabled person car parking spaces and further clarity would have been requested on the arrangements for access from car parking areas to dwellings to ensure adequate safe level routes were provided. It is noted that no internal lift access is provided to the proposed apartment buildings and would therefore not provide level access provision throughout these buildings.

If the proposals were considered acceptable further clarification and amendments would have been requested from the applicant to resolve the points above and to ensure a proportion of the residential units to be provided met the requirements of building regulations in respect of wheelchair user dwellings.

Transport

The application is supported by a Transport Assessment and interim Travel plan, a further technical note, has also been provided. These have been fully assessed as part of the consideration of the proposals which would not give rise to unacceptable impacts on highway safety or severe cumulative impacts on the road network.

The site is identified as being in a highly accessible location being close to sustainable modes of transport including pedestrian, cycle, bus and train networks. As part of the proposals, it is intended to re-configure the access road from Talbot Road from a one-way to a two-way 5.5 m wide access road, a 3m shared cycle and footpath is also proposed alongside the access road. In addition to these improvements, it is proposed to upgrade the pedestrian crossing at the Talbot Road/Kingsway junction to allow this to operate as a controlled crossing with a push button facility.



Access road looking North from junction with Mauldeth Road

Alongside the provision of 86 car parking spaces for the 112 residential units, space for cycle parking for each residential unit is proposed. The car parking would not be allocated to a majority of the residential units with only the 3 and 4 bedroom properties having an allocated space. Given the sustainable location and accessibility of the site the level of car parking is acceptable in this instance. A condition would be required to enable a robust Car Park Management Strategy to be in place to manage the unallocated parking areas.



View north along existing access road, Mauldeth Road train station is to the left the retail store is to the right



View north towards junction between the existing access road and Talbot Road



View west from Talbot Road/Access Road junction towards Kingsway junction

The current site contains a large commercial unit with associated car parking (169 spaces) and servicing yard, as such the proposals for a residential use with lower levels of car parking would not give rise to cumulative impacts on the road network that would be severe or would cause any significant impacts above and beyond the levels of traffic and activity generated by that existing retail offer.

Sustainability

The application is accompanied by a sustainability report which indicates that energy use and efficiency would be maximised through a fabric first approach to the design and construction with the intention to minimise carbon emissions over the extent of the life of the buildings. The most suitable low and zero carbon technologies for incorporation within the buildings would be Air Source Heat Pumps for the generation of hot water to all houses and apartments, waste water heat recovery and photovoltaics to generate electricity for a number of plots. This would achieve a minimum of 20% from on-site renewables.

Flood Risk

The application is supported by a Flood Risk Assessment of the site. This confirms that a majority of the application site falls within flood zone 1 whilst an area within the northern portion of the site is located within flood zone 2, the site has a low to medium probability of flooding. In this instance none of the proposed dwellings are sited within the flood zone 2 area of the site although recommendations are made with regards to finished floor levels of dwellings. A condition would be required to ensure that a detailed final surface water drainage scheme was developed for the proposals based upon an assessment of infiltration tests to confirm whether ground conditions could support infiltration of surface water.

Waste Management

Areas for bin stores are identified on the submitted drawings and dwellings are of an adequate size to enable the storage of waste within properties prior to their disposal into external bins. Final details to ensure that adequate size of bin stores are provided for those dwellings without external private amenity areas and apartments would need to be required via a planning condition.

Loss of employment and local facility

The proposal would result in the loss of a local facility which provides access to a number of retail goods in close proximity to a high number of residential properties. The responses to the notification process indicate that residents value this store. The facility also provides direct employment opportunities, the applicant has indicated that 15 full time equivalent jobs are currently employed at the site.

There are no adopted planning policies in place that would protect this out-of- centre retail facility and whilst its loss both in terms of a local facility and as an employer would be regretted, its closure would largely be a commercial decision by the operator/owner. The application submission indicates that the construction phase of the proposal would generate jobs and had the proposal been acceptable in other regards further information would have been requested regarding what measures would have been in place for those employed at the store to assist them after the stores closes and also to ensure construction jobs were made available to local people.

If the proposals had been acceptable, they would have resulted in the demolition of the existing building on site, there would be no objection to its loss.

Conclusion

It is noted that the proposals would deliver benefits through the provision of additional residential properties in this part of Manchester where there is a need for further housing provision. The principle of the residential development of the site is accepted.

In this instance the proposals are not considered to be of good design, the form, and layout of the proposed would lead to a number of poor relationships between proposed and existing buildings, and areas of communal parking; whilst the design and appearance of the proposed properties would fail to create a place that would function well over the lifetime of the development and would not be visually attractive. As such the benefits of the proposal are not considered to overcome the identified harm.

Other Legislative Requirements Equality Act 2010

Section 149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality

Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

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 Director 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 REFUSE

Article 35 Declaration

The application has been determined in accordance with article 35 of the Town and Country Planning (Development Management Procedure) England Order 2015. In this instance consultee comments and representations have been communicated to the applicant during the course of processing of the planning application. The proposal is not considered to be acceptable due to the form, layout and appearance and is contrary to the development plan and national planning policy, the application has been determined in a timely manner.

Reasons for Recommendation

1)The proposed development due to its layout, loss of important trees, and appearance would result in a poor-quality of design that would not be visually attractive. The architectural design and proposed materials would fail to create a high quality and beautiful place on this prominent site. The proposals are not considered to add to the overall quality of the area or have a visually attractive architectural form which is sympathetic to local character. The proposals would therefore be contrary to policies SP1 and DM1 of the Core Strategy, the Guide to Development in Manchester SPD, saved Unitary Development Plan policy E3.3, and section 12 of the National Planning Policy Framework (NPPF).

2)The proposed layout of the development by virtue of the siting of residential properties immediately adjacent to communal car parking areas without provision of private amenity or defensible space, would fail to create a well-designed high-quality place compatible with family living contrary to policies SP1 and DM1 of the Core

Strategy, the Guide to Development in Manchester SPD and section 12 of the National Planning Policy Framework (NPPF).

3) The close relationship between proposed buildings (plots 101-112 and plots 96, 98 and 100) and existing buildings adjacent to the site to the south-west would give rise to an unacceptable form of development that would result in an oppressive outlook for future occupiers of the development and create isolated properties failing to create a high quality and beautiful place in which to live, which would prejudice the future redevelopment of neighbouring sites contrary to policy SP1 and DM1 of the Core Strategy, the Guide to Development in Manchester Supplementary Planning Document and section 12 of the National Planning Policy Framework.

4) The siting of the proposed House Type 1 as identified on plots 67,68,77,78,87 and 88 would give rise to unacceptable impacts on the residential amenity of future occupiers by virtue of the comings and goings and associated activity from adjacent communal car parking areas contrary to policy DM1 of the Core Strategy.

Local Government (Access to Information) Act 1985

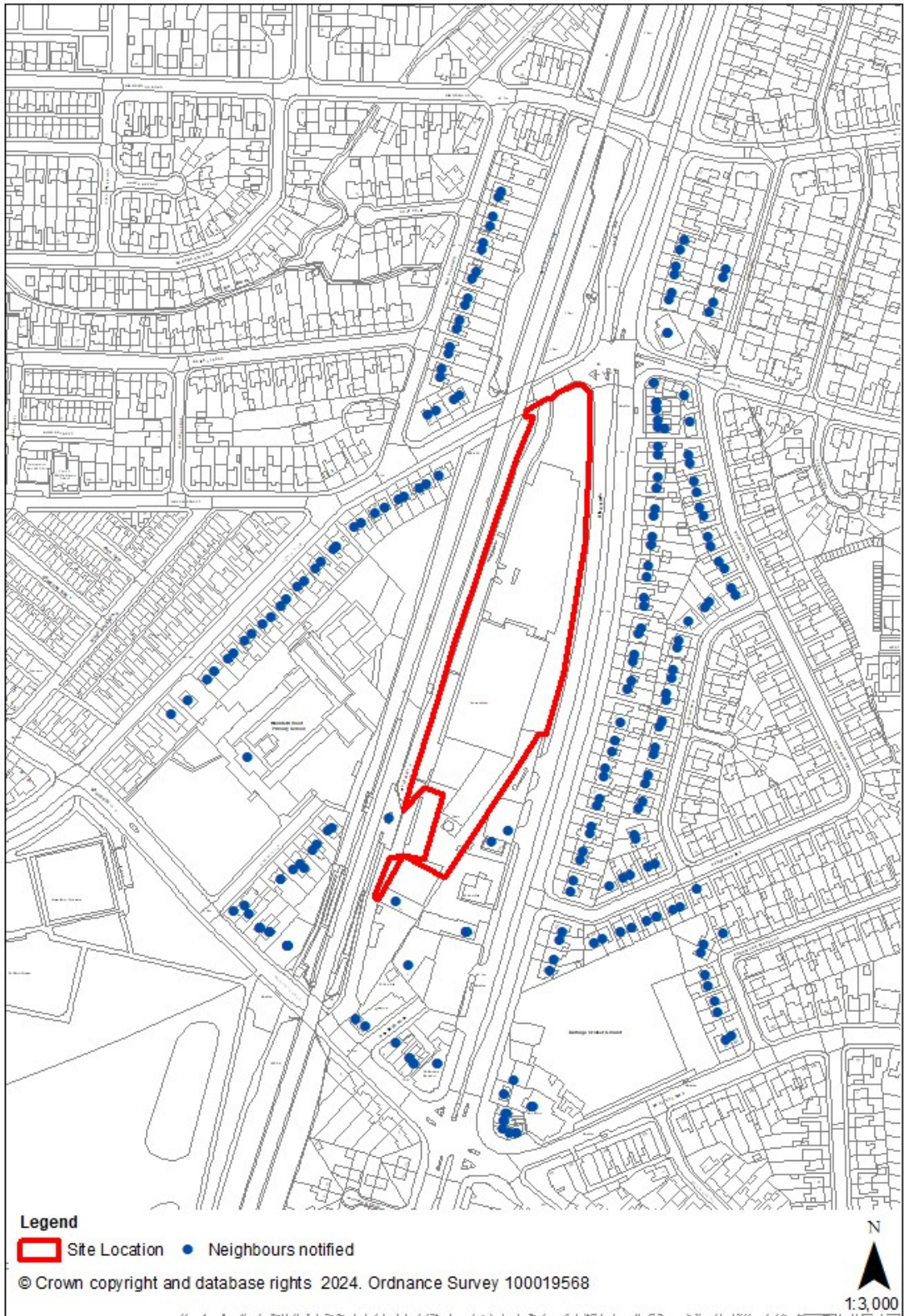
The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 138712/FO/2023 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions 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:

**Electricity Northwest
Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
MCC Sustainable Travel
Greater Manchester Police
Environment Agency
Transport For Greater Manchester
United Utilities Water PLC
Network Rail**

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

Relevant Contact Officer : Robert Griffin
Telephone number : 0161 234 4527
Email : robert.griffin@manchester.gov.uk



Application Number	Date of Appln	Committee Date	Ward
138730/FO/2023	4th Dec 2023	15th Feb 2024	Miles Platting & Newton Heath Ward

Proposal Erection of a 3 and 6 storey buildings to form 81 residential apartments (Use Class C3a) and erection of 28, two storey dwellinghouses (Use Class C3a), including green spaces, landscaping, boundary treatment, access arrangements, parking and other associated works.

Location Land Bounded By Oldham Road (A62), Old Church Street, The Lidl Foodstore And Newton Street, Manchester, M40 1EZ

Applicant Mr Robert Pleasance, One Manchester Limited

Agent Mr Phil Grant, Euan Kellie Property Solutions

EXECUTIVE SUMMARY

The proposal would create 109 new homes, all would be affordable (either social rent or affordable rent), within two apartment buildings of 3 and 6 storey and two storey dwellinghouses. There would be public realm, parking and an off site contribution of £110,000 for environmental improvements, place making and linkages within Newton Heath District Centre. Social Value would also be captured through a local labour agreement. The applicant is committed to ensure that local residents benefit from the development through access to employment.

Part of the site benefits from an extant planning permission for residential purposes. The remaining part of the site, the former Rosedale site, had previously been granted planning permission for a building which was significantly larger (at 10 storeys) than this proposal. This permission has now expired.

This proposal presents a significant opportunity to transform a highly prominent vacant site along a main road route in the City together with having a positive impact on the ongoing transformation of Newton Heath district centre.

This development, together with an adjacent scheme being delivered by the applicant, would deliver 146 new affordable homes across the two developments.

Cllr Hitchen and Cllr Flanagan both object to the proposal.

Key Issues

Principle of the proposal and the schemes contribution to regeneration

The development is in accordance with national and local planning policies, and would deliver significant economic, social and environmental benefits. This is a previously developed site, in a highly sustainable location close to public transport and walking and cycling routes. The site is also identified for residential purposes within the SHLAA. 100% of the homes would be affordable, for social and affordable

rent. The carbon impact would be minimised and surface water drainage and biodiversity improved.

Economic The proposal would deliver 109 homes. New homes to meet the growing population is a key economic driver and is vital to a successful and thriving economy. Construction jobs would be created and the applicant is committed to ensuring that there are social value benefits from the scheme to the local area. This is considered in detail in the report.

Social A local labour agreement would ensure that Manchester residents are prioritised for construction jobs. Public realm with linkages would benefit residents and visitors including an off site contribution towards environmental improvements and linkages with the district centre. 100% on site affordable housing would be achieved on a social rented and affordable rented basis which would exceed Council planning policy. 3 fully wheel chair accessible apartments would be created.

