

Application Number	Date of Appln	Ward
125654/FO/2019	5th Dec 2019	Hulme Ward

Proposal Erection of a nine-storey purpose built student accommodation building comprising 62 units and associated landscape and highway works, following demolition of existing structures

Location Former Church Inn, 84 Cambridge Street, Manchester, M15 6BP

Applicant Alumno Student (Manchester) Ltd, 2nd Floor, 10 Frith Street, London, W1D 3JF

Agent Mrs Anna Relph, Turley, Tenth Floor, 1 New York Street, Manchester, M1 4HD

History

At the Planning and Highways Committee meeting on 13 February 2020, members resolved to be minded to refuse the application due to the negative impact of the proposed development on the character of the area by virtue of the height of the development proposal, the impact upon residential amenity with regards to the development proposals having an overbearing impact that would result in a loss of light to neighbouring property and with regards to the impact of servicing (noise disturbance) from Chervil Close having an impact upon residential amenity. The Director of Planning was asked to bring a report back which addressed the concerns and advice on potential reasons for refusal based on the issues raised.

Since the Committee meeting the applicant has sought to clarify matters raised by members and the following sets out to address these concerns.

One of the matters raised in particular is the view that the scheme does not differ from the previous application which had raised significant concern. In this respect it is important to note that:

- the overall height of the building has been reduced by 8.8 metres, from 37.7 metres to 28.9 metres
- The footprint of the building has been reduced, this increases the separation distance between the proposals and the existing residential properties on Elmdale Walk. The distance between the proposals and existing properties has been increased by over 9 metres, from 7.7 metres to 16.8 metres.
- As a result of the reduced height and footprint, the number of bedspaces to be provided has decreased from 82 to 62. The previous application had already been reduced from 97 bedspaces.

Members queried the proposed architectural approach and the extent to which the design responds to the character of the surrounding, and reflects the vacant public house on the site. The applicant's approach has been to design a building that responds to the local and wider context of Manchester's evolving skyline. This is

considered to be an appropriate response creating a building that would enhance and not detract from the area

It is also noted that the ground floor would enhance the building's presence at street level visually and physically; this would contain the main foyer and shared communal facilities. A model of the building which once occupied the site would be placed so as to be highly visible from the street and salvaged materials from the Church Inn bar will be refurbished and utilised within and throughout the buildings common parts.

In terms of overall design the accommodation levels would be of a modular, hierarchical pattern constructed with a pallet of traditional materials of brick and glass within a simple concrete frame. All orientated to the east and west of the site with shared internal common areas utilising natural daylight via a minimal ladder effect of predominantly opaque glass interspersed with one narrow transparent strip window per floor, minimising any potential overlooking.

At the top there would be a graphical frieze depicting the buildings name 'Church Inn' which will be illuminated at night, the former public house occupying the site, but would also be a reference to the tops of the warehouses found within and around the city of Manchester.

The proposed building is higher than adjacent developments; height per se is not in itself a reason for refusal it is the harm this would have a rise from this that has to be considered. The potential impacts are set out below.

One concern associated with the buildings height that has been raised is the potential extent of overlooking which could arise from windows within the rear (west) elevation of the building and properties on Elmdale Walk, as well as the potential for overlooking to properties to the north and south.

There was also a question in relation to the extent of opaque glazing proposed; for clarity:

- Opaque non-vision glass is proposed to the north and south elevations and only to escape stairs and communal spaces. All windows to bedrooms to the east and west elevations are transparent glass.
- At Levels 1 – 9 (i.e. the levels accommodating bed spaces), there are:
 - 30 transparent windows proposed to the east elevation – 1 for each bedroom.
 - 32 transparent windows proposed to the west elevation – 1 for each bedroom.
 - 8 windows proposed to the north elevation – 1 for each common space. These windows are approximately 400mm high, set approximately 800mm above floor level to aid with privacy while providing view and light within the opaque non-vision glass wall. When in the common space, occupants will see only the 400mm high slot window set within a standard plasterboard-finished wall.
- No transparent windows are proposed to the south elevation escape stair.
- The proposed drawings for the North and South Elevations have been updated to more clearly differentiate the opaque and transparent glazing.
- A night-time visual of the proposals provided assists in demonstrating

the limited extent of transparent windows to the north elevation (i.e. the 'slot windows').



Further, members queried the daylight / sunlight impacts of the proposed scheme. The original report set out potential impacts and for clarity:

- The submitted Daylight and Sunlight Report shows that only four windows serving three rooms in dwellings would not meet the daylight tests set out in the BRE guidelines. The three affected rooms are kitchens in 44 Cavendish Street, 10 Elmdale Walk and 12 Elmdale Walk. The main living rooms to these three flats would be unaffected by the development.
- All other windows / rooms within dwellings would comply with the guidance and, therefore, there would be no demonstrable reduction in daylight.
- Other windows and rooms where there would be some impact are within neighbouring student accommodation; and affect bedrooms only. The BRE

Guidelines confirms that bedrooms are considered to be 'less important' than rooms where daylight is required; such as communal and social spaces

This is clearly a key concern for members, however, the application now under consideration lessens the impact compared to the previously submitted application, particularly to existing properties at Elmdale Walk and 44 Cavendish Street. The submitted technical report concludes that the proposed development would have a limited effect on the daylight and sunlight amenity to neighbouring properties.

Further, any development of reasonable massing on the site would cause some reductions in daylight and sunlight amenity beyond the guidelines set out in the BRE Report; particularly to Manchester House. This is evidenced by the 'mirror analysis' undertaken in the Daylight and Sunlight Report, which shows that a proposed building on site that mirrored Manchester House would result in lower alternative VSC target values at ground, first and second floors than the results of the proposed development.

National planning policy addresses the need for the flexible application of daylight and sunlight guidance to ensure effective use of development land can be made. In this regard consideration has to be given to the local environment and context. The application site is located in an urban context and, as such, the fact that the vast majority of properties would retain levels of daylight and sunlight is consistent with the site's location.

Having regard to the technical assessment and national guidance it is not considered a reason for refusal could be sustained on the basis of impact on daylight/sunlight.

In response to concerns raised by Members with regards to the arrangements for access, servicing and deliveries to the proposed development, the applicant has been liaising relevant parties to agree a strategy.

The proposed development itself is designed to be 'car-free'; reflecting the student demographic and the highly sustainable nature of the site.

Refuse collection is to be from Higher Cambridge Street outside of peak hours (i.e. before 7:30am and after 10:00am). This would be collected twice a week, at the same time as the adjacent Manchester House student accommodation (i.e. Tuesday and Thursday mornings, before 7am).

There is a parking bay is proposed to the rear of the building, within the application site. Access to the parking bay will be closely managed by building staff, and it will only be used for planned maintenance and servicing (e.g. of fire alarms, lifts etc) on an ad hoc basis.

The Highways Authority has confirmed that any increase in traffic generation as a result of the proposals (including deliveries) can be absorbed into the existing network. The student drop-off and pick-up periods at the beginning and end of

university semesters would be carefully managed. A condition to require a detailed management plan for the move-in / out process prior to first occupation of the development could be attached to a grant of planning consent. Further, Homes for Students – the intended management company for the proposed development – has provided a note which sets out further detail about the proposed servicing and management of the property.

On the basis of the above it is not considered a reason for refusal on the grounds on highway/servicing concerns could be sustained.

Finally a query was raised by members about land ownership. This is not material to the decision making process. However, discussions with land owners are progressing and this includes with One Manchester about a deed of grant in order to access the building from Chevril Close for planned building maintenance (which will take place within daytime hours).

It is acknowledged this is an application that has raised a number of concerns as did a previous proposal for student accommodation on the site. That earlier proposal was higher and larger in footprint and it is important to recognise that there are material differences between the two schemes. Notwithstanding this all the issues raised by the Committee have been carefully considered and each addressed in this report.

Description

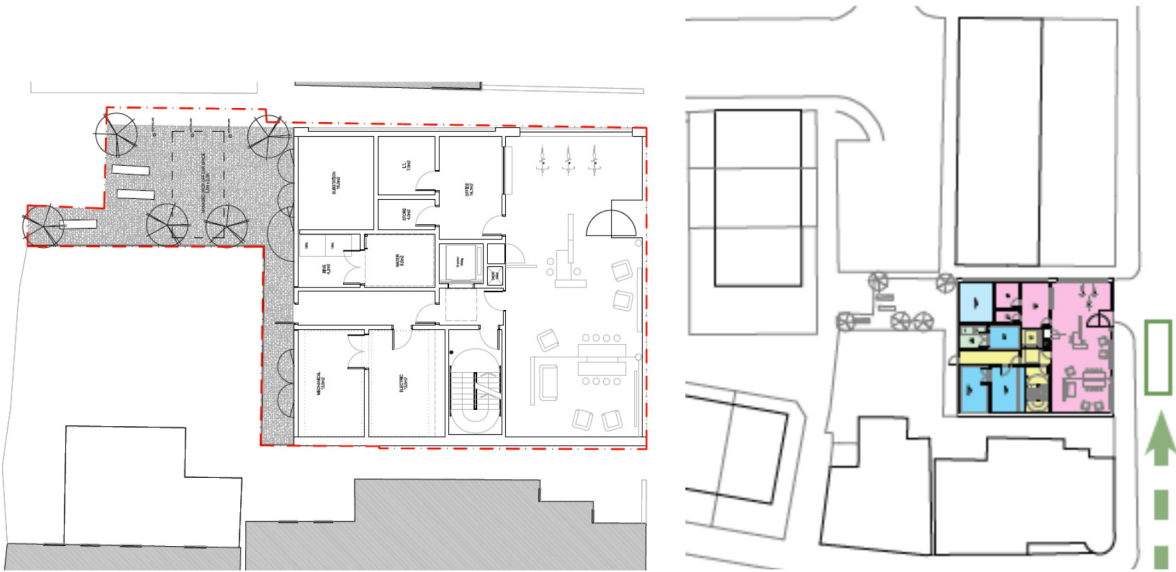
The site lies on the west side of Cambridge Street in Hulme, just north of the junction with Cavendish Street and to the south of the Mancunian Way. The site is viewed in the context of the Mancunian Way and Manchester City Centre when approaching Manchester from the south.