Environmental This would be a low carbon development in a highly sustainable location. There would be car parking for each dwelling and 25 car parking for the apartments. A travel plan would encourage residents to walk, cycle and use public transport. The public realm would provide linkages and create an attractive place. The planting would improve biodiversity and create wildlife habitats. Surface water risks would be managed through appropriate infrastructure. The site is contaminated but the conditions are not unusual and do not present a risk to human health or the environment on the basis of an appropriate remediation strategy.

The height, scale and appearance would contribute positively to the area and the development would be safe and secure. The development would provide an appropriate response to its position along Oldham Road and at its junction with Old Church Street. Waste management would prioritise recycling to minimise the amount of waste going to landfill.

Impact on the historic environment Any harm to heritage assets would be less than substantial and would be outweighed by the economic, social and environmental public benefits of the scheme, in accordance with the provisions of paragraphs 193, 194 and 196 of the NPPF and sections 66 of the of the Planning (Listed Building and Conservation Areas) Act 1990.

Impact on local residents The impact on daylight/sunlight, overlooking, air quality, tv reception, noise and disturbance and wind conditions would be acceptable.. Construction impacts would not be significant and can be managed. Noise outbreak from plant would meet relevant standards and the operational impacts of the accommodation can be managed.

A full report is attached below for Members consideration.

Description

This 0.87 hectare site is bounded by Oldham Road (A62) to the north, Old Church Street to the east and the Lidl car park to the south. Dulverton Street bisects the centre of the site. The site consists of vacant, previously developed land once

occupied by the Rosesale Building (at the junction of Oldham Road and Old Church Street) and the YES Group building (on the eastern portion of the site). Both buildings have been demolished in recent years. The site is located in Newton Heath and within the boundaries of its district centre. The current condition of the site has a negative impact on the local area and this main radial route.



View of the current site from Oldham Road



View of the current site from Old Church Street

The surrounding area is a mixture of residential and commercial developments. There are residential properties to the north along Oldham Road. A Lidl food store and associated car park together with Newton Silk Mill, commercial buildings and yard space associated with Martins Craft Bakery and Heart and Graft Coffee to the south. Residential properties and the commercial heart of the district centre beyond this. The Rochdale Canal is located to the rear of the Lidl Supermarket to the south.

The area is highly sustainable. The Newton Heath and Moston tram station is a short walk from the application site which provides connections to the city centre as well as Manchester Victoria Train Station and north towards Oldham and Rochdale Town Centres.

Newton Heath District Centre is characterised by a number of shops, supermarkets, services and takeaway facilities within a short walk of the application site, largely linear in format and either side of Old Church Street.

The Proposal

The proposal comprises the erection of 3 and 6 storey buildings to form 81 residential apartments (Use Class C3a) and the erection of 28, two storey dwellinghouses (Use Class C3a). The development would provide a range of property types as follows:

- 47, one bedroom apartments;
- 34 two bedroom apartments;
- 10, two bedroom dwellinghouse;
- 18, three bedroom dwellinghouses.

57% of the new homes would be two or more bedrooms offering a range of choice and accommodation that would principally be attractive to families as well as accommodating smaller households and those wishing to downsize. The development would be entirely affordable either social or affordable rent.

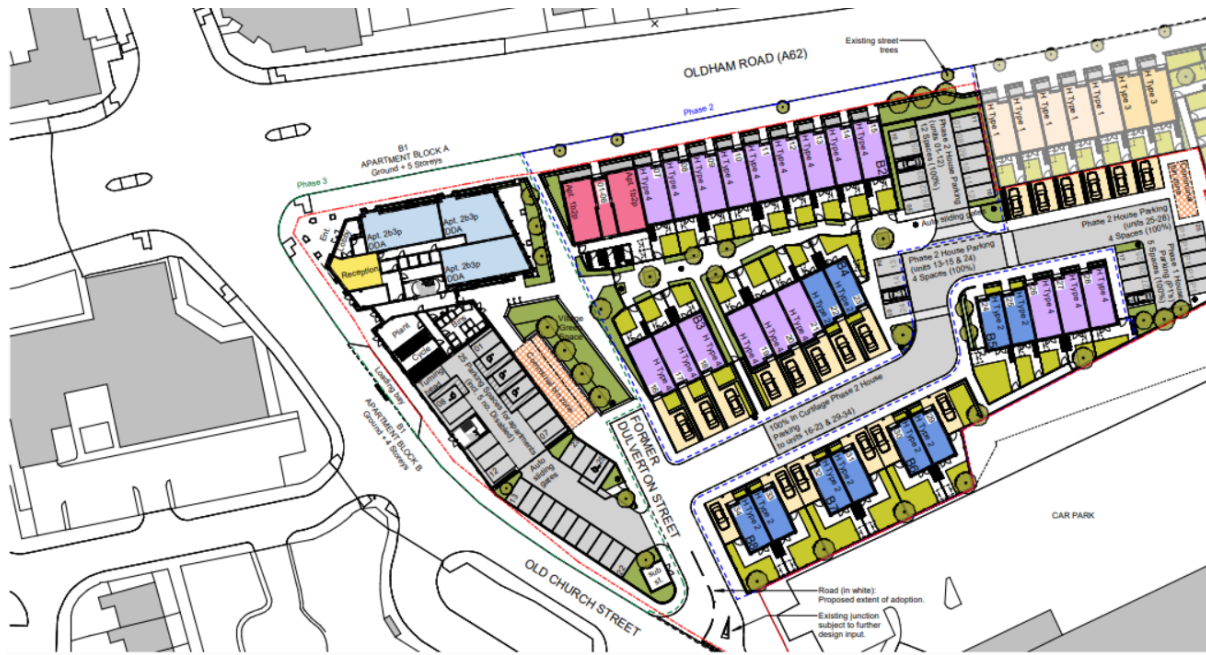
The development would be delivered in two phases:

Phase one would provide 34 new homes: 10 two-bedroom dwellinghouses for affordable rent, 18 three-bedroom dwellinghouses for affordable rent and 6 one-bedroom apartments for social rent. These buildings would front Oldham Road. These dwellings houses would be two storey in height whilst the apartment building would be three storey.

Phase two would provide 75 new homes: 41 one-bedroom apartments for social rent and 34 two-bedroom apartments for social rent.

The mixture of social rent and affordable rent is an appropriate mix of affordable housing and meets identified housing needs in this part of the City.

The accommodation would be provided within a single building, of part 5, part 6 storeys, and would be situated on the corner of Oldham Road and Old Church Street. The main entrance to the building would be on the corner of Oldham Road and Old Church Street, with secondary access proposed to be provided from a side entrance along Dulverton Street.



Site Layout

The development would sit adjacent to a residential development currently under construction by the applicant to deliver 37 dwellinghouses and 2 cottage apartments being delivered under planning permission 125990/FO/2020. The intention is that these new homes would be available on an affordable rent basis.

The development would be accessed off Dulverton Street, which would remain a public highway for the majority of its length. The northern section would however be partially 'stopped-up', with a 2 metre footway retained within the public highway. The existing junction into the site between Dulverton Street and Old Church Street would be upgraded.

A new private road would serve the phase 1 development from Dulverton Street. 100% car parking would be provided for this phase through a combination of in curtilage parking and secure parking courtyards.

25 car parking spaces are proposed for the phase 3 development (including 5 disabled spaces). The parking provision would be split between 12 no. under croft spaces at ground floor level with 13 no. additional spaces proposed externally to the rear of the building within a secure and gated car park accessed directly off Dulverton Street.

Each of the proposed 28 houses would be provided with a dedicated Electric Vehicle charging point. A further 19 charging points would be provided for the proposed apartments.

A secure cycle store would be provided at the ground floor of the phase 2 apartment building, comprising 35 no. double tier cycle racks providing 70 no. storage spaces. An additional 62 no. spaces would be provided via secure cycle stores in the rear garden of all the houses and apartments proposed as part of the Phase 1.

The dwellinghouses would have their own in curtilage private amenity space.

A public amenity area has been designed as a central courtyard space leading to a gated internal 'garden street' to provide space for the residents to meet and socialise in a landscaped setting, with seating areas located amongst trees, shrubs and quality paving.

The central courtyard 'village green' space has been designed to provide a lawn space for recreation, set on a stepped platform to protect the grass and to provide informal seating around the edge.

The apartment building and dwellings would be constructed in a red brick with decorative detailing, deep window reveals and contemporary boundary treatments. This approach would complement the older brick buildings which remain in the area as well as the emerging brick character of more recent developments.



Visualisation of the proposed apartment buildings and dwellinghouses

3 no. fully accessible apartments with their own independent on-street entrances are proposed at the ground floor level of the phase 2 apartment building.

Highly efficient air source heat pumps would be provided for all the proposed dwellinghouses and hot water heat pumps for all the proposed apartments, which would help to minimise carbon emissions on the site.

The proposed layout and fenestration has been designed to optimise passive solar gain and to provide the potential for overnight purge ventilation. Water butts would be

provided to enable rainwater collection for garden use. Smart water meters would also be installed to monitor, record and limit water usage.

New tree planting and bat, bird and bee boxes would be installed throughout the development to enhance biodiversity.

The Planning Submission

This application is supported by the following information:

- Design & Access Statement;
- Landscape Layout and Planting Plan;
- Affordable Housing Statement (included within this Planning Statement);
- Air Quality Assessment;
- Archaeology Assessment;
- Broadband Connectivity Assessment;
- Construction Management Plan;
- Crime Impact Statement;
- Daylight & Sunlight Assessment;
- Environmental Standards Statement;
- External Lighting Plan;
- Flood Risk Assessment & Drainage Strategy;
- Heritage Assessment;
- Local Benefit Proposal / Social Value Statement (comprising a Social Value Statement and corporate brochure)
- Noise Impact Assessment;
- Preliminary Risk Assessments and Ground Investigations for Phases 2 & 3 (+ cover note);
- Pre-Construction TV Signal Reception Impact Survey;
- Preliminary Ecological Appraisal,
- Biodiversity Net Gain Design Stage Assessment;
- Biodiversity Enhancement Management Plan;
- Transport Statement and Travel Plan;
- Waste Management Proforma;
- Draft Heads of Terms for s106 Agreement (included within this Planning Statement);
- Statement of Community Involvement (included within this Planning Statement).

Consultations

Publicity - The proposal has been advertised as a major development, affecting the setting of a Listed Building and of being of public interest. A site notice was displayed at the site, a press notice has been placed in the local paper and local residents and businesses were notified. No comments have been received as part of this process.

Councillor Hitchen and Councillor Flanagan (Miles Platting and Newton Heath) object to the proposal.

Highway Services the highway network could accommodate the low level of trip generation from the site. Redundant access points should be reinstated, and tactile

paving introduced. Traffic Regulation Orders (TROs) should be reviewed. The cycle and car spaces proposed is acceptable including EV provision. A series of highway improvements are required which should be secured by condition. A travel plan and constriction management plan should be prepared and agreed.

Environmental Health advise that further details are required in respect of the acoustic insulation of the residential accommodation together with details of any plant. Further details are required in respect of ground conditions remediation and the waste management arrangements. Air filters are required in the interest of air quality along with a construction management plan.

Flood Risk Management Team advise that a drainage strategy should be agreed which maximise blue and green infrastructure. A verification report shall be submitted on completion of the works.

Greater Manchester Archaeology Advisory Service (GMAAS) advise that no further archaeological investigations are required at this site.

Design for Security at Greater Manchester Police advise that the Crime Impact Statement submitted with the application should be implemented.

Canal and River Trust advise that they have no comments to make.

Land Interest

The City Council has an interest in the application site as landowner and is therefore reminded she must disregard this and exercise her duty as Local Planning Authority only.

Policy

The Development Plan

The Development Plan consists of:

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

The Core Strategy Development Plan Document 2012 -2027 is the key document in Manchester's Local Development Framework. It sets out the long term strategic planning policies for Manchester's future development.

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 as directed by the National Planning Policy Framework (NPPF).

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

Manchester Core Strategy Development Plan Document (July 2012)

The relevant policies within the Core Strategy are as follows:

SO1. Spatial Principles – This is a development site within Newton Heath District Centre. The development would bring change in the form a high quality residential led scheme to this part of the city in a highly sustainable location.

SO2. Economy – High quality residential accommodation in a sustainable location such as this, would support the economic growth of the city. The development would support local employment during the construction phases.

SO6. Environment – The development would be low carbon and highly sustainable using up to date energy efficiency measures in the fabric and construction of the building. Low carbon measures in the form of electric car charging points, street trees and an efficient drainage scheme would all have benefits. The development is supported by a robust travel plan and 100% cycle provision. Provision would be made available for disabled occupants.

Policy SP1 ‘Spatial Principles – The proposal would have a positive impact on visual amenity and the character of the area. The design and appearance of the building would provide a high quality addition to the street scene and complement existing developments in the area.

Policy T1 ‘Sustainable Transport’ - The site has access to a range of public transport modes.

Policy T2 ‘Accessible areas of opportunity and needs’ - A transport assessment and travel plan demonstrates that the proposal would have minimal impact on the local highway network and would encourage the use of sustainable forms of transport.

Policy H1 ‘Overall Housing Provision’ – The proposal is a high density development on a previously developed site in a highly sustainable location. A range of accommodation would be provided on site and the larger apartments and townhouses would be particularly attractive to families. High quality amenity spaces would be provided with an outdoor communal garden for the apartments and secured rear gardens from the dwellings. There would be adequate cycle and waste management arrangements which would support on site recycling objectives.

Policy H2 ‘Strategic Housing Location’ – The proposal would add to the supply of good quality accommodation in a highly sustainable part of the city. The fabric would be efficient with other sustainable features such as photovoltaics, air source heat pumps and sustainable drainage principles.

Policy H4 ‘East Manchester’ – The proposal would provide high density accommodation with 57% of the homes being two bedroom or larger which would be available to families.

Policy H8 ‘Affordable Housing’ – The proposal would be 100% affordable. Phase one would provide 34 new homes: 10 two-bedroom dwellinghouses for affordable rent, 18 three-bedroom dwellinghouses for affordable rent and 6 one-bedroom apartments for social rent. Phase two would provide 75 new homes: 41 one-bedroom apartments for social rent and 34 two-bedroom apartments for social rent. The affordable housing is in line with Council policy would be secured through the City Council’s land interest in the site.

Policy EN1 ‘Design principles and strategic character areas’ - This high quality scheme would enhance the local area.

Policy EN3 ‘Heritage’ - The impact on the historic environment would be acceptable and this is considered in further detail within the report.

Policy C1 ‘Centre Hierarchy’ – The development would support the local catchment area and the vitality and viability of Newton Heath District Centre through the introduction of much needed affordable housing in the local area.

Policy C2 ‘District Centres’ – The provision of a housing led scheme within the district centre would support the vitality and viability of the centre and together with the proposed commercial unit would bring new footfall and activity to the centre. The proposal would adopt sustainable building design and contribute towards climate change objectives.

Policy C4 ‘East Manchester District Centres - Eastlands, Gorton, Newton Heath and Openshaw’ – This proposal offers a residential development, whilst there would be no mixed use element, new housing in the district centre, which is high quality and inclusive, improves the character and quality of the centre and the way it functions.

EN4 ‘Reducing CO2 emissions by enabling low and zero carbon development’ – The proposal would have energy efficient fabric. It would have a low level of onsite car parking (including bays for disabled people) and a robust travel plan and cycle provision. The proposal includes renewable technologies to ensure energy demands are sustainable and low carbon.

Policy EN5 ‘Strategic areas for low and zero carbon decentralised energy infrastructure’ - The building would be energy efficient and travel planning would promote sustainable travel patterns.

Policy EN6 ‘Target framework for CO 2 reductions from low or zero carbon energy supplies’ - The buildings functions would seek to reduce overall energy demands. The building fabric is considered to be high quality and energy costs should remain low. Renewable energy would be used on site to ensure sustainable energy is used.

Policy EN9 ‘Green Infrastructure’ – The development would provide trees and other planting which would have biodiversity benefits.

Policy EN14 ‘Flood Risk’- A scheme to minimise surface water runoff would be agreed.

Policy EN15, 'Biodiversity and Geological Conservation' - The site has limited ecological value and the planting proposed would represent a significant biodiversity enhancement. No clearance of the limited vegetation at the site should take place during bird nesting season. There would be bat, bird and bee boxes to also enhance biodiversity at the site.

Policy EN16 'Air Quality' - The proposal would not compromise air quality and would include measures to minimise the impact on air quality.

Policy EN17 'Water Quality' - The proposal includes water saving measures and would minimise surface water runoff.

Policy EN18, 'Contaminated Land' – The ground conditions at the site are not complex and can be adequately dealt with.

EN19 'Waste' – Recycling principles are incorporated in the waste management strategy.

Policy DM1 'Development Management' - Careful consideration has been given to the design, scale and layout of the building. The site would improve natural surveillance and offer an appropriate response to its position at the junction of Oldham Road and Old Church Street.

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

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

The Unitary Development Plan for the City of Manchester was adopted in 1995.

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

Saved Policy DC7 'New Housing Developments' – The proposal represents a high quality accessible development. There would be accessible apartments provided at the development which would be secured as part of the conditions.

Saved policy DC26, Development and Noise - The impact from noise sources would be minimised and further mitigation would be secured by planning condition.

Saved policy DC19 'Listed Buildings' - The proposal would result in development in the setting of a listed building. Any harm which arises as a consequence of this would be mitigated and the reasons are set out within the report.

Saved Policy DC20 'Archaeology' – The archaeology has previously been recorded at this site and no further investigations are required.

Saved policy E3.3- The proposal would provide a high quality building along Oldham Road and would enhance the appearance of this main radial route.

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

Other material policy considerations

Places for Everyone

The Places for Everyone Plan is a Joint Development Plan Document, providing a strategic plan and policies, for nine of the 10 boroughs which make up Greater Manchester. Once the Places for Everyone Plan is adopted it will form part of Manchester's development plan.

To date, five consultations have taken place in relation on the Plan. The Examination of Plan, following its submission in February 2022, began in November 2022. Following the completion of the Examination of the Plan, main modifications have now been proposed which will now become the subject of further public consultation.

The City Council's Executive agreed the Main Modification on 4 October 2023 and endorsed an 8 week period of public consultation on the Main Modifications commencing no earlier than 9 October 2023.

Any representations will be forwarded to the Examination team managing the Plan. The Inspectors will consider all representations on the proposed Modifications before finalising the examination report.

Given the stage the Plan has reached, and level of public consultation and scrutiny it has received, the Plan and its policies are now a material planning consideration in the determination of planning applications. The Plan and its policies must therefore be given significant weight in the planning balance.

The relevant policies in the Plan are as follows:

Objective 1: Meet our housing need – this proposal would provide 109 new homes. Providing new homes in a sustainable location is an essential component of the City's housing strategy.

Objective 2: Create neighbourhoods of choice – this proposal would develop a brownfield site close to jobs, amenities and public transport. The development would also support the vitality and viability of the district centre.

Objective 3: Playing our part in ensuring a thriving and productive economy in all parts of Greater Manchester – jobs would be created during construction and when the development is operational.

Objective 4: Maximise the potential arising from our national and international assets – the proposal would provide an appropriate development on a strategic road

removing a vacant and poor quality site from the area creating a high quality development with public realm and connectivity.

Objective 5: Reduce inequalities and improve prosperity – The site is close to employment and educational opportunities.

Objective 6: Promote the sustainable movement of people, goods and information – The proposal would be within walking distance to the tram stop and bus services along Oldham Road. There would also be close links to nearby cycleways along the canal.

Objective 7: Playing our part in ensuring that Greater Manchester is a more resilient and carbon neutral city-region – This low carbon development includes measures to improve biodiversity.

Objective 8: Improve the quality of our natural environment and access to green spaces – biodiversity would be improved and surface water would be managed.

Objective 9: Ensure access to physical and social infrastructure – There are amenities and services nearby.

Objective 10: Promote the health and wellbeing of communities – travel planning would promote use of public transport and the use the local amenities.

Policy JP-S2: Carbon and Energy – The proposal would include renewable sources and would exceed the requirements under Part L 2022.

Policy JP-S5: Flood Risk and the Water Environment – The development would have an integrated drainage scheme that would minimise surface water run off.

Policy JP-S6: Clean Air – Accessible parking spaces would be provided on site. Construction activities can be mitigated to minimise the impact on local air quality.

Policy JP-S7: Resource Efficiency – Resources would be consumed during construction. On site demolition is limited. The proposal would be highly efficient and low carbon.

Policy JP-H3: Type, Size and Design of New Housing – The proposal would include studios in a variety of sizes together with amenity areas as well as private gardens.

Policy JP-H4: Density of New Housing – This would be a high density development in a sustainable area.

Policy JP-G9: A Net Enhancement of Biodiversity and Geodiversity – There would be planting and bird, bee and bat boxes which would increase biodiversity along with new trees and planting.

Policy JP-P1 Sustainable Places – The proposal would develop a vacant site. External amenity space and community space would support the new community.

The development would promote recycling and improve the public realm improvements.

Policy JP-P2: Heritage – The architecture and materiality would be high quality and minimise and impacts to nearby historic buildings.

Policy JP-P3: Cultural Facilities – The proposal would provide community space which would support the new community created by the development.

Policy JP-C1: An Integrated Network – This is a highly sustainable location and is well connected to public transport, jobs, recreation and green infrastructure.

Policy JP-C4: Streets for All – The upgrade of the footways.

Policy JP-C7: Transport Requirements of New Development – The proposal would be connected to the infrastructure and nearby public transport. It would benefit from public realm improvements at the site and in the wider area.

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

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

- Chapter 2 'Design' – outlines the City Council's expectations that all new developments should have a high standard of design making a positive contribution to the City's environment;
- Paragraph 2.7 states that encouragement for "the most appropriate form of development to enliven neighbourhoods and sustain local facilities. The layout of the scheme and the design, scale, massing and orientation of its buildings should achieve a unified form which blends in with, and links to, adjacent areas.
- Paragraph 2.8 suggests that in areas of significant change or regeneration, the future role of the area would determine the character and design of both new development and open spaces. It would be important to ensure that the development of new buildings and surrounding landscape relates well to, and helps to enhance, areas that are likely to be retained and contribute to the creation of a positive identity.
- Paragraph 2.14 advises that new development should have an appropriate height having regard to the location, character of the area and specific site circumstances. Although a street can successfully accommodate buildings of differing heights, extremes should be avoided unless they provide landmarks of the highest quality and are in appropriate locations.

- Paragraph 2.17 states that vistas enable people to locate key buildings and to move confidently between different parts of the neighbourhood or from one area to another. The primary face of buildings should lead the eye along important vistas. Views to important buildings, spaces and landmarks, should be promoted in new developments and enhanced by alterations to existing buildings where the opportunity arises.

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

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

Manchester Residential Quality Guidance (2016)

The City Council's Executive endorsed the Manchester Residential Quality Guidance in 2016. As such, the document is now a material planning consideration in the determination of planning applications and weight should be given to this document in decision making.

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

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

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

Manchester Green and Blue Infrastructure Strategy 2015

The Manchester Green and Blue Infrastructure Strategy (G&BIS) sets out objectives for environmental improvements within the City in relation to key objectives for growth and development.

Building on the investment to date in the city's green infrastructure and the understanding of its importance in helping to create a successful city, the vision for green and blue infrastructure in Manchester over the next 10 years is:

By 2025 high quality, well maintained green and blue spaces would be an integral part of all neighbourhoods. The city's communities would be living healthy, fulfilled lives, enjoying access to parks and greenspaces and safe green routes for walking, cycling and exercise throughout the city. Businesses would be investing in areas with a high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models would be in place, ensuring progress achieved by 2025 can be sustained and provide the platform for ongoing investment in the years to follow.

Four objectives have been established to enable the vision to be achieved:

1. Improve the quality and function of existing green and blue infrastructure, to maximise the benefits it delivers
2. Use appropriate green and blue infrastructure as a key component of new developments to help create successful neighbourhoods and support the city's growth
3. Improve connectivity and accessibility to green and blue infrastructure within the city and beyond
4. Improve and promote a wider understanding and awareness of the benefits that green and blue infrastructure provides to residents, the economy and the local environment.

National Planning Policy Framework (2023)

The revised NPPF was re-issued in December 2023. The document states that the *'purpose of the planning system is to contribute to the achievement of sustainable development. The document clarifies that the 'objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs'* (paragraph 7). In order to achieve sustainable development, the planning system has three overarching objectives – economic, social and environmental (paragraph 8).

Section 5 *'Delivering a sufficient supply of new homes'* states that *a sufficient amount and variety of land should come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay. The overall aim should be to meet as much of an areas identified housing need as possible, including with an appropriate mix of housing types for the local community'* (paragraph 60).

Paragraph 66 states that at least 10% of housing should be for affordable homeownership, unless this would exceed the level of affordable housing required in the area, or significantly prejudice the ability to meet the identified affordable housing needs of specific groups.

This proposal would redevelop a brownfield site for 109 new homes. A mixture of 1, 2 and 3 bed homes would cater for families. The development would provide 100% affordable housing in a combination of affordable and social rent.

Section 6 *'Building a Strong, Competitive Economy'* states that significant weight should be placed on the need to support economic growth and productivity, taking

into account both local business needs and wider opportunities for development (paragraph 85).

The proposal would create jobs during construction and when the development becomes operational.

Section 8 '*Promoting Healthy and Safe Communities*' states that *planning policies and decisions should aim to achieve healthy, inclusive and safe places* (paragraph 96).

The proposal would be safe and secure. Cycle parking is provided. Residents with accessibility needs would have access to parking. Private amenity space and new public realm would be created for the occupants of the development.

Section 9 '*Promoting Sustainable Transport*' states that '*significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health*' (paragraph 109).

In assessing applications for development, it should be ensured that: appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location; safe and suitable access to the site can be achieved for all users; and, the design of streets, parking areas, other transport elements and the content of associated standards reflects national guidance including the National Design Guide and National Model Design Code; any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree (paragraph 114).

Developments should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe (paragraph 115).

Within this context, applications for development should: give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use; address the needs of people with disabilities and reduced mobility in relation to all modes of transport; create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards; allow for the efficient delivery of goods, and access by service and emergency vehicles; and, be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations. (paragraph 116)

All developments that generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport

statement or transport assessment so that the likely impacts of the proposal can be assessed (paragraph 117).

The site is well connected to all public transport modes which would encourage sustainable travel. There would be no unduly harmful impacts on the traffic network with physical and operational measures to promote non car travel. A travel plan and operational management would be secured as part of the conditions of the approval.

Section 11 '*Making effective use of land*' states that '*planning decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions*' (paragraph 123).