The site measuring 0.3 hectares comprises a vacant public house known as the Church Inn, the pub closed in March 2016. The site is bounded by student accommodation blocks immediately to the north (Cambridge House) and south (Manchester House), Cambridge Street to the east with Manchester Metropolitan University student accommodation and facilities on the opposite side of the street. To the west lies a housing estate managed by One Manchester, the site immediately adjoins the turning head to Bristle Street and lies in close proximity to property on Elmdale Walk and Dalesman Walk.

The proposal comprises the demolition of the Church Inn and redevelopment of the site to create a nine-storey purpose built student accommodation building comprising 62 units and associated landscape and highway works.

A total of 62 student rooms would be provided within the development, arranged into studios (4 of which would be designed for disabled students) with en-suite facilities. The development would provide a communal area in the form of a reception, common lounge laundry facilities, with office to the rear, cycle storage for 12 cycles (a Brompton Dock offering a further 8 spaces will be located on campus, location to be determined.) There would be an electricity substation incorporated to the west of the ground floor, alongside the refuse store, rooms for services and mechanical plant.

The proposed building would occupy the width of the site with the main entrance facing Cambridge Street. It would occupy the unadopted highway known as Brindle Street that sits immediately to the north of the existing Church Inn building to accommodate the building (the applicant is in the process of acquiring this land). The development no longer projects beyond the rear building line of the student accommodation blocks to the north and south and provides a landscaped open area with benches used as an amenity space for students and residents alike. A car parking space for drop off is shown within this space to be used at restricted times within the year to manage the movement of students to and from the premises. There are two category B trees (a Wild Cherry and a Grey Elder) to the rear boundary of the site with Elmdale Walk that would be removed as a result of the development proposals. The landscape proposal show that the trees to be removed would be replaced with five 4 metre high trees.



(Site Context)



(3D Visualisations)

Previous Submission History

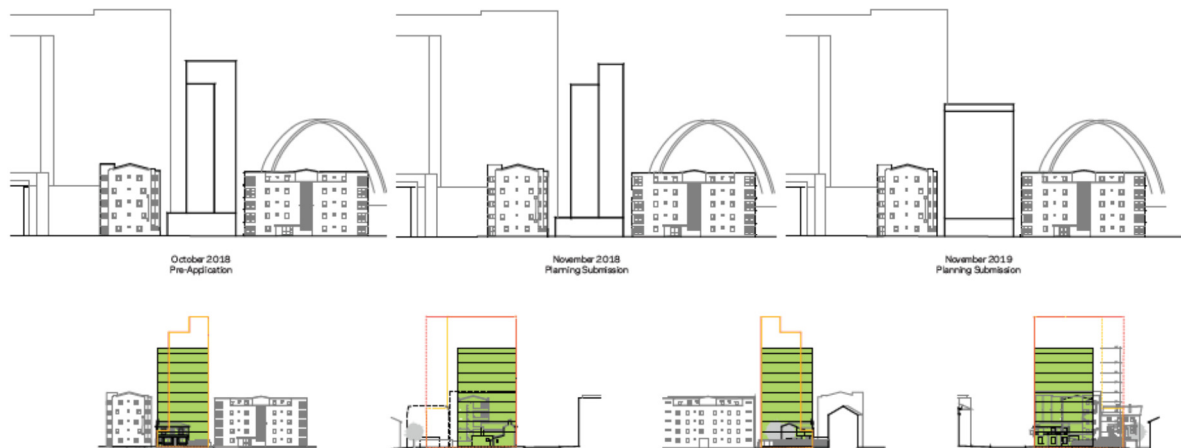
This application follows on from the submission of a previous application for the erection of a twelve-storey purpose built student accommodation building with three storey element to rear comprising 82 units with roof top terrace and associated landscape and highway works, following demolition of existing structures under reference 121857/FO/2018.

At the Planning and Highways Committee meeting on 14 March 2019, members resolved to defer determination of this application in order to undertake a site visit before making a decision. A site visit was undertaken on the 11th April 2019, at the committee meeting which also sat on the 11th April 2019, Members were minded to refuse the application due to concerns expressed regarding the negative impact of the proposed development on neighbouring properties resulting in a loss of amenity, overlooking and reduction in daylight. The application was therefore deferred and the Director of Planning asked to bring a report which addresses the concerns raised and potential reasons for refusal.

Following committee on the 11th April 2019 the applicant sought to review the scheme with a view to making changes to address the concerns that had been expressed at Planning and Highways Committee. Revised plans were received in June 2019 and a further notification was undertaken on the basis of the revised drawings.

The alterations to the scheme at that time comprised a reduction in the height of the rear element of the building by nine storeys from twelve storeys to three storeys and a consequent reduction in the number of units from 97 units to 82 units.

At the Planning and Highways Committee meeting on the 22nd August 2019, the Committee resolved it was minded to refuse the application due to the negative impact of the proposed development on the character of the area by virtue of the height of the development proposal, the impact upon residential amenity with regards to the development proposals having an overbearing impact that would result in a loss of light to neighbouring property and with regards to the impact of servicing (noise disturbance) from Chevril Close having an impact upon residential amenity. The Director of Planning was asked to bring a report which provided potential reasons for refusal. The applicant withdrew the application prior to determination.



Height reduction from previous scheme (pre-application, planning, revised planning and comparison between scheme now submitted and that withdrawn)

Consultations

Publicity – The development was advertised in the Manchester Evening News as a major development. A site notice was placed next to the site boundary. A map showing the extent of residents and businesses notified of the application is set out at the end of this report. 378 letters of notification were sent out.

11 letters of objections have been received in relation to this application on the grounds that:

- The development proposed will overshadow, be overbearing to and overlook long term residents accommodation including elderly people, removing light and air.
- Corporate business taking over a residential area. No more student accommodation in Hulme as we are inundated and the whole area is now operated by MMU. Noise, litter (rats) and increased risk of crime associated with students.
- Very disappointing that no attempt made to incorporate at least tiled frontage of existing Church Inn in to the new development or indeed to keep the complete building. The development will be bland and characterless.
- The rear designated "Managed drop-off space" over which a resident claims title to for their exclusive occupation. Without this area the development is impractical as access to the building would virtually be restricted to pedestrian access not only for the large number of transient student occupiers but also for service providers and emergency services. If approved conditions should be included that no works shall commence until means of access have been secured.
- The development - like the previous one, completely ignores the Urban Design Code whereby corners of urban blocks are meant to have the highest structures; this dwarfs both the corner block and adjacent block by 4 storeys. It is inappropriate in scale.

- The design is impressively uglier than it was before.
- The land over which the developers are claiming full access rights for all purposes, between Chevri Close and their site, is privately owned amenity space for the sole use of residents of Elmdale Walk who pay for its use and maintenance through rents and service charges. The developers have neither sought, from the landowners, nor been granted any license to cross this land at any time. All residents of Elmdale Walk are vehemently opposed to this proposal and would not consider granting access.
- It is requested that Committee are made aware, of the number of objections made to the 2 previous withdrawn applications for the proposed development of a large student block on this tiny site. As previous objectors to those proposals are under the impression that registering an objection to an earlier proposal still 'counts' and they would like their ongoing opposition to the proposed development to be recorded in some way.
- The site for the proposed development is too small to sustain and service a building of this size and density.
- The quality of the design proposal is weak and not of equal quality to the existing building on the site. The height of the block is of awkward proportions and fails to make any connection with the surrounding building. The use of 'supergraphics' on the top story is crass considering no element of the 'CHURCH INN' is intended to be retained.
- The proximity of the building to the immediate neighbouring structures is detrimental to the existing residents of these buildings.
- The height of the block goes against the council's design principles of making landmark buildings on road junctions. This proposed building is taller than the current building on the corner plot which does fit with the principle of being the tallest building at the junction.
- The loss of one of the last remaining historic buildings within Hulme should be given more consideration in light of the poor design quality of the proposed replacement.
- An issue is raised with regard to the comments on servicing at page 317 of the printed report which refers to 'Both parties agree that deliveries can be directed to Chevri Close.' An explanation of who these two parties are and if they are the developers and the highways officer then concern is raised to understand if these parties are empowered to make such a decision without consultation?
- The prior proposals for this site always stated that all servicing traffic would be directed to the Cambridge Street frontage of the proposed building and a change to this intention is fundamental to the proposal, as this change has a direct and long standing impact on the existing residents who would be severely impacted by the increased volume of refuse collections, other deliveries and student arrivals and departures.

- The space allocated for the storage of refuse would seem to be undersized and in an awkward position to extricate the bins from the proposed building, giving rise to the potential of an overflow of refuse and excessive noise during the extrication of the bins.
- The refuse issue is compounded by the inclusion of a 'Managed Drop off Car Space (5.0m x 2.5m) in the 'amenity space' adjacent to Elmdale Walk. This indicates the intention to manage the drop off and collection of students from the Elmdale Walk side of the proposed building. Having lived with the increasing number of students who live in halls in the neighbourhood the objector is aware of the disruption that occurs during the arrival weekends.
- If the highways officer has legitimate concerns over the impact of collections and deliveries to the front of the building, which is already a busy thoroughfare, then why is it not considered an equal detrimental issue to make a quiet cul-de-sac into a much busier traffic route? This servicing issue has an overwhelming detrimental impact on the existing residents and this relates to Policy H12 Section 4: "...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." The detriment to the quality of life to the existing residents is apparent and palpable. There is an additional factor relating to the proposal to undertake the servicing of both the refuse collection and student arrivals and departures from Chevril close / Elmdale Walk and this relates to the permission to cross a privately owned portion of land which constitutes the residents parking area in front of the Elmdale Walk properties. This land is owned by One Manchester, the local housing association and One Manchester have not made any agreement with Alumno to grant access to cross the residents parking area.
- Reference is made to the Oxford Road Strategic Spatial Framework by the objector and that the proposals does not makes a response to its context and is only detrimental to the amenity of the existing residents.
- The representations received indicate there wish that Committee undertake a site visit especially as five new members of Committee have not had the opportunity to fully appreciate the impacts of this proposal. This would allow consistency in the decision making process on this application so it can be made with same level of insight as the two previous failed applications.