Planning decisions should: encourage multiple benefits from urban land, including through mixed use schemes and taking opportunities to achieve net environmental gains – such as developments that would enable new habitat creation; recognise that some undeveloped land can perform many functions, such as for wildlife, recreation, flood risk mitigation, cooling/shading, carbon storage or food production; give substantial weight to the value of using suitable brownfield land within settlements for identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land; promote and support the development of under-utilised land and buildings especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively; and, support opportunities to use airspace above existing residential and commercial premises for new homes. (paragraph 124)

Local Planning Authorities should take a positive approach to applications for alternative uses of land which is currently developed but not allocated for a specified purpose in plans, where this would help to meet identified development needs. In particular they should support proposal to: use retail and employment land for homes in areas of high housing demand, provided this would not undermine key economic sectors or site or the vitality and viability of town centres, and would be compatible with other policies in the Framework; make more effective use of sites that provide community services such as schools and hospitals (paragraph 127)

Planning policies and decisions should support development that makes efficient use of land, taking into account: the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it; local market conditions and viability; the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use; the desirability of maintaining an area's prevailing character and setting (including residential gardens), or of promoting regeneration and change; the important of securing well designed, attractive and healthy spaces (paragraph 128).

Where there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that planning decisions avoid homes being built at low densities and ensure that developments make optimal use of the potential of each site. Paragraph 129 (c) states that Local Planning Authorities should refuse applications which they consider fail to make efficient use of land, taking into account

the policies in the NPPF. In this context, when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards).

The scale and density of the proposal is considered to be acceptable and represents and efficient use of land. This residential led development would be in accordance with the SRF and would provide affordable housing. The site is close to sustainable transport infrastructure and the Universities campuses. A travel plan would encourage the use public transport, walking and cycle routes to the site.

Section 12 'Achieving Well Designed Places' states that 'the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interest throughout the process'' (paragraph 131).

Planning decisions should ensure that developments: will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development; are visually attractive as a result of good architecture, layout and appropriate and effective landscaping; are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities); establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit; optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public spaces) and support local facilities and transport networks; and create places that are safe, inclusive and accessible and which promote health and well being, with a high standard of amenity for existing and future users and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience (paragraph 135).

Trees make an important contribution to the character and quality of urban environments and can also help to mitigate and adapt to climate change. Planning decisions should ensure that new streets are tree lined, that opportunities are taken to incorporate trees elsewhere in developments, that appropriate measures are in place to ensure the long term maintenance of newly placed trees and that existing trees are retained wherever possible (paragraph 136).

Development that is not well designed should be refused, specifically where it fails to reflect local design policies and government guidance on design. Conversely, significant weight should be given to: development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or outstanding or innovative design which promote high levels of sustainability, or help

raise the standard of design more generally in an area so long as they fit in with the overall form and layout of their surroundings (paragraph 139).

The design would be highly quality and complement the distinctive architecture within the area. The buildings would be sustainable and low carbon. Biodiversity, green infrastructure and water management measures are included within the public realm. Street trees would be planted.

Section 14 '*Meeting the challenge of climate change, flooding and coastal change*' states that the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure (paragraph 157).

New development should be planned for in ways that: avoid increased vulnerability to the range of impacts arising from climate change. When new development is brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed through suitable adaptation measures, including through the planning of green infrastructure; and can help to reduce greenhouse gas emissions, such as through its location orientation and design. Any local requirements for the sustainability of buildings should reflect the Government's policy for national technical standards (paragraph 158).

In determining planning applications, Local Planning Authorities should expect new development to: comply with any development plan policies on local requirements of decentralised energy supply unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, that this is not feasible or viable; and take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption (paragraph 162).

The buildings fabric would be highly efficient and it would predominately use electricity. The landscaping scheme would include trees and planting, Efficient drainage systems would manage water at the site. solar panels would be included together with air source heat pumps.

Section 15 '*Conserving and Enhancing the natural environment*' states that planning decision should contribute and enhance the natural and local environment by protecting valued landscapes, minimising impacts on and providing net gains for biodiversity, preventing new and existing development from contributing to unacceptable levels of sol, air, water or noise pollution or land instability and remediating contaminated land.

The high performing fabric of the building would ensure no unduly harmful noise outbreak on the local area. Biodiversity improvements would be provided in the form of trees and landscaping which is a significant improvement based on the current condition of the application site.

Paragraph 189 outlines that planning decisions should ensure that a site is suitable for its proposed use taking account of ground conditions and any risks arising from contamination (a).

There is contamination at the site from the former land uses/buildings. The ground conditions are not usual or complex for this part of the city and can be appropriately remediated.

Paragraph 191 outlines that decisions should ensure that the development is appropriate for its location taking into account the likely effects of pollution in health, living conditions and the natural environment.

There would be some short term noise impacts associated with the construction process but these can be managed to avoid any unduly harmful impacts on amenity. There are not considered to be any noise or lighting implications associated with the operation of the development.

Paragraph 192 states that decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones. Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement.

The proposal would not worsen local air quality conditions and suitable mitigation can be put in place during the construction process. There would be a travel plan and access to public transport for occupants of the development.

Section 16 '*Conserving and enhancing the historic environment*' states that in determining applications, Local Planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation (paragraph 200).

In determining applications, local planning authorities should take account of: the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation; b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and c) the desirability of new development making a positive contribution to local character and distinctiveness. (Paragraph 203)

In considering the impacts of proposals, paragraph 205 states that the impact of a proposal on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

Paragraph 206 goes on to state that any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification.

Paragraph 208 states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset (paragraph 209).

The proposal would result in a degree of harm to the heritage assets. This is considered in detail in the report.

Paragraphs 10, 11, 12, 13 and 14 of the NPPF outline a "presumption in favour of sustainable development". This means approving development, without delay, where it accords with the development plan and where the development is absent or relevant policies are out-of-date, to grant planning permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the NPPF.

Planning Policy Guidance (PPG)

The relevant sections of the PPG are as follows:

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

Examples of mitigation include:

- the design and layout of development to increase separation distances from sources of air pollution;
- using green infrastructure, in particular trees, to absorb dust and other pollutants;
- means of ventilation;

- promoting infrastructure to promote modes of transport with low impact on air quality;
- controlling dust and emissions from construction, operation and demolition; and
- contributing funding to measures, including those identified in air quality action plans and low emission strategies, designed to offset the impact on air quality arising from new development.

Noise states that Local planning authorities' should take account of the acoustic environment and in doing so consider:

- whether or not a significant adverse effect is occurring or likely to occur;
- whether or not an adverse effect is occurring or likely to occur; and
- whether or not a good standard of amenity can be achieved.

Mitigating the noise impacts of a development will depend on the type of development being considered and the character of the proposed location. In general, for noise making developments, there are four broad types of mitigation:

- engineering: reducing the noise generated at source and/or containing the noise generated;
- layout: where possible, optimising the distance between the source and noise-sensitive receptors and/or incorporating good design to minimise noise transmission through the use of screening by natural or purpose built barriers, or other buildings;
- using planning conditions/obligations to restrict activities allowed on the site at certain times and/or specifying permissible noise levels differentiating as appropriate between different times of day, such as evenings and late at night, and;
- mitigating the impact on areas likely to be affected by noise including through noise insulation when the impact is on a building.

Design states that where appropriate the following should be considered:

- layout – the way in which buildings and spaces relate to each other
- form – the shape of buildings
- scale – the size of buildings
- detailing – the important smaller elements of building and spaces
- materials – what a building is made from

Health and well being states opportunities for healthy lifestyles have been considered (e.g. planning for an environment that supports people of all ages in making healthy choices, helps to promote active travel and physical activity, and promotes access to healthier food, high quality open spaces and opportunities for play, sport and recreation);

Travel Plans, Transport Assessments in decision taking states that applications can positively contribute to:

- encouraging sustainable travel;
- lessening traffic generation and its detrimental impacts;
- reducing carbon emissions and climate impacts;
- creating accessible, connected, inclusive communities;
- improving health outcomes and quality of life;

- improving road safety; and
- reducing the need for new development to increase existing road capacity or provide new roads.

Heritage states that Public benefits may follow from many developments and could be anything that delivers economic, social or environmental objectives as described in the National Planning Policy Framework (paragraph 8). Public benefits should flow from the Proposed Development. They should be of a nature or scale to be of benefit to the public at large and not just be a private benefit. However, benefits do not always have to be visible or accessible to the public in order to be genuine public benefits, for example, works to a listed private dwelling which secure its future as a designated heritage asset could be a public benefit.”

Public benefits may also include heritage benefits, such as:

- Sustaining or enhancing the significance of a heritage asset and the contribution of its setting;
- Reducing or removing risks to a heritage asset;
- Securing the optimum viable use of a heritage asset in support of its long-term conservation.

Other legislative requirements

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 case law has considerable importance and weight should be given to any impact upon a designated heritage asset but in particular upon the desirability of preserving the setting with a strong presumption to preserve the asset.

S149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

Planning History

125990/FO/2020: Erection of a part 4, part 5 storey building to form 100 residential apartments (Use Class C3a) together with ground floor commercial floorspace (Use Classes A1, A2, A3, B1 and D1) (211 sqm) and erection of 39 two and three storey dwellinghouses (Use Class C3a) along with associated access, landscaping, boundary treatment and car parking at Land Off Oldham Road (A62), Dulverton Street, Holyoak Street And Droylsden Road, Manchester **Approved May 2020**

082859/FO/2007/N1: Erection of a part 10, part 6, part 5 storey building behind retained facade of the Rosedale Building to form 114 x one, two and three bedroom flats, and Class A1 (retail) 568 square metres of floorspace at ground floor level with

associated parking and landscaping at Rosedale Building Dulverton Street Newton Heath **Approved 14 April 2008**

Principle of the redevelopment of the site and contribution to regeneration

The redevelopment of this 0.87 hectare site would offer a significant and unique regeneration opportunity for Newton Heath. The proposal would support economic sustainable growth and enhance the vitality of Newton Heath, the district centre and the Oldham Road streetscape through the provision of well-designed, sustainable new homes.

East Manchester has also been identified as an area for high density residential growth. Whilst much of the recent development activity has focused around other parts of East Manchester, such as Miles Platting, Ancoats and New Islington, there are key sites in and around Newton Heath district centre which are ready for development in order to support economic growth and regeneration through the provision of new homes.

The application site comprises of vacant, previously developed land once occupied by the Rosedale Building (at the junction of Oldham Road and Old Church Street) and the YES Group building (on the eastern portion of the site). Both buildings have been demolished in recent years.

The entire site falls within Newton Heath district centre as identified within the Core Strategy (policies C2 and C4) and the site has been identified in the Manchester Strategic Housing Land Availability Assessment (SHLAA) as a site which has the capacity to come forward for housing.

This is to support Manchester's growing population; the need for new homes of the right quality and tenure is crucial to support this increasing population. New housing specifically in district centres is also supported where it would contribute positively to the overall vitality and viability of the centre.

This proposal would contribute 109 new homes towards the target of 2,500 new homes required per year. All of the new homes proposed would be affordable, a mixture of social and affordable rent, thereby enhancing the housing stock for those with specific accommodation requirements.

A communal garden would be provided for the apartment building and individual private gardens for the dwellings together with new public realm. The layout of the site would complement and enhance the linkages to the district centre providing footfall and activity.

There would be 47 one bedroom apartments, 34 two bedroom apartments, 10 two bedroom houses and 18 three bedroom houses. A large number of the new homes would therefore have two or more bedrooms which would be suitable and attractive to families.

The remaining one bedroom accommodation would be aimed at smaller households and those who are able to downsize enabling larger homes within the applicant's

portfolio to become available for families. The space standards for the homes would be consistent with the City's adopted space standards.

This development would create jobs and support the needs of a skilled workforce through the creation of construction jobs. There would also be the opportunity for local employment as part of the operations of the commercial unit. The applicant has a strong social value policy which includes ensuring that their development proposal creates new jobs in the local economy. This includes creating work placements for local residents including apprenticeships, work experience, career mentoring and opportunities for those people furthest away from the labour market. There is also support for new and small business through workshops and creation of links and support networks within their supply chains and subcontractors.

A mandate is included in all development contracts to work with skills and employment teams in order to provide work placement opportunities, access to entry level employment opportunities and new apprenticeships allied to construction.

A local labour agreement would be agreed with the applicant for the construction element in order to capture the local employment opportunities for this development.

Residents, visitors and shoppers would all benefit from a revitalisation of this part of the district centre which would benefit directly from improvements to the public realm in this area which would be delivered by this proposal. This would include reinstatement and improvements to footways to make them more safe and usable together with the inclusion of street trees, active frontages and a safer highway arrangement for vehicle movements.

A Section 106 contribution would also be secured for environmental improvements in order to improve linkages with the district centre and surroundings.

The new homes would be consistent with growth priorities and as part of meeting the objectives of policies C2, C4, H1 and H4 of the Core Strategy. These homes would meet the demands of a growing economy and population on a well-connected, highly sustainable brownfield site together with contributing towards carbon reduction objectives. It is now necessary to consider the impact of the proposal in detail below.

Affordable Housing

Policy H8 establishes that new development should contribute to the City-wide target for 20% of new housing being affordable and 20% should be used as a starting point for calculating affordable housing provision. Developers should provide new homes that are available for social or affordable rent or affordable home ownership, or provide an equivalent financial contribution.