A petition objecting to the application due to the following has been received: Daylight reductions below recommended levels; massive overshadowing, overlooking and loss of privacy inside properties and gardens; no provision for adequate means of access for increased traffic generation due to servicing the building or parking which would compromise safety; and, noise, disturbance and anti-social behaviour of such a dense population of teenagers on local elderly and child residents. The petition contains 94 names from 68 properties within the wider local area and beyond.

1 letter of support has been received on the grounds that:

Disused buildings are an eyesore and a useless waste of land. There's plenty of student buildings already around so it's not like anything would really be changing. May aswell make use of it and bring something useful.

The applicant employed a company to canvass residents during the notification period associated with the planning application. A document was provided to the local planning authority following this canvassing with expressions of support from 36 local residents on the grounds that:

- It is good to have dedicated student accommodation instead of HMO's
- It reuses the land
- Happy with height
- Like the design of the proposals
- Landscaping welcomed
- Improvement over previous scheme
- Reduce anti-social behaviour on the site, support CCTV, like on site management and security
- Supportive of community benefit fund
- Anything that attracts students is good for Manchester

One Manchester

One Manchester would like to see clarity on the impact the proposed refuse collection plans will have on our residents and our land. We expect the feedback from residents and local councillors to be taken into account in the decision making process.

Campaign for Real Ale

Trafford & Hulme branch of the Campaign for Real Ale (CAMRA) object to the revised application. It will involve the loss of a public house in an area that has already suffered numerous closures, leaving just a handful of pubs in the Hulme area. It does not accept the assertion in Council Officer report to Planning & Highways Committee on 22 August 2019 that sufficient alternative provision is available in the city centre. This is a considerable walk away and for local people, and involves bars and pubs serving a very different market.

The branch also maintains its position in relation to the interesting main façade, representing the last vestige of the Edwardian era in an area that has undergone extensive redevelopment over many decades.

As a final point, the Branch is disappointed with the analysis and interpretation of the feasibility report prepared by Jenics, as set out in the Council Officer report to Planning & Highways Committee on 22 August 2019. Significantly, the report admits that there is no evidence of active marketing of the pub nor is there any clarity of the operating model on which any profit and loss would be assessed. Regardless of the statement from J.W. Lee's regarding its approach to its pubs there is no evidence that any serious attempt has been made to consider this building's future as a public house. Again, I would urge the Council to apply CAMRA's viability test as previously supplied. Without this, there is a danger that planning decisions will be guided by what is the most profitable use and not necessarily by what are still viable uses;

viable uses that also provide community benefits not easily measured in profit and loss terms.

Highway Services

CONTEXT - The site is located adjacent to the adopted highway Higher Cambridge Street and is bound by Brindle Street (unadopted) to the north and by Cavendish Street to the south.

TRIP GENERATION AND JUNCTION CAPACITY - It is accepted that the proposed development is likely to generate only a negligible increase in traffic accumulation, given the car-free nature of the development. As such, any slight increase in trips can be absorbed on the existing network with no significant implications. The TS indicates that in comparison to the former public house use, the proposed development is anticipated to have a total two way trip generation of 1 vehicular movement during the PM peak hour and a total daily flow of 9 vehicles, with a significant reduction (-121) vehicle trips across the day.

SITE ACCESSIBILITY - The site is in a highly sustainable city centre location with a high level of public transport provision including city centre shuttle buses, high frequency local bus services, national coaches, Metrolink trams and local, regional and national train services. Accident data has been considered which indicates no significant highway safety concerns within the site's vicinity.

OFF-SITE HIGHWAYS WORKS - All amendments to the adopted highway will be subject to a Section 278 Agreement. It is recommended that the works detailed below are conditioned and attached to any future consent.

FOOTWAY IMPROVEMENTS: Highways would recommend that the footway across the perimeter of the site are resurfaced as part of the development.

TRO amendments to introduce a Disabled bay and relocate an existing Resident Parking bay.

PARKING - It is understood from the application and supporting documentation that this development will be car free, therefore there will be no on site provision offered. Given the nature of this development, low levels of vehicle ownership are anticipated and given its accessible location, this is deemed to be acceptable to the Highways Team. It is recommended that the operator monitors demand for potential leased parking with nearby operators as part of the Travel Planning Strategy.

Car Club provision has been referenced within a walkable radius of the site, the use of which should be fully promoted through a Travel Plan.

Disabled Parking - The inclusion of one disabled bay on-street is considered appropriate for the scale of the development.

Chevriil Close currently offers 16 Resident Parking bays (underpinned by associated TRO) in an echelon arrangement to the northern side of the carriageway. In principle, Highways accept the proposed addition of a disabled bay in this location, to replace an existing RP bay. The existing RP bay should be relocated on Wilmott Street.

Should this not be achievable, it should be noted that any lost bays will be subject to commuted sums.

CYCLE PARKING - 12 cycle spaces are proposed within a secure and sheltered location, equating to a provision of 19% on site. A further 8 spaces are proposed off-site (location to be confirmed) therefore proposing a collective provision of 32%. Highways would recommend that a minimum 30% provision of on-site cycle storage is provided to promote the use of cycling as a mode choice. Therefore the on-site storage should be increased to at least 19 spaces.

Furthermore, Highways would recommend that the uptake of cycle parking facilities is regularly monitored as part of Travel Planning strategies, with cycling accommodation further increased when 80% capacity is reached.

REFUSE AND SERVICING - Highways are satisfied that all servicing requirements for the site, including both refuse collection and ad-hoc home deliveries, can be agreed via a Servicing Management Strategy condition to be attached to any future consent of the application, in order to maintain efficiency of the highway network.

CONSTRUCTION MANAGEMENT - A Construction Management Plan should be provided by the applicant prior to any construction works beginning.

TEMPORARY HIGHWAYS WORKS - The applicant is advised that access arrangements and any requirements for licensing, hoarding / scaffolding and any associated temporary traffic management arrangements will require discussion and agreement with MCC Highways.

TRAVEL PLAN - A framework Travel Plan has been prepared which sets out a list of potential measures that could be implemented to influence modal choice, and a management strategy for producing a full Travel Plan in the future.

A number of sustainable travel initiatives are proposed to encourage against reliance on car travel to access the development. It is important to influence travel patterns at the beginning of occupation. If the Travel Plan is to be successful, it will be dependent on establishing a culture of sustainable travel behaviour at the outset, rather than on changing already established travel practices. The success of the travel plan measures will depend on their effective delivery and commitment from the occupiers and therefore robust arrangements for the implementation and running of the Travel plan need to be included from the outset, in the plan itself, including:

- A travel plan budget and resources for the day to day implementation and management of travel plan measures.
- Appropriate management structures.
- Detailed timeframes for delivery.
- Travel plan handover arrangements when developer responsibility ceases.
- Target and monitoring arrangements.

Should the application be approved, it is suggested that further development, submission, implementation and monitoring of the Travel Plan be attached as conditions of any planning consent.

SUGGESTED CONDITIONS - Off-site Highways Works, Cycle Storage, Servicing Management Strategy, Student Management Plan (Enrolment periods), Pick-up/ Drop off Strategy, Construction Management Plan, Travel Plan.

MCC Flood Risk Management

Conditions are recommended relating to surface water and maintenance of a sustainable urban drainage scheme.

Environmental Health

Recommend conditions relating to construction management, external equipment and contaminated land. Environmental Health have assessed the information with regards to lighting, acoustic insulation, refuse and air quality that has been submitted to accompany the application and consider it to be acceptable subject to conditions.

Greater Manchester Police

Recommend that a condition to reflect the physical security specifications set out in the Crime Impact Statement should be added.

Greater Manchester Ecological Unit

Recommend a condition requiring Biodiversity Enhancement Measures as set out in the submitted Ecological Assessment.

Policies

Relevant Local Policies

Local Development Framework

The relevant development plan in Manchester is the Core Strategy Development Plan Document 2012-2027 (the "Core Strategy"), adopted in July 2012, and the saved policies from the Manchester Unitary Development Plan (UDP), adopted July 1995. The Core Strategy is the key document and 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. The proposals are considered to be consistent with the following Core Strategy Policies SP1, EN1, EN2, EN3, EN4, EN6, EN9, EN14, EN15, EN16, EN17, EN18, EN19, T1, T2, DM1 and H12.

Policy SP1 - Spatial Principles. This sets out the key special principles which will guide the strategy. Development in all parts of the City should "make a positive contribution to neighbourhoods of choice including creating well-designed places that enhance or create character, make a positive contribution to the health, safety and wellbeing of residents, consider the needs of all members of the community regardless of disability and protect and enhance the built and natural environment." The development would reuse previously developed land to improve the built environment and local character.

Policy EN1 - Design Principles and Strategic Character Areas. The site currently has a building on site with a façade that has historic architectural features. However, the building lies empty and has no remaining historical features internally. The building currently has a negative impact and there is an opportunity to enhance the area. The proposal involves a good quality design, and would enhance the character of the area and the overall image of Manchester. The design responds positively at street level. The positive aspects of the design are discussed in more detail below.

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

Policy EN3 – Heritage. The proposal would have an impact on a non-designated heritage asset. This is discussed in more detail later in the report.

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

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

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

Policy EN9 - Green Infrastructure. The development includes tree planting and landscaping.

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

Policy EN15 - Biodiversity and Geological Conservation. The redevelopment would have an acceptable impact upon possible roosting bats and breeding birds on the site subject to conditions.

Policy EN16 - Air Quality. The proposal would be highly accessible by all forms of public transport and reduce reliance on cars and therefore minimise emissions from traffic generated by the development.

Policy EN17 - 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 EN18 - Contaminated Land and Ground Stability. A site investigation, which identifies possible risks arising from ground contamination has been prepared.

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

Policy T1 - Sustainable Transport. The development would encourage a modal shift away from car travel to more sustainable alternatives.

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

Policy DM1 - Development Management. This sets out the requirements for developments in terms of sustainability and outlines a range of general issues that all development should have regard to. Of these, the following issues are or relevance to this proposal:

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

These issues are considered full, later in this report.

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

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

with relevant Strategic Regeneration Frameworks, local plans and other masterplans as student accommodation should closely integrate with existing neighbourhoods to contribute in a positive way to their vibrancy without increasing pressure on existing neighbourhood services to the detriment of existing residents.

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

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

For the reasons set out in more detail the proposal is considered to accord with relevant policy.

Saved UDP Policies

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

The proposal has been designed to minimise the impact from noise sources.

It is considered that the proposal is consistent with the policies contained within the UDP.

National Planning Policy Framework

The NPPF sets out the Government's planning policies for England and how these are expected to be applied. The NPPF was revised in February 2019 and is a material consideration in the determination of all planning applications.

There are three overarching objectives to sustainable development: economic, social and environmental:

- an economic objective, contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth, innovation; and improved productivity ; and by identifying and coordinating the provision of infrastructure;
- a social objective, supporting strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
- an environmental objective, contributing to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, use natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change including moving to a low carbon economy.

So that sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development.

Paragraph 103 states that the planning system should actively manage patterns of growth in support of these objectives. 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 states that development 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. Within this context paragraph 110 states that 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.

Paragraph 117 indicates 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. Including giving substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land.

Paragraph 127 confirms that 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; 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 197 states that 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.

The NPPF states that where proposed development accords with an up-to-date Local Plan it should be approved. The proposals would create additional residential accommodation in a sustainable location and as set out in this report are indicated as being in accordance with the up to date Core Strategy Development Plan Document and therefore accord with the main principles and expectations of the revised National Planning Policy Framework.

Other Material Considerations

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

Part 1 of the SPD sets out the design principles and standards that the City Council expects new development to achieve, i.e. high quality developments that are safe, secure and accessible to all. The SPD states that proposals should seek to ensure that the use of the building reflects their purpose and the place in which they are located. Development should enliven and define neighbourhoods and promote a sense of place. Development should have regard for the location of sustainable public transport and its proximity. In relation to crime issues, the SPD requires that prevention measures should be demonstrated, and include the promotion of informal surveillance, CCTV, good lighting and stewardship.

The Manchester Green and Blue Infrastructure Strategy (G&BIS)

The 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 will be an integral part of all neighbourhoods. The city's communities will be living healthy, fulfilled lives, enjoying access to parks and greenspaces and safe green routes for walking, cycling and exercise throughout the city. Businesses will be investing in areas with a high environmental quality and attractive surroundings, enjoying access to a healthy,

talented workforce. New funding models will 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.

Central Manchester Strategic Regeneration Framework

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

Oxford Road Strategic Spatial Framework

This Strategic Spatial Framework adopted in March 2018 can be used to guide decision-making on planning applications.

At figure 2 the site is identified as a site for increased density opportunity.

Paragraph 4.15 states that where the density of development increases, it should be noted that a further premium must be placed on the quality of design and public realm. In development management terms, new development must respond to its context, be mindful of the amenity of all users and existing residents, and contribute positively to public realm and permeability including with surrounding neighbourhoods. Higher density development must have particular regard to architectural quality and consider microclimatic effects carefully. Whilst high density forms of development can be inherently sustainable, strategies must be in place to maximise energy efficiency, carbon reduction and to deal with climate change issues such as green infrastructure, drainage / use and ongoing effective maintenance of Sustainable Urban Drainage Systems (SuDs).

Paragraph 4.16 states that any proposals for taller buildings must be able to robustly satisfy the firmly established criteria for assessing the merits of tall buildings within

national and local planning policy guidance, including Manchester City Council's Core Strategy Policy EN2 Tall Buildings and Historic England Advice Note 4 on Tall Buildings. In assessing tall buildings, this means that particular emphasis will be placed on:

- Understanding effects on the historic environment through a visual impact analysis and assessment of verified key views.
- Ensuring that microclimatic effects in terms of wind and sunlight / daylight, do not have an adverse effect on the safety, comfort or amenity of the area.
- Proposals for tall buildings will need to be sustainable. In terms of energy use, the City Council's policy standards will be expected to be properly addressed and where possible surpassed.
- Landmark buildings will need to be of the highest architectural quality and have a positive relationship to the City's skyline.
- They should contribute to the legibility of the area, and the provision of public space and high quality public realm.
- The design needs to be credible and therefore demonstrably deliverable.
- Tall building proposals within key city centre regeneration areas such as Oxford Road Corridor should have clearly identified regeneration benefits.

Environmental Impact Assessment - The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 specifies that certain types of development require an Environmental Impact Assessment (EIA) to be undertaken.

The proposal is below the thresholds at Schedule 2 of the EIA Regulations and it is not located within a 'sensitive area,' as such, the proposals do not comprise 'Schedule 2 development' and a Screening Opinion was not sought.

Having taken into account the EIA Directive and Regulations it is therefore considered that an Environmental Assessment is not required in this instance.

Issues

Principle of student accommodation

The application site is unallocated previously developed land, located within a sustainable location characterised by a range of types and sizes of residential accommodation and is immediately adjoining Manchester Metropolitan University and its Halls of Residence.



(Photograph of site as existing)

The proposed development is therefore well connected to and in close proximity to the University Campus and would satisfy the requirements of point 1 of Policy H12.

This development would be energy efficient and achieve BREEAM very good. It is considered therefore that the proposal would meet the requirements of point 2 of Policy H12.

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

The site lies on a key gateway route from the south into the City Centre. Although the site is in part occupied by a former public house of some local value, it generally creates a poor quality built environment and has raised issues of crime and safety. The redevelopment of the site would have a hugely beneficial impact on the area, improve the perception of the City at a key location and improve the vitality and safety of the surrounding streets. It is considered therefore that the proposal would meet the requirements of point 4 of Policy H12.

A condition should require compliance with the Crime Impact Statement and Secured by Design accreditation. It is considered therefore that the proposal would meet the requirements of point 5 of Policy H12.

The applicant is an established provider of purpose built student accommodation with an understanding of how to appropriately integrate such developments into existing urban areas. A detailed Management Strategy accompanies the application controlling the management and operation of the development. The development would be subject to appropriate acoustic insulation levels. It is considered therefore that the proposal would meet the requirements of point 6 of Policy H12.

There are no listed buildings in the vicinity of the site. The Church Inn building on the site proposed to be demolished, is of some local value. Although it retains limited features of interest to the façade there is very little in terms of any interior features of historic value retained. The building in its current disused state that is an attractor for anti-social behaviour and does not contribute positively to the street scene or to the character of the local area. Therefore point 7 of Policy H12 is considered to be complied with.

Waste would be stored at ground level in an accessible store. A waste collection service would remove waste from the site twice a week. It is considered therefore that the proposal would meet the requirements of point 8 of Policy H12.

Alumno have demonstrated in their supporting information that there is a need for additional student accommodation, the development would be in the immediate vicinity of the Manchester Metropolitan University campus. Commercial negotiations between MMU and the applicant are ongoing and there is potential for MMU to take a long lease on the building. If agreed, the building would be managed as part of MMU's wider residential portfolio, including 24/7 staffing and security. It is considered that point 9 of policy H12 is satisfied. An email from Manchester Metropolitan University was supplied by the applicant in relation to the previous application stating they are very supportive of Alumno's proposals.

In terms of the deliverability of the scheme, Alumno have provided supporting information and have supplied credentials. It is considered that the proposal would meet the requirements of point 10 of Policy H12.

The need for student accommodation

The supporting Study of Needs documentation with this application states that according to the evidence, there is a gap in the provision of bed spaces in Manchester.

This application seeks to accommodate 62 bed spaces and based on the supporting information, there is an established need for this type of purpose built student accommodation.

Therefore subject to consideration of the detailed matters set out below the principle for the redevelopment of previously developed land for student accommodation is considered to be acceptable.

Consultation

The application is accompanied by a Planning Statement and Statement of Community Engagement that sets out that a programme of consultation with the wider community began in November 2019 in relation to this submission, including a public exhibition which people were invited to by a leaflet drop attended by 53 residents. 50 attendants left feedback that was supportive about the reduction in the height of the building.

The City Council have notified individual properties directly affected by the proposals.

The applicant employed a company to canvass residents during the notification period associated with the planning application. A document was provided to the local planning authority following this canvassing with expressions of support from 36 local residents

Tall Buildings Assessment

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

Height and Scale

The development proposal would comprise a 9 storey building measuring c.28.9m in height. Following concerns expressed in relation to the previously submitted application about the impact of the proposed building upon the amenity of neighbouring property, the building has been reduced in height by c.8.8m and the footprint (particularly with regards to depth) of the building has decreased.

The site currently accommodates a two storey public house, which in the context of surrounding buildings is largely conspicuous. The student accommodation blocks to the south and north are five storey in height. The halls of residence to the east are four storey with five storey features. To the west the social housing units and the rear of the Best One premises fronting Cavendish Street are three storey in height. Views to the north are dominated by the Mancunian Way and the eight storey Manchester Metropolitan University Business School Building



(Views of the proposed development from Cambridge Street towards the City Centre)

To the south stands the Crowne Plaza, a 19 story building located on Booth Street West and to the west the residential Hornchurch Court stands at 15 storeys. Planning permission has also recently been approved for the construction of a part 6, part 11 and part 16 storey building comprising 491 student bed spaces (application 120896/FO/2018) on Stretford Road (Birley Fields Plot E) approximately 160 m to the west of the site.

The site has been identified as a site for high density development in the Oxford Road Strategic Spatial Framework. It is considered that the development proposals are acceptable in urban design terms having regard to the context of the buildings of varying heights in the skyline associated with the Inner Ring Road, the City Centre and the Oxford Road Corridor.

In addition the revised National Planning Policy Framework at (paragraph 123) sets out that where there is an existing shortage of land for meeting identified housing needs it is especially important that planning policies and decisions avoid homes being built at low densities, and ensure that developments make optimal use of the potential of each site.

The design of the building focusses on high quality materials in the form of a robust material palette of a large concrete frame at ground floor with a large glazed frontage with concrete framing, textured black brickwork panels and windows framed by a gold tone aluminium above. The building would be capped with a concrete parapet with the words Church Inn imprinted into the concrete on all four elevations.

It is considered that the design of the proposed development is complimentary to the immediate local context whilst providing a building of good architectural quality, providing a landmark building in a prominent gateway location in accordance with policy.