The amount of affordable housing should reflect the type and size of development as a whole and should take into account factors such as an assessment of local need, any requirement to diversify housing mix and the need to deliver other key outcomes, particularly regeneration objectives.

The application proposes 109 new homes split into two phases.

Phase one would provide 34 new homes: 10 two-bedroom dwellinghouses for affordable rent, 18 three-bedroom dwellinghouses for affordable rent and 6 one-bedroom apartments for social rent.

Phase two would provide 75 new homes: 41 one-bedroom apartments for social rent and 34 two-bedroom apartments for social rent. The mixture of social rent and affordable rent is an appropriate mix of affordable housing and meets identified housing needs in this part of the City.

The affordable housing would be secured by way of planning condition.

Climate change, sustainability and energy efficiency

The proposal would be a low carbon development in a highly sustainable location with excellent access to public transport for residents and visitors.

Sustainability principles would be incorporated into the construction process in terms of minimising and recycling of waste, efficiency in terms of vehicle movements and sourcing and use of materials.

A total of 70 parking spaces are proposed, comprising:

- 34 spaces for the proposed Phase 1 houses and apartments (14 in-curtilage spaces and 20 courtyard spaces) representing 100% parking for this phase.
- 25 spaces for the proposed Phase 2 apartments (including 5 disabled spaces)

Electric Vehicle charging would be provided for all of the 28 dwellinghouses houses (Phase 1) and the 6 apartments. 13 electric charging spaces would be provided in the phase 2 car parking for the larger apartment building. There would be an opportunity to review the electric vehicle provision as part of the travel plan.

The number of spaces for the apartments is an acknowledgement of the sustainable location which would not have a material detrimental impact on local air quality.

A robust travel plan would encourage residents to take advantage of the excellent public transport in the area which would go some way to reducing overall vehicle trips from the site. There would be a secure cycle store. A store would be provided at the ground floor of the phase 2 apartment building comprising 35 no. double tier cycle racks providing 70 no. storage spaces.

An additional 62 no. spaces would be provided via secure cycle stores in the rear garden of all the houses and apartments proposed as part of the phase 1 development.

The apartment building fabric would be highly efficient with energy saving measures incorporated into the design in the form of lighting, power and ventilation measures.

Highly efficient air source heat pumps would be provided for all the proposed dwellinghouses and hot water heat pumps for all the proposed apartments, which would help to minimise carbon emissions.

Water butts would be provided to enable rainwater collection for garden use. Smart water meters would also be installed to monitor, record and limit water usage.

To help minimise embodied carbon emissions, low carbon materials and high recycled content products would be used for the development wherever possible. Locally sourced materials and trade would also be used where possible, with a timber frame proposed for the dwellinghouses.

The development would result in a 61% carbon emissions improvement and a 23% primary energy improvement over Building Regulations Part L1 2021. This significantly exceeds the requirements of policy EN6 of the Core Strategy. A post construction review would form part of the planning conditions to verify that this reduction has been achieved.

A drainage scheme would also minimise the flow rates of surface water into the surrounding network and the soft landscaping within the public realm would adopted sustainable principles as much as possible.

There would also be the provision of new green infrastructure in the form of 32 new trees shrubs and other soft landscaping within the areas of public realm and footways. There would also be biodiversity improvements from bat, bird and bee boxes.

Impact on the historic environment and cultural heritage

The application site is not located within a conservation area and does not contain any listed buildings. The site is in close proximity to Newton Silk Mill (Grade II) and 30 Holyoak Street a three storey former mill building which has historic and heritage interest and could be considered to be a non-designated heritage asset.

Legislation and planning policy seek to preserve or enhance the character, appearance, and historic interest which heritage assets possess. Sections 16 and 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (“P(LBCA)A 1990”) require that ‘special regard’ be paid in taking decisions affecting listed buildings and their settings.

A heritage assessment has considered the impact of the proposal on the historic environment as required by paragraph 189 of the NPPF.

Newton Silk Mill was constructed in 1832 and formed one of a series of textile mills in Newton Heath and provides an architectural reminder of the former local textile industry. The building was recently used as offices by the NHS and it is now used as ancillary storage space for the adjacent bakery.

The Mill is constructed of pink brick with some sandstone detailing, mainly seen in the over-head window lintels. A large portion of the rear of the building was demolished post-war; what remains is an irregular rectangle, with the front elevation facing Newton Street. It has a symmetrical design of four bays with a stair tower on its west side. The main entrance is on the west elevation behind the stair tower, at

upper ground floor level. The mill is of four storeys with an addition of both an attic and a half-cellar. The north elevation features a semi-circular window at attic level spanning the two central bays with brick headers and a small stone sill. Directly below this window is a smaller sandstone plaque which contains no lettering and on the third floor a much larger rectangular plaque reads '1832/NEWTON SILK MILL'. There are four windows to each floor on this elevation, with an additional window in the west stair tower at every floor level. All these windows are of 20th century plastic framed UVPC.

The significance of the building is derived from its architectural interest relating to its early industrial design. It is also of historic interest due to its integral role in the early industrialisation of Newton Heath, due to the proximity to the Rochdale Canal.

The proposal would result in some instances of low level harm to the setting of the Grade III listed Newton Street Silk Mill and 30 Holyoak Street (non-designated) due to the current open nature of the application site which, once development, would provide more restrictive views of the listed building and the non-designated asset. This impact would result in a very low level of less than substantial harm to the heritage assets. Any harm should be outweighed by the public benefits that would be delivered, in accordance with the guidance provided in paragraph 208 of the NPPF together with the objectives of sustainable development in paragraph 8.

There are substantial public benefits as a result of this proposal which outweigh this low level of harm to the setting of the listed building and non-designated heritage assets.

The current condition of the application site has a neutral impact on the setting of the listed building and non-designated heritage asset. The proposal would comprehensively regenerate this partially vacant brownfield site, within a highly sustainable location, with a high quality affordable residential led development which would provide affordable homes. The benefits of the scheme are fully set out in the report.

The layout, scale and appearance of the development is considered to be entirely appropriate for this site as it would complement surrounding adjacent development which is currently under construction, whilst respecting the setting the listed building and non-designated heritage asset which would remain clearly legible.

The proposal design has taken its inspiration from the listed building and older buildings in the area and this modern contemporary addition, with its well detailed elevations, would contribute positively and enhance the local area and the setting of nearby heritage buildings.

The façades of the development would be of the highest quality with deep window reveals, decorative features and high quality boundary treatment to all road frontages together with street trees and other soft landscaping. The appearance of the proposal has taken influence from the surrounding historic context and provides a unique development for this area.

Alongside the design quality of the development, the scheme would incorporate low carbon principles in its design. The dwellings and apartment buildings fabric would be highly efficient together with use of electric for the dwellings and renewable technologies for the apartments.

The proposal would cause a low level of harm which would be less than substantial harm and would be outweighed by the considerable public and regeneration benefits that have been detailed above.

It is considered, therefore, that, notwithstanding the considerable weight that must be given to preserving the setting of the listed building required by virtue of S66 of the Listed Buildings Act, and the NPPF, the harm caused would be less than substantial and would be outweighed by the public benefits of the scheme and meet the requirements set out in paragraph 208 of the NPPF.

Impact on Archaeology

GMAAS have advised that there are no archaeological requirements in respect of this site.

Impact on Ecology

An ecological appraisal concludes that the development would not result in any significant or unduly harmful impacts to local ecology given the current condition of the site. Trees and enhancement to green infrastructure from the new gardens and landscaping will benefit and attract wildlife, at the site and in the area in line with policy EN9 of the Core Strategy and therefore improve biodiversity.

Biodiversity

There would be 32 new trees planted at the application site together with mix species planting. There would be grassland planted within the public areas of open space along with 41 metres of native hedgerow. Bird and bat boxes would also be installed at the site.

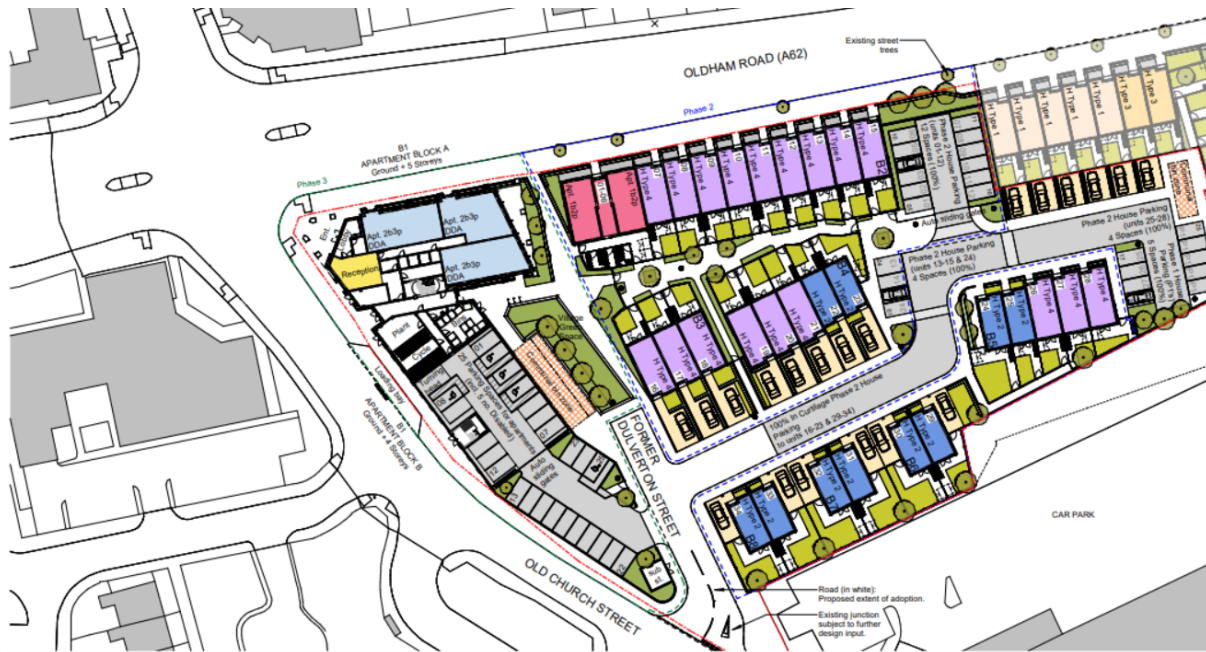
The Proposed Development would result in a net loss of 0.01 habitat units (-0.18%) and a net gain of 0.15 linear hedgerow units (percentage not applicable as the baseline is zero). On-site mitigation measures have been maximised and, to ensure that the habitats proposed as part of the development achieve a maximum gain in value to the site, a Biodiversity Enhancement Management Plan has been prepared and would be secured by planning condition.

Visual amenity

The layout and scale of the proposal has been influenced by a number of key factors in order to create a development of the highest quality with active street frontages and linkages with the wider district centre.

The layout of the proposal would provide a strong building line of development along Oldham Road ascending in scale towards the Oldham Road and Old Church Street

junction. A new internal layout would be created at the site with the dwellings internal to the site access off Dulverton Street to a new internal private road with footways for safe pedestrian movement. All dwellings front the new access road providing natural surveillance and interest in the street scene.



Proposed layout

The part 5, part 6 storey apartment building would anchor the corner of Oldham Road and Old Church Street announcing the development and animating this corner plot.

The scale of development gradual decreases to 3 storey and then 2 storey along Oldham Road. Oldham Road would be activated by the main pedestrian entrance to the apartment building together with the individual entrances to the ground floor accessible apartments.



Oldham Road Street scene

The apartment building would also activate Dulverton Street. Although Dulverton Street would be partially closed at its junction with Oldham Road, pedestrian permeability would be retained through the site and this would encourage footfall and activity along this street and into the district centre.

A communal garden area and car park (for the apartments) would be provided to the rear of the apartment building accessed off Dulverton Street. Two further communal

car parking areas would be created off the private access road. This would create parking for the dwellings fronting Oldham Road. This car parking would be secure with a gate.

The remaining car parking would be created in curtilage which would either be created to the front or sides of the dwellings and softened with landscaping and boundary treatments.

The proposed layout and scale of proposal would complement the character, scale and order of development in the surrounding area as well as providing an appropriate response to Oldham Road.

The transition in scale, mass and density along Oldham Road to its highest point at the junction with Oldham Road and Old Church Street, provide an appropriate architectural response along this key corridor and this corner plot. The proposed apartment is also significantly smaller in scale that the permission granted for the former Rosedale site in 2008 which would have seen a part 10, part 6, part 5 storey building erected behind the retained facade of the Rosedale Building.



Outline of the former Rosedale Building (red)

The lower scale, townhouses houses along Oldham Road and the new internal access road would complement the development at the adjacent site.



Visiulation between the two, three and 6 storey buildings



Visiulation along Oldham Road showing the transition in scale



Visiulation along Old Church Street



Visiulation at the junction of Oldham Road and Old Church Street

The appearance of the development would reinforce the materiality, geometry and traditional detailing which is found in the local area but reinterpret this in a modern form.

The proposal will be constructed of a variety of tones of red brick to reflect the palette found in the local area amongst the industrial buildings and older terrace housing. The façade of the dwellings would contain key features which would ensure that they are of the highest quality. Deep window reveals would animate the elevations



Detailed façade study for the phase 2 apartment building

Overall the design is considered to be high quality offering an individual and distinctive piece of architecture for Newton Heath. The scale of the proposal is appropriate in this location and the materials deliver a simple and effective façade treatment. Conditions of the planning approval will ensure that the materials are appropriate and undertaken to the highest standard.