Loss of Public House

A number of the responses received in relation to the application (including the Campaign for Real Ale) relate to the loss of the Church Inn Public House on site. The premises has not operated as a Public House since March 2016 when it was the subject of a violent armed robbery.

It is recognised that public houses can make a valuable contribution to a community. They have traditionally been of intrinsic value to British life and in this case, Manchester culture. Many are steeped in history, forming part of local social and cultural heritage. Often they form an essential part of an area's daytime and evening economy.

It is therefore important that there is an understanding of any heritage, economic, social or cultural value to local community, associated with a public house and if they contribute to wider daytime/evening economic objectives as part of the planning process.

In the case of the Church Inn Public House, the premises is not listed by the Council as a 'community asset'. It is understood further that the premises ceased trading in 2016 and has been closed ever since.

Whilst it is believed the building was initially marketed for reoccupation, no interest was forthcoming and realistically, the building is highly unlikely to be reoccupied for its original use. The building is situated on the edge of the city centre, where a plethora of public houses and bars are present. A feasibility report to this effect has been submitted to accompany the planning application.

The applicant also provided a letter from J.W. Lees with further detail with regards to the viability of the operation of a pub on the site. The letter states that J.W. Lees only ever sells pubs that they feel are no longer viable as pubs. They state that they go beyond 'best endeavours' to keep pubs open. They confirm that in 2009/2010 they invested in The Church with a small £23,798 scheme to give it a sparkle/makeover.

They state that this did not revitalise the pub and in the following five years its annual barrelage fell from 127 to 81 to 33 to 42 to 44 in 2015/2016. To put this in perspective 44 barrels means that the pub was only selling 243 pints per week which is not sustainable. They consider that a pub needs an annual barrelage of 150 barrels per annum to be viable. Following an incident of extreme violence in 2013/14 the pub never recovered and when they received notice from the tenant they reluctantly put it up for sale by auction since they did not consider that it would be responsible to let the pub to a new tenant.

There has since been no interest in reopening the public house.

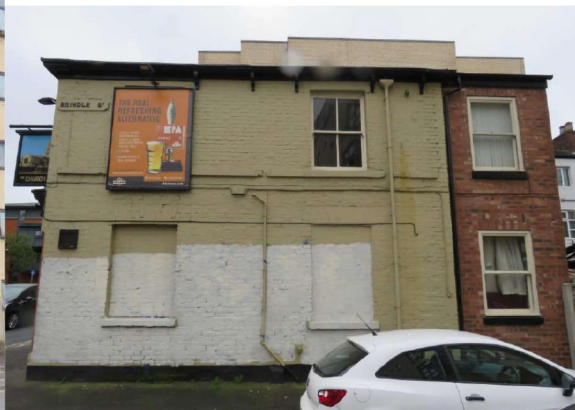
In light of the above, it is not believed that the loss of the public house is in itself a reason not to grant planning permission.

The Heritage of the Public House

The application is accompanied by a Heritage Assessment. The building was constructed in the c.1820's as a dwelling and was converted to a Public House in 1852. The principal elevation was replaced in 1900, hence the terracotta high level sign stating Church Inn 1900. A two storey extension to the rear was added in 1986. A single storey extension was added in 2007. The findings of the report are that the building frontage had some aesthetic value of local interest but did not meet the criteria for statutory listing.



(Front Elevation)



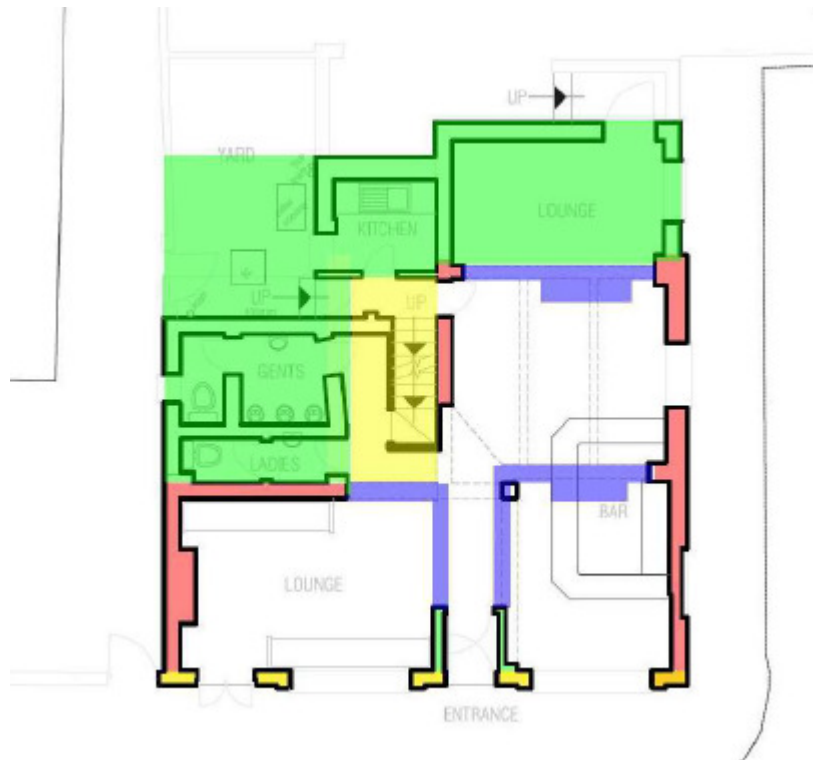
(Side Elevation from Brindle Street)



(Building from Rear)

(Side Elevation)

The internal ground floor layout of the building has been significantly altered. Whilst some features have been retained such as a tiled floor within the ground floor, most features of any historic nature have been removed.



(The ground floor plan dating to 2009 showing the c. 1825 parts shaded red, the former positions of original walls and chimney breasts shaded blue (now removed), the 1900 alterations shaded yellow, and modern extensions shaded green. This plan illustrates the substantial internal alterations that have taken place to the building.)



(Photos of the Ground Floor Bar)



(Photos of first floor accommodation)

Whilst it is acknowledged that the building may have some local value, the pub has been extensively altered both internally and externally over the years which has significantly undermined any original architectural quality or historic value of the building

Paragraph 197 of the National Planning Policy Framework states that the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining an 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.

The loss of the building which is not within a Conservation Area and does not meet the criteria for statutory listing, has been balanced against both its remaining value but also importantly the benefits and merits of the scheme. In this instance the loss of the building would facilitate redevelopment that would offer public benefits by leading to environmental improvements, increased vibrancy and vitality to the street scene and create direct and indirect employment through the operation of student accommodation and via the construction of the proposed replacement building has been assessed in line with guidance within the NPPF as being acceptable.

The applicant has stated that a feature installation of a model of the Church Inn will be kept in the reception area, this is depicted on visuals submitted, a condition requiring that this is adhered to is attached. Reference has also been made to the

reuse of elements of the existing façade within public seating and art works. Further details are to be required by condition.

Residential Amenity

The height of any building is itself unlikely to be an issue unless this generated material harm. A potential impact could be loss of light and / or overshadowing.

Loss of Light

Concerns were raised in relation to the original proposal with regards to loss of light to existing properties, in order to address this the applicant revised the scheme.

A daylight / sunlight study has also been submitted to accompany the revised scheme.

The daylight / sunlight assessment undertaken predicts the impact of the proposal on individual windows against the standards set out in the BRE Guide to Good Practice – Site layout Planning for Daylight and Sunlight Second Edition BRE Guide 2011.

This is a technical assessment and best practice for applications where there are potential impacts on 'light' to neighbouring properties.

The submitted daylight / sunlight study had used the following method to assess the impact on the surrounding properties:

Daylight

Vertical Sky Component (VSC) – This is a measure of the amount of sky visible from a centre point of a window. A window that achieves 27% or more is considered to provide good levels of light, but if with a development in place the figure is both less than 27% and would be reduced by 20% or more, the loss would be noticeable.

No Sky Line (NSL) – The no sky line is the divider between the part of the working plane from which a part of the sky can be seen directly and the part from which it can't. This is often given as a percentage indicating the area from which the sky can be seen, compared to the total room area. The deeper the no-sky line permeates the room, the brighter the scene appears. A room will appear gloomy if more than 50% of the working plane is beyond the no sky-line. The working plane is usually taken to be horizontal at 0.85m above the floor in houses.

The BRE Guide recognizes 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 locations 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 high density locations the corresponding ratio for building heights relative to distances of separation is frequently much greater than this.

The assessment in this application had assumed layouts for rooms in surrounding properties where it has not been possible to obtain the room layouts.

The study now submitted has also undertaken a Radiance analysis of the daylight to the kitchens in 2 – 12 Elmdale Walk. This analysis considers reflected daylight, not just direct skylight, and gives a more accurate representation of the retained light levels.

Sunlight

The BRE guidance sets out that if a habitable room has a main window facing within 90 degrees of due south, and any part of a new development subtends an angle of more than 25 degrees to the horizontal measured from the centre of the window in a vertical section perpendicular to the window, then the sunlighting of the existing dwelling may be adversely affected. This will be the case if the centre of the window:

- Receives less than 25% of annual probable sunlight hours, or less than 5% of annual probable sunlight hours between 21 September and 21 March and;
- Received less than 0.8 times its former sunlight hours during either period and;
- Has a reduction in sunlight over the whole year greater than 4% of annual probable sunlight hours.

Overshadowing

Section 3.3 of the BRE report gives guidelines for protecting the sunlight to open spaces where it will be required. This includes:

- Gardens, usually the main back garden of a house and allotments
- It is recommended that at least half of a garden or amenity area should receive at least 2 hours of sunlight on 21 March. Development impact will be noticeable where the area which can receive 2 hours of sun on 21 March is less than 0.8 times its former value.

Impact on each neighbouring development is set out below:

Cambridge House

There are 15 windows identified as being potentially affected at the student accommodation at Cambridge House. 5 bedrooms and 5 living kitchen diners facing Cambridge Street and 5 secondary side windows to the living kitchen diners set on the corner of the building facing towards the development. The VSC results show that all five bedroom windows would comply with BRE guidelines. The windows to the living kitchen diners would retain c. 70% of their former value. The windows facing Cambridge Street would still receive an appropriate level of daylight /sunlight having regards to the BRE guidance.

The development would see a reduction in the VSC of the side facing secondary windows to the living kitchen diners at Cambridge House beyond the BRE guidance, however, these are secondary windows to the kitchen living diners which have

generously sized dual aspect windows. These windows are to the communal areas of Student Accommodation, which forms temporary accommodation rather than a permanent place of residence.

Cambridge North Hall

The student accommodation is located to the east of the proposed development across Cambridge Street East.

82 windows tested for the vertical sky component, 54 (66%) would meet the BRE guidance with minor losses to 22 windows (a reduction of 20-29.99%) and moderate losses (a reduction of between 30 and 39.99%) to six windows. Sunlight to 78 windows was tested of which 73 (94%) would meet the BRE guidance for annual probable sunlight hours and 71 (91%) would meet the BRE guidance for winter sunlight hours

The affected windows predominately serve student bedrooms where the requirement for natural light is less in comparison to permanent residents. This is because the students occupying these rooms are transient and usually occupy rooms for a maximum of nine months. In addition, students typically follow living patterns that differ from that of a more traditional dwelling.



Cambridge South Hall

The student accommodation is located to the south-east of the proposed development. Analysis shows that all windows tested comply with the BRE Report guidelines for both daylight and sunlight amenity.



Opal Hall, Cavendish Street

The student accommodation is located to the south of the proposed development. The windows facing the development all appear to serve bedrooms. VSC results show that all windows tested comply with the BRE Report guidelines for both daylight amenity. None of the windows facing the development are orientated in a southerly direction and therefore sunlight amenity has not been assessed.

Manchester House, Cavendish Street

Manchester House is student accommodation which sits immediately to the south of the development site.

There are 20 bedroom windows to the student accommodation at Manchester House that were assessed for impact (10 facing Cambridge Street and 10 facing north towards the development site). With regards to daylight 5 out of the 20 windows would comply with the BRE report guidelines for daylight amenity. The fifteen remaining windows retain between 40% and 76% of the VSC.

The daylight / sunlight report investigates how much of a VSC would remain if a development identical (same height/size/distance from the shared boundary) to the building at Manchester House were in place on the development site. The figures show the windows at Manchester House receiving a comparable VSC due to the proximity of the development proposals to the shared boundary.

The affected habitable windows serve student bedrooms where the requirement for natural light is less in comparison to permanent residents. This is because the students occupying these rooms are transient and usually occupy rooms for a maximum of nine months. In addition, students typically follow living patterns that differ from that of a more traditional dwelling.

In terms of sunlight, none of the windows analysed are orientated within 90 degrees of due south and as such do not require assessment with regards to the BRE guidance.



44 Cavendish Street

This property is located to the south west of the proposed development. The property accommodates three flats on the upper floors, served in parts by windows on the rear elevation facing the development site. The living rooms to these flats overlook Cavendish Street and are unaffected. The VSC analysis shows that two windows, serving two bedrooms would have a 70% of their former VSC, rather than 80%. It is, however, considered that the retained VSC figures are consistent with an urban environment.

The daylight distribution results show that one second floor kitchen would fall marginally below BRE guidelines at 77% of the former value.

In terms of sunlight, again, none of the windows analysed are orientated within 90 degrees of due south and as such do not require assessment with regards to the BRE guidance.

The conclusion of the assessment is that only two windows at 44 Cavendish Street would be impacted by the development in terms of loss of light. This is to the 2 habitable windows on the rear of the building. On balance and given the limited impact overall it is not considered this would warrant a reason for refusal, particularly given the other significant benefits of the scheme.



2 – 12 Elmdale Walk

These flats are immediately west of the proposed development. The assessment found that the kitchens windows to 2, 4, 6 and 8 Elmdale Walk will all comply with the VSC and daylight distribution analysis. The kitchen windows to 10 and 12 Elmdale Walk would have retained daylight amenity that are commensurate with an urban location and that the Radiance analysis shows that daylight within most of the kitchens will not be materially affected by the development proposals.

In terms of sunlight, none of the windows analysed are orientated within 90 degrees of due south and as such do not require assessment with regards to the BRE guidance.



With regards to an assessment of overshadowing of private gardens and communal amenity areas results show that all areas would full comply with the BRE Report guidelines for sunlight amenity, receiving well in excess of 2 hours direct sunlight to at least 50% of their areas on March 21st.

Light to windows to Manchester House, 44 Cavendish Street and less so at Cambridge House and at 2 – 12 Elmdale Walk would be affected by the development proposals, however, the loss of daylight to student accommodation and to four windows to the flats, beyond that set out in the BRE guidance. This is not considered, having regard to all other matters to be sufficient to refuse planning permission, this includes the overall benefits of developing the site and the regeneration benefits for the local area.

It is also recognised that this site is not within a traditional suburban location; its context being more urban with higher density development and of a tighter knit grain. The BRE guidance advocates flexibility in such situations, it is considered the relationship to surrounding developments responds to its location and particular characteristics.

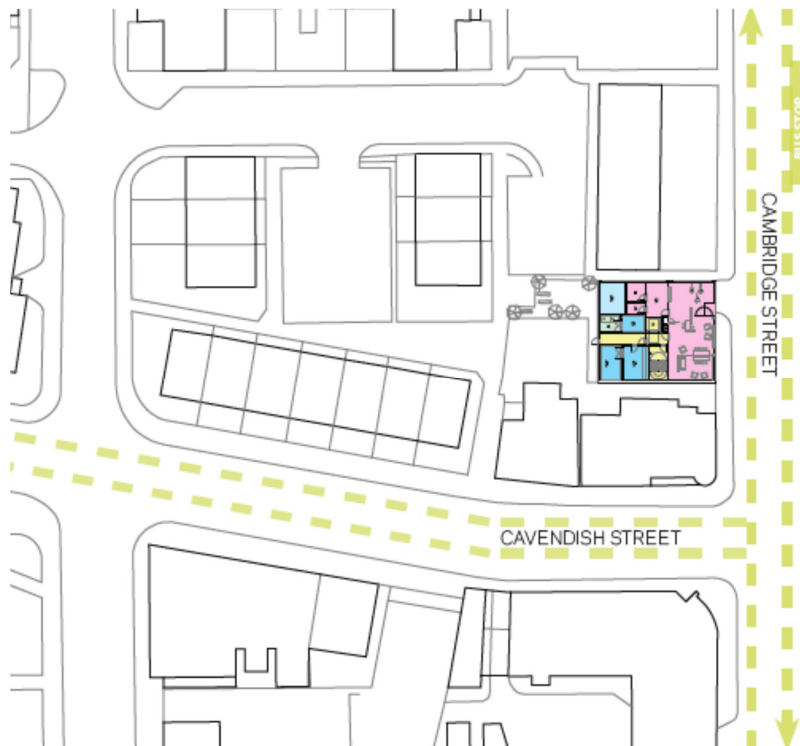
Loss of privacy

The community statement submitted to accompany the application states that the Alumno Group recognised that respondents to previous pre-planning consultations were concerned that adjacent properties could be overlooked by the proposed building on the site of the Church Inn. This was also cited in the objections to the previously submitted schemes.

The applicant states that the building has been designed in a sensitive manner to ensure that no properties would be directly overlooked.



The site plan included above shows the relationship of the building to the site boundaries. The second plan below also shows the proposal in a wider context.



The ground floor window to the north overlooks the existing alleyway that provides pedestrian access to Dalesman Walk. Cambridge House has windows that face toward the development proposal. The clarification information submitted shows 8 windows proposed to the north elevation – 1 for each common space. These windows are approximately 400mm high, set approximately 800mm above floor level to aid with privacy while providing view and light within the opaque non-vision glass wall. When in the common space, occupants will see only the 400mm high slot window set within a standard plasterboard-finished wall.

The windows to the west elevation to the rear would be c.16.8m separation distance from the three storey flats, which is an identical distance from the existing student accommodation (as the proposal is in line with the neighbouring student accommodation at Cambridge House), preventing any undue overlooking.

The amenity space to the side of 2 – 12 Elmdale Walk is currently overlooked by existing windows within Manchester House and to 44 Cavendish Street. There would be additional overlooking of the garden space, however it is not considered that the view from windows proposed would cause such an undue impact as to warrant a reason for refusal in this particular context.

With regard to windows on the south elevation (facing Manchester House) these would be to a stair circulation core and would overlook the external wall of Manchester House which has ten windows to the westernmost part of the elevation separated by c. 5m. The windows are shown on plan to be full height and opaque. A condition shall be put in place to require that these windows are wholly opaque.

Whilst the proposed building would be close to surrounding property, the siting and layout provides an acceptable arrangement. The privacy distances provided in this city fringe context, the response of the building proposed to the heights of the buildings surrounding, and the orientation of each element of the development is considered to be in accordance with policies SP1, EN1 and DM1 of the Core Strategy.

Policy EN1 of the Core Strategy states that opportunities for good design, that enhances the overall image of the City, should be fully realised. This is reiterated within the Guide to Development in Manchester SPD along with the NPPF.

Overall, the development proposed would deliver a high quality building which has a clear contextual link to the Regional Centre, providing significant regeneration benefits.

Building Management

The application is accompanied by a detailed Management Plan. The applicant works alongside a facilities management company who have other student housing development in Manchester. There would be an on-site point of contact for 24 hours a day. The applicant states that the management company would have robust procedures in place to manage student behaviour. They reiterate that students will not be allowed to bring to the site or park locally (with the exception of students requiring accessible accommodation). During the move in / move out process over two weekends in the academic year arrivals will be staggered and additional staff will be employed to minimise disruption, further details of this will be required by condition. Tenancy agreement will have regards to noise and anti-social behaviour. There will be rules and regulations relating to the property, local neighbourhood consideration, parking rules and enforcement measures. Should there be any serious incidents, ongoing or repeated complaints received from local residents about a student, the student will be treated as having a serious breach of the tenancy agreement which in turn will trigger the landlord to make an application to the court for possession of the accommodation.

Servicing

The clarification information submitted sets out an agreed position with the Highway section and One Manchester with regards to the servicing of the premises. This should not cause any further undue impacts upon the residential amenity of surrounding properties than the current arrangements in relation to other student accommodation fronting Cambridge Street.