Contribution to Improving Permeability, Public Spaces and Facilities and Provision of a Well Designed Environment

The layout of the development would utilise the existing road layout providing natural surveillance to the Oldham Road and Droylsden Road. Permeability would be created throughout the development including connecting this development to the applicant current development on site at an adjacent site.

The footways around the site would be upgraded to ensure that they are suitable and safe for pedestrians. The footways are considered wide enough to provide street trees.

A public amenity area has been designed as a central courtyard space leading to a gated internal ‘garden street’ to provide space for the residents to meet and socialise in a landscaped setting, with seating areas located amongst trees, shrubs and quality paving.

The central courtyard 'village green' space has been designed to provide a lawn space for recreation, set on a stepped platform to protect the grass and to provide informal seating around the edge



Visualisation of the 'Village Green'

The residents of the dwellings would all have access to private gardens which would be of a suitable size for outdoor recreation, drying of clothes and storage.



Proposed landscaping layout

32 new trees and planting would be created at the development together with informal age friendly seating to encourage outdoor recreation and socialising.

Boundary treatment would be provided to all the key frontages in the form of a low wall and contemporary style railings against a backdrop of soft landscaping to complement the architecture. This would form the boundary treatment for the apartments and dwellings. Divisional fencing would be used to separate rear gardens together with rear boundary walls to communal areas such as car parking.

The car parking area and communal garden would be secured by new 2.1 high railings and gates. Driveways to the dwellings would be permeable to assist with drainage.

An off site contribution of £110,000 is also to be secured for environmental improvements and linkages within Newton Health District Centre including public realm and infrastructure along Old Church Street together with improving the attractiveness and connectivity to facilities and strengthening the links to the main shopping area as a key to improving the centres character and quality and the way it functions.

Effects on the Local Environment/ Amenity

(a) Sunlight, daylight, overshadowing and overlooking

An assessment has been undertaken to establish the likely significant effects of the proposal on the amount of daylight and sun light received by properties which

surround the site. Consideration has also been given to any instances of overlooking which would result in a loss of privacy.

To assess the surrounding existing properties, the BRE guidelines have been used to provide a method for assessing daylight – Vertical Sky Component (VSC) and No Sky Line (NSL) methods. For the assessment of sunlight, the approach considers the Annual Probable Sunlight Hours (APSH) for a reference point on a window (i.e. if a window point can receive at least 25% APSH, then the room should still receive enough sunlight).

The following properties were assessed as part of the survey:

- 1063-1081 Oldham Road
- 59 Ivy Graham Close
- 1 Dean Lane 27/27
- 2-6 Starcross Walk



Relationship within the surrounding buildings

In determining the impact of the development on available daylight and sunlight, consideration should be given to paragraph 123 (c) of section 11 of the NPPF which states that when considering applications for housing, a flexible approach should be taken in terms of applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards).

A summary of the impacts are set out below.

1063-1081 Oldham Road

1063-1082 Oldham Road, a row of two storey dwellings, is situated directly opposite the site on the northern side of Oldham Road and would face the proposed two storey dwelling houses and three storey apartment building.

40 windows and 40 rooms were assessed for daylight and would continue to meet the guidelines with the proposed development in place.

The principle living rooms for these properties are on the rear elevation. These main rooms would be unaffected by the development and continue to receive high levels of daylight.

As the main living rooms do not face 90 degrees due south no sunlight assessment is required.

59 Ivy Graham Close

59 Ivy Graham Close, a three storey apartment building, is situated directly opposite the site on the northern side of Oldham Road and would face the 6 storey apartment building.

45 windows, and 20 rooms, were assessed for daylight. 44 windows and 19 rooms would continue to meet the guidelines with the proposed development in place. The one window and room affected would result in a minor adverse impact. The impact on this window would be minimised as it has two windows serving the room.

There are 8 windows which were assessed for sunlight which would remain compliant with the relevant guidelines with the development in place.

1 Dean Lane

1 Dean Lane is a four storey apartment building is situated directly opposite the site on the northern side of Oldham Road and would face the proposed 6 storey apartment building.

27 windows to 11 rooms windows were assessed for daylight and 4 windows for sunlight. All would continue to meet the guidelines with the proposed development in place.

2-6 Starcross Walk

2-6 Starcross Walk is a row of two storey dwellings, is to the south of the development.

3 windows and 3 rooms were assessed for daylight and would continue to meet the guidelines with the proposed development in place.

As the main living rooms do not face 90 degrees due south no sunlight assessment is required.

It has been demonstrated that the proposal would have limited impact in terms of daylight and sunlight.

In terms of overlooking, the distances between 1063-1081 Oldham Road and 59 Ivy Graham Close are considered to be acceptable particularly given they are separate by Oldham Road.

(b) TV reception and broadband connectivity

The proposal is unlikely to affect TV reception or broadband connectivity. A condition would require of a post completion survey to be undertaken to verify that this is the case and that no additional mitigation is required.

(c) Air Quality

The boundary of the site, due to its proximity to Oldham Road, is within an Air Quality Management Area (AQMA) where air quality conditions are known to be poor as a result of vehicular emissions. An air quality report notes that during the construction phases there could be impact from dust, earth works/construction and vehicle emissions. This would be minimised through good practices which should remain in place for the duration of the works and should be a condition of the approval.

The proposal would provide 100% parking for the individual dwellings with 25 parking spaces for the apartment building. This reflects the sustainable location of the site. Shops and amenities are within a short walk of the site together with bus services from Oldham Road and tram services from Dean Lane providing access into the city centre and towards Oldham and Rochdale Town Centres. All of the car parking spaces for the dwellings would be fitted with a 7kw electric car charging point. 19 of the apartment's car parking spaces would be fitted with a charging point and future demand reviewed by the travel plan.

There would be in curtilage cycle parking for each dwellinghouse and a secure cycle store for the apartment building. This provision would allow residents a real alternative to the car and take advantage of the local cycle routes particularly along the Rochdale Canal into the city centre.

A mechanical ventilation system would ensure that air intake to the apartments would be fresh and free from pollutants.

Environmental Health concur with the conclusions and recommendations within the air quality report. The proposed mitigation measures would be secured by planning condition and the proposal would comply with policy EN16 of the Core Strategy, paragraph 8 of the PPG and paragraph 124 of the NPPF in that there would be no detrimental impact on existing air quality conditions as a result of the development.

Noise and vibration

A noise assessment identifies the main sources of noise would be from construction activities and noise ingress to the new homes from external noise, particularly from

nearby roads such as Oldham Road and the close proximity to commercial activities associated with the district centre. There would noise transfer between the commercial accommodation and the residential uses above.

Noise levels from the construction would be acceptable provided that the strict operating and delivery hours are adhered to along with the provision of an acoustic site hoarding, equipment silencers and regular communication with nearby residents. This should be secured by a planning condition.

The main source of noise to the apartments and dwellings is likely to be from traffic on the surrounding roads, particularly Oldham Road, and the noise generated by nearby commercial activities particularly servicing of business off Holyoak Street and servicing and movements on the adjacent Lidl and Farmfoods sites. There are unrestricted servicing to the business off Holyoak Street with restricted servicing for Lidl and Farmfoods.

Although the development would be in close proximity to these commercial activities, this is a typical arrangement in district centre locations.

Provided that construction activities are carefully controlled and the residential and commercial accommodation are appropriately insulated, the proposal would be in accordance with policy DM1 of the Core Strategy, extant policy DC26 of the UDP and the NPPF.

Waste management

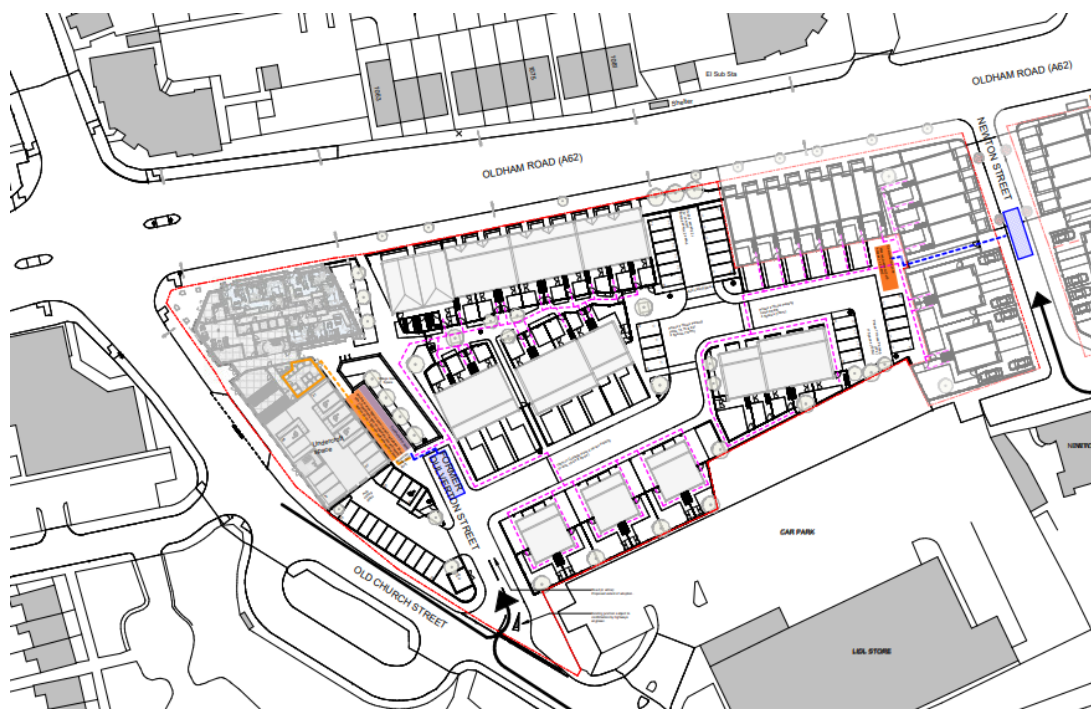
The phase 2 apartment building would have a centrally located waste store on the ground floor.

This area would include 12.1100 litre Eurobins in the following waste streams:

- 5 x 1100 litre Eurobin General Waste
- 3 x 1100 litre Eurobin Paper Card
- 3 x 1100 litre Plastic/Metal/Glass
- 1 x 1100 litre (or 2 x 360 litre) organic food waste

The waste waggon would use Dulverton Street to remove the waste from the store.

Bins would be stored in rear gardens within the curtilage of each of the dwelling houses. There would be the require bins to segregate the waste for recycling. Bins would be transferred by residents to centrally located collection points from which they could then be taken to the refuse vehicle by operatives (on Newton Street and Dulverton Street) and returned to the collection point.



Location of the waste stores and collection points

The waste management principles are acceptable to Environmental Health. Final details would be agreed by planning conditions.

Accessibility

All main entrances to the apartment building and dwellings would have level access. The upper floors of the apartment building would be accessible by lifts and internal corridors would be a minimum of 1500mm.

All apartments have been designed to space standards allow adequate circulation space. All bathrooms have been designed to be easily able to adapt to provide handrails when required. All plug sockets and door handles would be strategically placed to ensure ease of use

There would be parking space for disabled people with 5 spaces being designated within the phase 1 apartment car park.

3 no. fully accessible apartments with their own independent on-street entrances are proposed at the ground floor level of the phase 2 apartment building. These apartments are designed to be M4(3) layouts i.e. for a wheel chair user. All remaining apartments have been designed to accommodate any wheelchair user as set out by Part M of the Building Regulations. This would be secured by planning condition.

Flood Risk/surface drainage

The site is located in flood zone 1 'low probability of flooding' and within a critical drainage area where there are complex surface water flooding problems from

ordinary watercourses, culverts and from the sewer network. An increase in surface water run-off and/or volume from new developments may exasperate local flooding problems.

A drainage statement has been considered by the Council's flood risk management team and consideration should be given to how the drainage systems would prevent surface water run off along with an examination of the introduction of sustainable urban drainage principles and their future management. In order to satisfy the provisions of policy EN14 of the Core Strategy, it is recommended that the approval, verification and monitoring of the drainage forms part of the conditions of the planning approval.

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

A transport statement notes that all sustainable transport modes are nearby such as the Oldham Road bus corridor together with the Moston and Newton Heath tram stop (on Dean Road) a short walk from the application site. This connects the site to the city centre (including Manchester Victoria Rail Station) and Oldham and Rochdale Town Centres. The transport assessment indicates that the proposal would have a minimal impact on the surrounding highway network.

A new private road would serve the phase 1 development from Dulverton Street. 100% car parking would be provided for this phase through a combination of in curtilage parking and secure parking courtyards.

25 car parking spaces are proposed for the phase 3 development (including 5 disabled spaces). The parking provision would be split between 12 no. undercroft spaces at ground floor level with 13 no. additional spaces proposed externally to the rear of the building within a secure and gated car park accessed directly off Dulverton Street.

Each of the proposed 28 houses would be provided with a dedicated Electric Vehicle charging point. A further 19 charging points would be provided for the proposed apartments.

A secure cycle store would be provided at the ground floor of the phase 2 apartment building, comprising 35 no. double tier cycle racks providing 70 no. storage spaces. An additional 62 no. spaces would be provided via secure cycle stores in the rear garden of all the houses and apartments proposed as part of the Phase 1.

A robust travel plan would support the ongoing travel needs of residents and this would be secured by planning condition.

Servicing would take place for the apartment building and dwellings from Dulverton Street. The arrangements are considered to be acceptable.

A construction management plan would be agreed which ensures that servicing of the commercial units would remain unaffected by construction activities associated with this proposal.

The proposal therefore accords with policies SP1, T1, T2 and DM1 of the Core Strategy.

Designing out crime

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

Ground conditions

A ground conditions report provides notes that further ground investigations, including gas monitoring, are required to inform the final remediation strategy. A verification report should confirm that the agreed remediation has been carried out. This approach should form a condition of the planning approval in order to comply with policy EN18 of the Core Strategy.

Legal Agreement

This application will be subject to a legal agreement which would secure off site contribution towards environmental improvements, place making and linkages to Newton Heath District Centre as outlined under the heading "Contribution to Improving Permeability, Public Spaces and Facilities and Provision of a Well Designed Environment".

Permitted Development

The National Planning Policy Guidance states that only in exceptional circumstances should conditions be imposed which restrict permitted development rights otherwise such conditions are deemed to be unreasonable.

It is recommended that the permitted development rights that would normally allow the change of use of a property to a HMO falling within use classes C3(b) and C3(c) be restricted and that a condition be attached to this effect. This is important given the emphasis and need for family housing in the city.

It is also considered appropriate to remove the right to extend the dwellings alter the roof and remove boundary treatments without express planning permission as these would, it is envisaged, could undermine the design quality of the scheme and in respect of boundary treatment, remove important and high quality features form the street scene.

Conclusion

The proposal conforms to the development plan taken as a whole as directed by section 38 (6) of the Planning and Compulsory Purchase Act 2004 and there are no material considerations which would indicate otherwise.

The proposal would have a significant impact on the regeneration of Newton Heath and would contribute to the supply of high quality affordable housing. Active frontages and high quality façades would make a positive contribution to the main radial route of Oldham Road as well as the setting of an adjacent listed building. The building would be of a high level of sustainability and high quality materials thereby reducing CO2 emissions.

There would be a modest impact on the setting of adjacent listed buildings and non designated heritage assets. These are low level impacts that are outweighed by the public benefits that the scheme would deliver in terms of removing this low quality site and providing new homes.

There would be minimal impact on the surrounding buildings in terms of daylight and overlooking distances are reasonable and will not result in a loss of privacy.

Other Legislative Requirements

Equality Act 2010

Section 149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

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

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

Recommendation

MINDED TO APPROVE subject to the signing of a Section 106 agreement to secure a financial contribution towards environmental improvements

Article 35 Declaration

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

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 phasing plan T8170-D-0-005 I2 received by the City Council, as Local Planning Authority, on the 16 January 2024.

The following definitions are applicable to this planning permission:

Phase one - 34 new homes: 10 two-bedroom dwellinghouses, 18 three-bedroom dwellinghouses and 6 one-bedroom apartments.

Phase two - 75 new homes: 41 one-bedroom apartments and 34 two-bedroom apartments.

Reason – To indicate that this is a phased development pursuant to policy DM1 of the Manchester Core Strategy (2012).

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

Drawings

T8170D0040 REV I4, T8170D0042 REV I4, T8170D0043 REV I4, T8170D1151 REV I4, T8170D1152 REV I4, T8170D1261 REV I2, T8170D1262 REV I2, T8170D2151 REV I4, T8170D2251 REV I4, T8170D2252 REV I4, T8170D2253 REV I4, T8170D2254 REV I4, T8170D3151 REV I2, T8170D3251 REV I2, T8170D4151 REV I4, T8170D4251 REV I4, T8170D5151 REV I4, T8170D5251 REV I4, T8170D6251 REV I2, T8170D6252 REV I2, T8170D0020 REV I2, T8170D0030 REV I5, T8170D0051 REV I4, T8170D0052 REV I4 and T8170D0053 REV I4 received by the City Council, as Local Planning Authority, on the 16 February 2024.

3537 102 REV E, 3538 201 REV B, T8170D1252 REV I2, T8170D1253 REV I1, T8170D1254 REV I1 and T8170D0001 REV I1 received by the City Council, as Local Planning Authority, on the 4 December 2023

Supporting information

Planning policy statement, social value strategy and planning noise addendum received by the City Council, as Local Planning Authority, on the 24 January 2024

Design & Access Statement prepared by TP Bennett; Landscape Layout (drawing ref. 3538 102 Rev E) and Planting Plan (drawing ref. 3538 201 Rev B) prepared by TPM Landscape; Planning Policy Compliance Statement (including Affordable Housing Statement, Statement of Community Involvement and Draft Section 106 Heads of Terms) prepared by Euan Kellie Property Solutions; Air Quality Assessment prepared by Wardell Armstrong; Archaeology Assessment prepared by Archaeological Research Services Limited; Broadband Connectivity Assessment prepared by One Manchester Limited; Construction Management Plan (covering the Phase 2 proposals) prepared by Casey; Crime Impact Statement prepared by the Greater Manchester Police; Daylight & Sunlight Assessment prepared by GIA Environmental Standards Statement prepared by Energy Counsel; External Lighting Plan (drawing ref. T8170D0042 Rev I1) prepared by TP Bennett; Flood Risk and Drainage Strategy prepared by Curtins; Heritage Statement prepared by Kathryn Sather & Associates; Local Benefit Proposal / Social Value Statement (comprising a Social Value Template and corporate brochure) prepared by One Manchester Limited; Noise Impact Assessment prepared by Jameson Acoustics; Preliminary Risk Assessments and Ground Investigations for Phases 2 & 3 (+ cover note) prepared by Curtins; Pre-Construction TV Signal Reception Impact Survey prepared by Astbury; Preliminary Ecological Appraisal, Biodiversity Net Gain Design Stage Assessment and Biodiversity Enhancement Management Plan prepared by Urban Green; Transport Statement and Travel Plan prepared by Curtins; and Waste Management Proforma prepared by TP Bennett received by the City Council, as Local Planning Authority, on the 4 December 2023

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

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

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

5) a) A phase of the development shall not commence until, details of a Local Benefit Proposal, in order to demonstrate commitment to recruit local labour for the duration of the construction of the development, shall be submitted for approval in

writing by the City Council, as Local Planning Authority. The approved document shall be implemented as part of the construction of the development.

In this condition a Local Benefit Proposal means a document which includes:

- i) the measures proposed to recruit local people including apprenticeships
- ii) mechanisms for the implementation and delivery of the Local Benefit Proposal
- iii) measures to monitor and review the effectiveness of the Local Benefit Proposal in achieving the objective of recruiting and supporting local labour objectives

(b) Within one month prior to construction work being completed for a phase of the development, a detailed report which takes into account the information and outcomes about local labour recruitment pursuant to items (i) and (ii) above shall be submitted for approval in writing by the City Council as Local Planning Authority.

Reason - The applicant has demonstrated a commitment to recruiting local labour pursuant to policies SP1, EC1 and DM1 of the Manchester Core Strategy (2012).

6) Notwithstanding the details submitted on the Flood Risk and Drainage Strategy prepared by Curtins received by the City Council, as Local Planning Authority, on the 4 December 2024, (a) the development shall not commence until a scheme for the drainage of surface water for the entire development (phase 1 and 2) has been submitted for approval in writing by the City Council as the Local Planning Authority. This shall include:

- A finalised drainage layout showing all components, outfalls, levels and connectivity; agreed public sewer diversion proposals; and appropriate easements for attenuation tanks;
- Maximised integration of green SuDS components (utilising infiltration or attenuation) if practicable;
- Details of surface water attenuation that offers restricted discharge rates as specified in the document "1290 Oldham Road, Newton Heath, Phase 2&3 Flood Risk Assessment and Drainage Strategy Curtins Ref: 074031-CUR-00-XX-RE-C-92100"
- Hydraulic calculation of the proposed drainage system, including 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 45% 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. 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.
- Where diversions to public sewer assets are proposed, evidence agreement in principle by United Utilities is required. An email of acceptance of proposed layout will suffice.
- Where an application is part of a larger site which already has planning permission, evidence is required that the new proposal does not compromise the drainage

scheme already approved. Provide reference to evidence that Phase 2 south can be accommodated in Phase 1 attenuation.

- Construction details of flow control and SuDS elements.

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

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).

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

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

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

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

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

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

8) Prior to the commencement of a phase of the development, a detailed construction management plan outlining working practices during construction shall be submitted for approval in writing by the City Council, as local planning authority, which for the avoidance of doubt should include;

- o Display of an emergency contact number;
- o Details of Wheel Washing;
- o Dust suppression measures;
- o Compound locations where relevant;
- o Consultation with local residents and businesses including ensuring that operations of existing businesses remain unaffected by construction activities
- o Location, removal and recycling of waste;
- o Routing strategy and swept path analysis;
- o Parking of construction vehicles and staff; and
- o Sheeting over of construction vehicles.

The relevant phase of the development shall be carried out in accordance with the approved construction management plan.

Reason - To safeguard the amenities of nearby residents and businesses, highway safety and air quality, pursuant to policies SP1, EN16, EN19 and DM1 of the Manchester Core Strategy (July 2012).

9) Prior to the commencement of a phase of the development, samples and specifications of all material to be used on all external elevations and boundary treatments of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The specification shall include the agreement of a materials panel which shall include samples and specifications of all materials to be used on all external elevations of the development along with window reveals, soffits, jointing and fixing details, details of the drips to be used to prevent staining, ventilation/louvre details, air bricks and a strategy for quality control management.

The approved materials used shall then be implemented as part of the development.

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.

10) The development hereby approved shall be carried out in accordance with drawings T8170D1261 REV I2, T8170D1262 REV I2, T8170D2254 REV I4 received by the City Council, as Local Planning Authority, on the 5 February 2024.

The approved window and soffit detail shall be implemented as part of the development.

Reason - In the interest of preserving the architectural detailing on the scheme pursuant to policies EN1 and DM1 of the Manchester Core Strategy (2012).

11) The boundary treatments shall be carried out in accordance with drawings T8170D0040 REV I4 received by the City Council, as Local Planning Authority, on

the 5 February 2024. The approved details shall be implemented as part of the development and be in place prior to the first occupation of a phase of the development.

The boundary treatment shall be retained and maintained in situ thereafter and notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking or re-enacting that Order with or without modification) no boundary treatment shall be erected on site, other than that shown on the approved plans.

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

12) The development hereby approved shall be carried out in accordance with the Environmental Statement prepared by Environmental Standards Statement prepared by Energy Counsel received by the City Council, as Local Planning Authority, on the 4 December 2023.

A post construction review certificate/statement for a phase of 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.

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

This shall include:

- Verification reporting providing photographic evidence of construction;
- Management and maintenance plan for the lifetime of the development which shall include the arrangements adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.
- Timescale for implementation

The implementation of the management and maintenance plan shall be implemented in accordance with the timescales agreed and retained for as long as the development remains in use.

Reason - To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development pursuant to policies SP1, EN14 and DM1 of the Manchester Core Strategy (2012).

14) (a) Notwithstanding drawing 3537 102 REV E and 3538 201 REV B received by the City Council, as Local Planning Authority, on the 4 December 2023, prior to the first occupation of this development, details of hard and soft landscaping treatments (including appropriate samples of materials and specification and size of trees) shall be submitted to and approved in writing by the City Council as local planning authority.

(b) The approved scheme shall be implemented prior to the first occupation of the development. 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 SP1, EN9 and DM1 of the Core Strategy.

15) (a) The development hereby approved shall be carried out in accordance with the Preliminary Ecological Appraisal, Biodiversity Net Gain Design Stage Assessment and Biodiversity Enhancement Management Plan prepared by Urban Green received by the City Council, as Local Planning Authority, on the 4 December 2023.

(b) Prior to the first use of each phase of the development agreed within part (a) of this condition, a verification report for that plot will be required to validate that the works undertaken at that stage conforms to the recommendations and required approved within part of part (b) of this planning condition including its contribution towards the minimum 10% biodiversity net gain.

(c) In instances of non-conformity, these shall be detailed along with mitigation measures required to ensure compliance with the Biodiversity Net Gain Assessment. A verification report and measures shall be agreed until such a time as each phase of development comply with parts (a), (b) and (c) of this planning condition.

Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the City Council, as Local Planning Authority, and thereafter retained and maintained in situ.

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 - In the interest of securing a biodiversity mitigation strategy for the Red Bank Neighbourhood pursuant to policies SP1, EN9, EN17 and DM1 of the Manchester Core Strategy (2012).

16) 30 Prior to the first occupation of the development, a detailed 30 year landscape environmental management plan (LEMP) for the development shall be submitted for

approval in writing by the City Council, as Local Planning Authority. This shall include details of how the public realm and hard and soft landscaping areas for the relevant development will be maintained including maintenance schedules and repairs. The LEMP shall then be implemented as part of the relevant phase of development and remain in for the duration of the plan.

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

17) (a) Prior to the first occupation of a phase of the development, details of any externally mounted ancillary plant, equipment and servicing shall be submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt, externally mounted plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5 db (L_{aeq}) below the typical background (L_{a90}) level at the nearest noise sensitive location.

(b) Prior to the first occupation of a phase of the development, a verification report will be required to validate that the work undertaken conforms to the recommendations and requirements approved as part of part (a) of this planning condition. The verification report shall include post completion testing to confirm the noise criteria has been met. In instances of non-conformity, these shall be detailed along with mitigation measures required to ensure compliance with the noise criteria. Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the City Council, as Local Planning Authority, and thereafter retained and maintained in situ.