Refuse collection is to be from Higher Cambridge Street outside of peak hours (i.e. before 7:30am and after 10:00am). Refuse will be collected twice a week, at the same time as the adjacent Manchester House student accommodation (i.e. Tuesday and Thursday mornings, before 7am).

A parking bay is proposed to the rear of the building, within the application site boundary (and land controlled by the applicant). Access to the parking bay will be

closely managed by building staff, and it will only be used for planned maintenance and servicing (e.g. of fire alarms, lifts etc) on an ad hoc basis.

Deliveries to resident students will be the responsibility of the students themselves. It is likely that these deliveries will take place from either Higher Cambridge Street or to the rear of the property on Chevril Close. All delivery drivers will be expected to adhere to any existing traffic and parking controls, or risk enforcement. Highways officers have confirmed that any increase in traffic generation as a result of the proposals (including deliveries) can be absorbed into the existing network.

A condition requiring the details of the servicing strategy is required.

Construction Disturbance

Disturbance associated with redevelopment of the site and in relation to the location of the storage of materials during construction which would be addressed as part of the Construction Management Plan condition.

Trees, Landscaping and Public Realm

Two category B trees (a Wild Cherry and Grey Elder) to the rear of the site near Elmdale Walk would be lost as a result of the development. Compensation should be sought for any tree losses. The arboricultural report submitted to accompany the application recommends mitigation for the loss of the trees in the form of tree planting. Plans now received include 5 trees to the rear. A condition requiring greater detail of the landscaping proposals for the rear amenity space is required, this should include detailed designs of the seating proposed which should be designed to be age-friendly.

Ecology

An ecological assessment of the site has been undertaken by suitably qualified consultants and was to appropriate standards. No ecological issues have been identified, however, Greater Manchester Ecology Unit recommend a condition relating to the provision of a scheme for Biodiversity Enhancement as set out in the submitted Ecological Assessment. (2 bird boxes to be installed).

Wind

A wind microclimate assessment has been submitted to assess the impact of wind on the pedestrian environment within the site and its surroundings.

The proposed development is aligned such that its south facing façade is exposed to prevailing southerly winds, introducing the potential for flow acceleration at its south-eastern and north-western corners.

The direct exposure to prevailing winds creates a pressure drop downstream. The air is thus forced to gain speed around the corner, leading to increased wind speeds and less comfortable wind conditions.

The proposal responds to the wind assessment in order to mitigate potential impact through certain design measures including the positioning of the primary entrance and the location of the amenity space. No mitigation measures have therefore been recommended.

On this basis the scheme proposed is considered to be acceptable in relation to the local wind environment.

Noise

A Noise Assessment Report was submitted to accompany the application that assesses noise breakout and the protection afforded to residents of the development from outside noise. This has been considered by Environmental Health who are satisfied subject to the imposition of a condition requiring compliance with the measures set out in the report.

The application also includes a management strategy, which sets out that on signing the tenancy agreement students will have to have regards to noise and anti-social behaviour. There will be rules and regulations relating to the property, local neighbourhood consideration, parking rules and enforcement measures. Should there be any serious incidents, ongoing or repeated complaints received from local residents about a student, the student will be treated as having a serious breach of the tenancy agreement which in turn will trigger the landlord to make an application to the court for possession of the accommodation.

Highways

The scheme has been assessed as having an acceptable impact in terms of it being in a sustainable location within walking distance of the City Centre core, Oxford Road Corridor and MMU Birley Campus which places no pressure on the highways network. There is no parking at any time on Cambridge Street and there is a residents parking scheme in operation in the area.

The Highway Authority suggest conditions relating to off-site Highways Works, to include works to resurface footways and to provide an on street disabled accessible car parking space. The wording of the condition relating to the disabled accessible spaces shall also include a requirement to explore whether or not there is an additional scope to provide further disabled parking bays. Conditions would also be required for a pick up / drop off strategy, for construction management and to ensure travel planning occurs in line with the Travel Plan submitted (welcome pack, communal noticeboards, email updates, calendar of events, cycle parking provision and encourage use of city car club). The applicant is agreeable to undertaking the works required.

An agreed position has been reached in relation to the servicing as set out above. A condition requiring the details of the servicing strategy is required.

Cycle Parking

Cycle storage for 12 cycles is shown within the ground floor reception area. A Brompton Dock offering a further 8 spaces will be located on campus in a location to be determined. Whilst it is acknowledged that the footprint of the building and the uses within constrain the ability to provide higher numbers of on-site cycle parking spaces, the question has been asked of the developer as to how they could increase cycle parking numbers, given the policy drive to move residents to sustainable modes of transport, including the use of the cycle. The recommendation of approval includes a condition to ensure that the level of cycle parking provision is increased.

Climate Change

The combined use of passive design, energy efficiency building services and low and zero carbon technologies would achieve an overall reduction in regulated carbon emissions of 28%, exceeding the City Council's reduction targets, including an air source heat pump. The building would be BREEAM Very Good with a predicted score of 60.3% (55% is required for Very Good).

Air Quality

An Air Quality Assessment has been submitted with the application. The Assessment concludes that overall, the construction and operation air quality effects of the proposed development would not be significant. The assessment has been considered by Environmental Health and the development is considered to be Policy EN16 compliant subject to adherence to the mitigation measures set out within the submitted report, namely stakeholder communications, dust management, travel planning and construction management. A construction management and travel planning condition are recommended.

Waste

Bin provision will be provided within each cluster kitchen for general food/waste, paper and card and glass and tins. It would be the responsibility of the students to pre-sort the waste into the correct bins. The students would then transfer waste to the ground floor secure bin store, which is located to the west of the building footprint, regularly, to be inspected by the management company.

The management company propose to ensure bins are taken to the collection points to be emptied and returned to the bin store. The bins would be collected by a contracted waste transfer company twice weekly. The bin need has been calculated to be will 2 1280 litre bins (1 x General Waste and 1 x Mixed Recycling). Further information is required with regards to pulpable waste, hence a condition requiring these details prior to commencement of development.

Crime and Disorder

A recommendation of the Crime Impact Statement is to secure the pathway connecting Cambridge Street with Elmdale Walk. Gating of this route does not form part of the planning submission. The applicant is hesitant to close the pathway off as it is an existing right of way for residents to access the City Centre and as it constitutes an existing right of way the City Council would not wish for this route to be

closed. The pathway would be overlooked by the proposed development and measures will have to be introduced to ensure the security of this route (including CCTV) to the satisfaction of Greater Manchester Police.

A Crime Impact Statement has been prepared by Greater Manchester Police and explains how the design may contribute to, or mitigate against, crime and anti-social behaviour. A condition requiring the achievement of a Secure by Design accreditation will be attached to any consent granted.

Disabled Access

The development has been designed to take into account the Equality Act and Part M of the Building Regulations. The site is generally flat, all pedestrian routes to the building connect with level access into the building. The development will also incorporate a digital Beacon system approach to aid wayfinding for partially sighted individuals.

An off site disabled car parking bay would be secured through a planning condition.

TV Reception

A baseline Television Reception Survey has been carried out. The report concludes and recommends mitigation measures should any interference be found, as follows:

- Whilst widespread interference to Freeview service reception is not expected, the development and use of tower cranes could cause interference to adjacent properties viewing Winter Hill transmissions on Cavendish and Higher Cambridge Street. Antenna betterment / repositioning should restore all services and is the simplest and most cost-effective mitigation solution. If this is required, it is advised that a registered antenna installer undertakes all required work.
- The development and use of tower cranes could cause interference to digital satellite reception within 90m to the immediate northwest of the site. Whilst it was not possible to locate all satellite dishes during the survey as it is expected that most were located on rooftops, dish relocations to positions where views to the serving satellite remain unobscured should restore all services and is the simplest and most cost-effective mitigation solution. If this is required, it is advised that a registered antenna installer undertakes all required work.
- Radio services should be unaffected by the proposed development

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.

Drainage / Flooding

The site falls within Flood Zone 1 and is at low risk of flooding, the applicant has provided a Flood Risk Assessment and drainage strategy to accompany the application. Following receipt of these documents the Councils Flood Risk Management Team raise no objections to the proposals and have recommended a number of conditions be attached to any approval. The application proposals are therefore considered to accord with policy EN14 of the Core Strategy.

Infrastructure

The proposed development is in walking distance of local shopping parades, Asda Hulme and the City Centre, as such it is considered that the scheme would be well catered for by existing infrastructure and that the small increase in student numbers would not have a detrimental impact.

Comments on the proposal

Responses to representations received are contained within the main body of the report. The only comments not already addressed relate to:

- The location of the landscaped amenity area outside an area within the applicants control. The land is to be secured by the applicant from Manchester City Council, this is disputed by a neighbour who believes they have a land interest. This is a matter that needs to be resolved by the applicant.
- The letters of support referencing a provision of funding from the applicant to One Manchester Housing Association. Whilst a letter of support from One Manchester has been submitted which refers to funding, this is separate from the planning application process as it is not a requirement of the scheme to mitigate against any impacts that the development may have.

Conclusion

As noted above, it is recognised the proposal has raised concerns; most notably due to the loss of the former public house and potential impact on residents from loss of light. As set out in the report the former public house, which has some local value, has been subject to significant alteration over time. The exception being the front façade which dates back to 1900. Internally very little remains of the original structure. The use itself ceased in 2016 and it is understood no interest was forthcoming when marketed.

The applicants confirmed that it was not viable or feasible to reuse the existing building as part of the development due to the extent of the existing basement, the impact that piling for the new building's structure would have on the existing building and the constraints of the existing building.

It is proposed, in recognition of the former use to place a model in the reception area for so long as the use is in operation and to utilise elements of the façade for public seating and art.

The potential impact on loss of light has been fully assessed. The conclusion is that all but four windows in nearby apartments would be unaffected, of the four windows,

two windows would be impacted by the development in terms of loss of light. On balance and given the limited impact overall it is not considered this would warrant a reason for refusal, particularly given the other significant benefits of the scheme.

The impacts, both the loss of the former public house and light, together with all other impacts have been fully assessed and balanced against the merits and benefits of the proposal.

With an identified need for University supported purpose built student accommodation, the proposal would deliver a high specification development in a highly sustainable location that also responds to its location on the corridor.

The development proposals would result in the loss of 2 trees, however, the trees are of low amenity value and an appropriately detailed replacement strategy can maximise high quality site landscaping that will benefit the visual amenity of the local area.

On balance, the proposals are considered to be consistent with Core Strategy Policies SP1, EN1, EN2, EN3, EN4, EN6, EN9, EN14, EN15, EN16, EN17, EN18, EN19, T1, T2, DM1 and H12 and Saved Unitary Development Plan Policy DC26.

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

Recommendation APPROVE

Article 35 Declaration

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. The proposal is considered to be acceptable and has been determined in 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

- Location Plan (drawing no. PL 001)
- Topographical Survey (drawing no. PL 002)
- Elevation East Existing (drawing no. PL 003)
- Elevation South Existing (drawing no. PL 004)
- Elevation West Existing (drawing no. PL 005)
- Elevation North Existing (drawing no. PL 006)
- Plan & Elevations – Demolitions (drawing no. PL 007)
- Plan Level 1 (drawing no. PL 011)
- Plan Level 2 (drawing no. PL 012)
- Plan Level 3 (drawing no. PL 013)
- Plan Level 4 (drawing no. PL 014)
- Plan Level 5 (drawing no. PL 015)
- Plan Level 6 (drawing no. PL 016)
- Plan Level 7 (drawing no. PL 017)
- Plan Level 8 (drawing no. PL 018)
- Plan Level 9 (Roof) (drawing no. PL 019)
- Elevation East (drawing no. PL 030)
- Elevation West (drawing no. PL 032)
- Section A-A (drawing no. PL 040)
- Section B-B (drawing no. PL 041)
- Section C-C (drawing no. PL 042)
- Section D-D (drawing no. PL 043)
- Section E-E (drawing no. PL 044)
- Section F-F (drawing no. PL 045), Dated 5th December 2019
- Design & Access Statement, prepared by Carson & Partners

- Planning Statement, prepared by Turley
- Statement of Community Involvement, prepared by Curtin&Co
- Transport Statement, prepared by Transport Planning Associates
- Framework Travel Plan, prepared by Transport Planning Associates
- Heritage Appraisal, prepared by Stephen Levrant Heritage Architecture
- Air Quality Assessment, prepared by Cundall
- Daylight and Sunlight Report, prepared by Consil
- Noise Impact Assessment Report, prepared by Cundall
- BREEAM Pre-Assessment Report, prepared by RPS
- Baseline Signal Survey & Television and Radio Reception Impact Assessment, prepared by GTech Surveys
- Energy Statement, prepared by Cundall
- Completed Waste Management Pro Forma and Refuse Strategy, prepared by Carson & Partner
- Flood Risk Assessment and Surface Water Drainage Strategy, prepared by Conisbee
- Sustainable Drainage Maintenance Plan, prepared by Conisbee
- Ventilation Strategy, prepared by Cundall
- Wind Microclimate Assessment Design Review, prepared by RWDI
- Note on anti-social behaviour
- Arboricultural Impact Assessment, prepared by TEP
- Ecological Assessment, prepared by TEP
- Bluetooth Low Energy Beacons for Church Inn, Manchester (Wayfinding Report), prepared by Danny Michael Ball
- External Lighting Strategy, prepared by Cundall (drawing no. SK_E004 Rev A)
- Broadband Connectivity Assessment, prepared by Cundall
- Feasibility Report, prepared by Jenics
- Traffic Analysis Report, prepared by Cundall
- Local Business Survey, prepared by Jeremy Leach Research
- Study of Need, prepared by Jeremy Leach Research
- The Impact of Higher Education on the Economy of Manchester, prepared by Jeremy Leach Research
- Management Plan, prepared by Homes for Students

- Letter from One Manchester (dated 13 August 2019)
- Phase 1 Geo-Environmental Desk Study, prepared by Wardell Armstrong
- Phase 2 Site Investigation Report, prepared by Ground Engineering
- Crime Impact Statement, prepared by Greater Manchester Police: Design for Security
- Clarifications Report, prepared by Turley Planning reference GL L3003 dated 25 Mar 2020
- Elevation South (drawing no. PL 031) Rev A
- Elevation North (drawing no. PL 033) Rev A
- Plan Level 0 (drawing no. PL 010) Rev A dated 25 March 2020

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) Above-ground construction works shall not commence until samples and specifications of all materials to be used in the external elevations and hard landscaping around the buildings as detailed on the approved drawings have been submitted to and approved in writing by the City Council as local planning authority. Thereafter the development shall be carried out in accordance with those details.

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

4) The development hereby approved shall only be carried out in accordance with the recommendations of the Crime Impact Statement prepared by Greater Manchester Police and shall not be occupied or used until the City Council as local planning authority has acknowledged in writing that it has received written confirmation of a secure by design accreditation.

Reason - To reduce the risk of crime pursuant to Policy DM1 of the Adopted Core Strategy for the City of Manchester.

5) The development hereby approved shall achieve a post-construction Building Research Establishment Environmental Assessment Method (BREEAM) rating of at least 'Very Good'. A post construction review certificate shall be submitted to and approved in writing by the City Council as local planning within six months of occupation.

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

6) No drainage shall be installed until the full details of a surface water drainage scheme has been submitted to and approved in writing by the City Council as local planning authority.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to Policy DM1 in the Core Strategy Development Plan Document and the policies and guidance within the NPPF and NPPG.

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

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

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to Policy DM1 in the Core Strategy Development Plan Document and the policies and guidance within the NPPF and NPPG

8) 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.

9) No removal of or works to any hedgerows, trees or shrubs shall take place during the main bird breeding season 1st March and 31st July inclusive, unless a competent 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 the local planning authority.

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

10) Prior to occupation further details of hard and soft landscaping treatment (to include the detailed design of the seating proposed) shall be submitted. Landscaping shall be implemented not later than 12 months from the date the buildings are first

occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

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

11) Notwithstanding the details included on the plans submitted further details increasing the amount of bicycle parking available shall be submitted in writing to the local planning authority for approval. These details shall be implemented in full and made available for use prior to first occupation of the development hereby approved. The approved scheme shall remain available for use whilst the development is occupied.

Reason - To ensure there is adequate bicycle parking provision, pursuant to policies DM1, T1 and SP1 of the Manchester Core Strategy.

12) Prior to the occupation of the development, a scheme of highway works, in order to provide an adequate pedestrian and vehicular environment in the vicinity of the application site, shall be submitted for approval in writing by the City Council, as Local Planning Authority.

For the avoidance of doubt this shall include the following:

The footway across the perimeter of the site be resurfaced as part of the development.

The provision of on street disabled car parking spaces (these spaces shall be retained and permanently reserved for use by disabled persons);

The approved scheme shall be implemented and be in place prior to the first occupation of the residential element of the development hereby approved 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)

13) Within six months of the first use of the development, a revised Travel Plan which is consistent with the Framework Travel Plan submitted as part of the application and which takes into account the information about travel patterns gathered following the opening of the building shall be submitted to and approved in writing by the City Council as local planning authority. Any Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full at all times when the development hereby approved is in use.

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

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

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

15) Prior to occupation a scheme for the Biodiversity Enhancement Measures, as set out in section 6.5 of the Ecological Assessment Survey by TEP dated May 2018 (ref: 6964.001) shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented prior to first occupation of the development (or in accordance with a phasing plan which shall first be agreed in writing with the local planning authority) and shall be retained thereafter.

Reason: With regards to biodiversity enhancement, in accordance with policy EN15 of the Core Strategy and the National Planning Policy Framework.

16) Prior to the first occupation of the student accommodation, a detailed servicing strategy (including refuse collection) shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved strategy, including, shall be implemented and be in place prior to the first occupation of the student accommodation and thereafter retained and maintained in operation.

Reason - To ensure appropriate servicing 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).

17) a) Prior to the commencement of the development, 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, 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).

18) The approved noise insulation scheme shall be completed before any of the dwelling units are occupied.

Reason - To secure a reduction in noise from Cambridge Street; in order to protect future residents from noise nuisance, pursuant to policies SP1, H1 and DM1 of the Core Strategy.

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

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

20) Prior to the commencement of the development hereby approved a scheme for the storage and disposal of refuse shall be submitted to and approved in writing by the City Council as local planning authority. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

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

21) 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.

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

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

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

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.

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

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

24) Assess the impact of the development on television signal reception within the potential impact area identified in the Pre-Construction Signal Reception Impact Survey within one month of the practical completion of the development or before the development is first occupied, whichever is the sooner, and at any other time during the construction of the development if requested in writing by the City Council as local planning authority in response to identified television signal reception problems within the potential impact area. The study shall identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out 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 ensure that the development at least maintains the existing level and quality of television signal reception, pursuant to Policy DM1 of the Core Strategy for the City of Manchester.

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

Reason - In the interest of visual amenity, pursuant to policy DM1 of the Core Strategy.

26) Prior to the first occupation of the use hereby approved, the applicant will display a model of the former Church Inn within the reception area. The model shall be displayed for so long as the use is in operation.

Reason - To commemorate the history of the site by means of model, pursuant to Policy SP1, EN1 and EN3 of the Core Strategy.

27) Prior to first occupation further details of the use of elements of the existing façade within public seating and art works shall be submitted in writing to the local planning authority.

Reason - To commemorate the history of the site, pursuant to Policy SP1, EN1 and EN3 of the Core Strategy.

28) The windows to the south elevation marked as opaque on drawing reference PL031 Rev A and the windows to the north elevation marked as opaque on drawing reference PL033 Rev A should be obscurely glazed. The windows shall be obscure glazed to a specification of no less than 5 of the Pilkington scale and shall be retained at all times thereafter.

Reason - In the interests of residential amenity and to ensure a satisfactory development, pursuant to policy DM1 of the Core Strategy for the City of Manchester.

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: 125654/FO/2019 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:

**Greater Manchester Ecology Unit
Highway Services
MCC Flood Risk Management
Environmental Health
Greater Manchester Police**

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

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