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

18) (a) Prior to the first occupation of a phase of the development a scheme for acoustically insulating the proposed residential accommodation against noise from Oldham Road, the local traffic network and surrounding commercial uses shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved noise insulation scheme shall be completed before the first occupation of the development.

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 L_{Aeq} (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 L_{Aeq}
 Gardens and terraces (daytime) 55 dB L_{Aeq}

(b) Prior to the first occupation of a phase of the development, a verification report will be required to validate that the work undertaken conforms to the recommendations and requirements approved as part of part (a) of this planning condition. The verification report shall include post completion testing to confirm the noise criteria has been met. In instances of non-conformity, these shall be detailed along with mitigation measures required to ensure compliance with the noise criteria. Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the City Council, as Local Planning Authority, and thereafter retained and maintained in situ.

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

19) Prior to any above ground works of phase of the development, a waste management strategy and location of waste storage for that phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented prior to the first occupation of that phase of the development and thereafter retained and maintained in situ.

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

20) Deliveries, servicing and collections including waste collections shall not take place outside the following hours for the commercial unit only:

Monday to Saturday 07:30 to 20:00

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

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

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

Reason - In the interests of amenity, crime reduction and the personal safety of those using the proposed development in order to comply with the requirements of policies SP1 and DM1 of the Core Strategy.

22) If any lighting at the development hereby approved, when illuminated, causes glare or light spillage which in the opinion of the Council as local planning authority causes detriment to adjoining and nearby residential properties, within 14 days of a

written request, a scheme for the elimination of such glare or light spillage shall be submitted to the Council as local planning authority and once approved shall thereafter be retained in accordance with details which have received prior written approval of the City Council as Local Planning Authority.

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

23) The development hereby approved shall be carried out in accordance with the Crime Impact Statement (version A) prepared by Design for Security at Greater Manchester Police stamped as received by the City Council, as Local Planning Authority, on the 4 December 2023. The development shall only be carried out in accordance with these approved details. A phase of 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.

24) Prior to the first occupation a phase of the development, a travel plan framework shall be submitted for approval 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 living at the development;
- ii) a commitment to surveying the travel patterns of residents/staff during the first three months of the first use of the building and thereafter from time to time
- iii) mechanisms for the implementation of the measures to reduce dependency on the private car
- iv) measures for the delivery of specified travel plan services
- v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car

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

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

25) Prior to the first occupation of a phase of the development hereby approved the car parking layout as indicated on drawing T8170D0020 REV I2 received by the City

Council, as Local Planning Authority, on the 5 February 2024, shall be surfaced, demarcated and made available. The approved car parking layout shall be implemented and thereafter retained and maintained.

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

26) Prior to the first occupation of the development hereby approved, the cycle spaces shall be implemented and made available in accordance with drawing T8170D0020 REV I2 received by the City Council, as Local Planning Authority, on the 5 February 2024.

Prior to the first occupation of the phase 1 dwellinghouses hereby approved, the siting, scale and appearance of a suitable cycle store for each dwellinghouses shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented prior to the first occupation of the phase 1 development and thereafter retained and maintained in situ.

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

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

This shall include the following:

- Plan indicating the areas for adoption. This should include a 5.5 metre wide carriageway and 2 metre footways;
- Provision of a 20 mph speed limit;
- Provision of Traffic Regulation Orders (TROs);
- Widening of the junction of Dulverton Street and Old Church Street including measures to prevent vehicle encroachment, dropped kerbs and tactile paving together with consideration of whether the bell-mouth can be reduced;
- provision of a loading bay to Old Church Street with associated Traffic Regulation Orders (TROs) and relocation of buss stop;
- Footway reinstatement and resurfacing along Dulverton Street, Old Road and Old Church Street including a review of signage and street furniture and provision of street trees.
- Review of Traffic Regulation Orders (TROs) to facilitate accessible and loading bays together with measures to prevent on street parking on the surrounding streets;
- Signage is erected upon entry to the private section of carriageway in order to warn drivers that the route is not suitable for larger vehicles.

The approved scheme shall be implemented and be in place prior to the first occupation of a phase of the development hereby approved and thereafter retained and maintained in situ for as long as the development remains in use.

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

28) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no part of the premises shall be used for any other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by The Town and Country Planning (Use Classes) (Amendment) (England) Order 2010, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) other than the purpose(s) of C3(a). For the avoidance of doubt, this does not preclude two unrelated people sharing a property.

Reason - In the interests of residential amenity, to safeguard the character of the area and to maintain the sustainability of the local community through provision of accommodation that is suitable for people living as families pursuant to policies DM1 and H11 of the Core Strategy for Manchester and the guidance contained within the National Planning Policy Framework.

29) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 as amended by The Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2010 (or any order revoking and re-enacting that Order with or without modification) the apartments hereby approved shall be used only as private dwellings (which description shall not include serviced apartments/apart hotels or similar uses where sleeping accommodation (with or without other services) is provided by way of trade for money or money's worth and occupied by the same person for less than ninety consecutive nights) and for no other purpose (including any other purpose in Class C3(a) of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by The Town and Country Planning (Use Classes) (Amendment) (England) Order 2010, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) other than the purpose(s) of C3(a).

Reason - To safeguard the amenities of the neighbourhood by ensuring that other uses which could cause a loss of amenity such as serviced apartments/apart hotels do not commence without prior approval; to safeguard the character of the area, and to maintain the sustainability of the local community through provision of accommodation that is suitable for people living as families pursuant to policies DM1 and H11 of the Core Strategy for Manchester and the guidance contained within the National Planning Policy Framework.

30) Prior to the first occupation of a phase of the development a signage strategy for the apartment building shall be submitted for approval in writing by the City Council, as Local Planning Authority. The signage strategy will include timescales for implementation. The approved strategy shall then be implemented for the development and used to inform any future advertisement applications for the building.

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

31) Prior to the first occupation of a phase of the development hereby approved, details of the number, siting and appearance bird, bee and bat boxes at the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented and be in place prior to the first occupation of a phase of the development hereby approved and shall thereafter be retained and maintained in situ.

Reason - In the interest of providing habitats for birds to improve the ecological value of the application site pursuant to policies SP1 and EN15 of the Manchester Core Strategy (2012).

32) The development hereby approved shall include for full disabled access to be provided to the communal walkways, communal gardens 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 DM1.

33) The 3 accessible dwellings, as indicated on drawing T8170D1254 REV I1 received by the City Council, as Local Planning Authority, on the 5 February 2024 shall be constructed to M4(3) standard.

Reason – In the interest of providing accessible dwellings as part of the development pursuant to policy DM1 of the Manchester Core Strategy (2012).

34) Notwithstanding drawing T8170D0043 REV I4 received by the City Council, as Local Planning Authority, on the 5 February 2024, prior to the first occupation of a phase of the development, final details and specification of 7kw fast charging electric car charging points for each dwellinghouse and spaces for the apartments shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented and be in place prior to the first occupation of the residential element of the development.

Reason - In the interest of air quality pursuant to policies SP1 and EN16 of the Manchester Core Strategy (2012).

35) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no garages, extensions, porches, roof alterations or outbuildings shall be erected other than those expressly authorised by this permission.

Reason - In the interests of residential amenity pursuant to policy SP1 and DM1 of the Core Strategy for the City of Manchester.

36) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that

Order with or without modification) no windows shall be inserted into the elevations of the dwellinghouses hereby approved other than those shown on the approved drawings outlined in condition 2.

Reason - In the interests of residential amenity pursuant to policy SP1 and DM1 of the Core Strategy for the City of Manchester

37) Prior to the first use of the development hereby approved, details of the siting, scale and appearance of the air source heat pumps. The approved details shall then be implemented prior to the first use of the development and thereafter retained and maintained in situ.

Reason - In the interest of ensuring the solar panels are installed and to ensure that they are appropriate in terms of visual amenity pursuant to policies SP1, EN1, EN6 and DM1 of the Manchester Core Strategy (2012).

38) Notwithstanding the Pre-construction TV signal impact survey stamped as received by the City Council, as Local Planning Authority, on the 4 December 2023, within one month of the practical completion of the development or before the development is first occupied, whichever is the sooner, and at any other time during the construction of the development if requested in writing by the City Council as local planning authority in response to identified television signal reception problems within the potential impact area a study shall identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out above. The measures identified must be carried out either before the building is first occupied or within one month of the study being submitted to the City Council as local planning authority, whichever is the earlier.

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

39) Prior to the first occupation of the residential element of this development, details of a servicing strategy shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented as part of the development for as long as it remains in use.

Reason - In the interest of ensuring that the development is appropriately serviced pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

40) Notwithstanding drawing T8170D1262 REV I2 received by the City Council, as Local Planning Authority, prior to any above ground works, samples, specifications and details of the decorative mesh shall be submitted for approval by the City Council, as Local Planning Authority. The mesh shall be decorative and anodised. The approved details shall be implemented as part of the development and thereafter retained and maintained.

Reason – In the interest of visual amenity pursuant to policy DM1 of the Manchester Core Strategy (2012).

41) Prior to the commencement of above ground works and notwithstanding details submitted, a scheme for the provision of affordable housing as part of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The scheme shall include:

- i. the numbers, type, tenure (such tenures being consistent with the definition of affordable housing in Annex 2 of the NPPF or any definition of affordable housing that replaces it) and location on the site of the affordable housing provision to be made which shall consist of a minimum 20% of the dwelling houses;
- ii. confirmation that the affordable dwellings will be made available on affordable housing terms for both first and subsequent occupiers of the affordable housing dwellings (subject to any exclusions and exemptions from this requirement that may apply);and
- iii. the eligibility criteria to be used for determining who may occupy the affordable housing dwellings (which shall not be required to include any local connection criteria in the case of shared ownership housing).

The approved affordable housing scheme shall be implemented as part of the development and thereafter observed in perpetuity subject to the exclusions and exemptions set out in the approved affordable housing scheme.

Reason - To contribute to the delivery of affordable housing, pursuant to policy H8 of the Manchester Core Strategy.

42) Prior to the first occupation of a phase of the development, a car park management plan for that phase of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The plan should work to ensure that car parking activities and demands for the the development are mitigated including management of car parking spaces and allocation strategy to ensure car ownership does not overspill on the surrounding highway network.

The approved plan, including any associated mitigation works, shall be implemented and be in place prior to the first occupation of the development and thereafter retained and maintained in operation.

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

43) Prior to the first use a Delivery and Servicing Management for the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The strategy should work to ensure that servicing/waste removal/delivery

activities the building are co-ordinated to ensure efficient use of the proposed loading bay.

The approved strategy, including any associated mitigation works, shall be implemented and be in place prior to the first occupation of the development and thereafter retained and maintained in operation.

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

Informatives

- Any signage, wayfinding, banners or any other advertisements to be installed in and around the application site for the purpose of the promotion of the developments and routes to it may require consent under the Town and Country Planning (Control of Advertisements) (England) Regulations 2007.
- The applicant's attention is drawn to the new procedures for crane and tall equipment notifications, please see: <https://www.caa.co.uk/Commercial-industry/Airspace/Event-and-obstacle-notification/Crane-notification/>
- It is important that any conditions or advice in this response are applied to a planning approval. Where a Planning Authority proposes to grant permission against the advice of Manchester Airport, or not attach conditions which Manchester Airport has advised, it shall notify Manchester Airport, and the Civil Aviation Authority as specified in the Town & Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosive Storage Areas) Direction 2002.
- It is expected that all modifications / improvements to the public highway are achieved with a maximum carbon footprint of 40%. Materials used during this process must also be a minimum of 40% recycled and fully recyclable. Developers will be expected to demonstrate that these standards can be met prior to planning conditions being discharged. The developer is to agree the above with MCC's Statutory Approvals and Network Resilience Teams post planning approval and prior to construction taking place
- Regarding S278 agreements a deposit is required to begin an application, additional costs will be payable and are to be agreed with S278 team. A S278 is required for works to the adopted highway, minimum standard S278 technical approval timescale is between 4-6 months, TRO's can take 10-12 months. An independent 'Stage 2' Road Safety Audit will be required and the design may require changes if any issues are raised with all costs attributable to the Developer. A 'Stage 1' Road Safety Audit should be completed during the planning stage and a copy of the report (with Designer's Response) is to be made available to the Statutory Approvals Team upon request.
- You should ensure that the proposal is discussed in full with Building Control to ensure they meet with the guidance contained in the Building Regulations for fire safety. Should it be necessary to change the development due to conflicts with Building Regulations, you should also discuss the changes with the Planning team to ensure they do not materially affect your permission.

- Whilst the building to be demolished has been assessed as negligible risk for bats, the applicant is reminded that under the 2019 Regulations it is an offence to disturb, harm or kill bats. If a bat is found during demolition all work should cease immediately and a suitably licensed bat worker employed to assess how best to safeguard the bat(s). Natural England should also be informed
- The applicant is reminded that, under the Wildlife and Countryside Act 1981 as amended it is an offence to remove, damage, or destroy the nest of a wild bird, while the nest is in use or being built. Planning consent does not provide a defence against prosecution under this act. If a birds nest is suspected work should cease immediately and a suitably experienced ecologist employed to assess how best to safeguard the nest(s).

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: 138730/FO/2023 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
Greater Manchester Police
Environment Agency
Transport For Greater Manchester
United Utilities Water PLC
Canal & River Trust
Health & Safety Executive (Fire Safety)
Greater Manchester Archaeological Advisory Service
Greater Manchester Ecology Unit
Sport England

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

Representations were received from the following third parties:

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

