

Application Number	Date of Appln	Committee Date	Ward
135576/FO/2022	23 Nov 2022	1 June 2023	Ardwick Ward

Proposal Erection of part three storey, part six storey purpose-built student accommodation (sui generis) with 172 beds in a mix of studio and cluster units, together with ancillary facilities, shared amenity space, site access and other associated works following demolition of existing buildings

Location 88-90 Carmoor Road, Manchester, M13 0FB

Applicant Tiger Developments Limited

Agent Miss Madeleine McCoy, Maddox and Associates Ltd

Executive Summary

Full planning permission is sought for the demolition of a number of existing buildings, including a car repair garage, a residential building containing 4 vacant flats and a vacant children's day nursery, in order to facilitate the erection of a 3-6 storey building to form purpose-built student accommodation (sui generis) comprising a total of 172 student bedrooms.

130 representations have been received, 129 of which object to the proposed development, along with a third-party objection on behalf of Afro Caribbean & Friends Community Association (ACFCA). 1 further objection has been received from a patron of the community centre following the submission of revised details and a further period of re-notification.

The key issues arising from the proposal relate to the impact of the proposal on the amenity of neighbouring occupiers, the need for purpose-built student accommodation (PBSA), design and the regeneration benefits of the scheme. These matters are dealt with in detail within the main report.

Description

The application site is situated to the western side of Carmoor Road and measures approximately 0.2 hectares in area. The site can be accessed via Autumn Street off Upper Brook Street to the west and from Carmoor Road to the east.

The site, which is not allocated for any specific use, comprises a number of existing buildings, including a car repair garage with parking forecourt, a residential building containing 4 vacant flats, and a part two, part three storey building housing a vacant children's day nursery, with ancillary garden/landscaped areas.



View of existing buildings from Carmoor Road

The site is bounded to the north by a two-storey community centre, managed by the West Indian Organisations Coordinating Committee (WIOCC). Further to the north and the west, the site is flanked by a large, student halls of residence, ranging from 3-6 storey in height and is served by a rear parking area accessed via an under-croft from Blackstock Street.

To the south, fronting Hathersage Road, is a 2 storey parade of commercial units with residential flats above. The parade is neighboured by a 3 storey block of student flats to the south-west, at the corner with Upper Brook Street.

To the east, on the opposite side of the road is a car park associated with Octagon House which has an extant planning permission for an energy centre.

The site is situated adjacent to the defined Oxford Road Corridor regeneration area. Manchester University NHS Foundation Trust hospital and associated uses are located a short distance to the west along Upper Brook Steet and Oxford Road.

In terms of further uses within the immediate surroundings, the area includes various residential and commercial uses, including offices, a multi storey car park, local shops and hot food takeaways. Opposite the site to south-east at the corner of Carmoor Road and Hathersage Road is Octagon House – a prominent, multi storey, office building.

The Proposal

Planning permission is sought for the erection of a building ranging from 3 to 6 storeys in height to form purpose-built student accommodation (sui generis), following demolition of the existing buildings.

The proposed accommodation comprises 172 bedrooms within a mix of studio and cluster units, alongside ancillary facilities and shared amenity space.



Image of proposed Carmoor Road elevation

The proposed development is intended to be car-free and as such no dedicated vehicular access or parking is included. Accessible parking is proposed through the inclusion of on-street bays to front of the building along Carmoor Road, together with a loading bay to accommodate both servicing and refuse collection vehicles.

A proportion of the units/beds are intended to be the subject of a nomination agreement with the University of Manchester. A letter of support from the University for the proposed development has been submitted.

The applicant intends to include affordable provision as part of the proposal, targeting a rental of 80% market rent. If a nomination agreement is not reached, the applicant would still look to provide an affordable element as part of the proposed development. Discussions are ongoing with the Universities.

The current proposal represents a revised design to that originally submitted.

Following ongoing discussions with the applicant, a revised design has been submitted.

In addition, further technical information has been submitted in relation to a sunlight/daylight and noise assessment to counter concerns raised by patrons of the neighbouring community centre, as well as revised cycle storage details.

Consultation & Publicity

The proposal has been advertised in the local press (Manchester Evening News) as a major development. A site notice has also been displayed at the application site.

Consultations & Notification Responses

Local Residents/Occupiers – In response to the application as originally submitted, 130 representations have been received, comprising 120 objections and 1 neutral response. Nearly all objections relate to those associated with the neighbouring West Indian Community Centre (WIOCC). Comments are summarised below:

-Student accommodation is too close to social club and will lead to noise conflict between student and users of the centre. The African community that uses the centre hold events in the evenings/early hours and weekend. Events create a lot of noise and could disturb students, leading to conflict.

-Parking for service vehicles and service providers such as cleaners, gardeners, waste removers does not appear on the plans.

-The developer has planned for a very small layby which is located dangerously next to the main entrance on Carmoor Road. Refuse vehicles are expected to be turning in this narrow street and provide servicing. The increase in large vehicular use will put road users at risk.

-There is insufficient parking for students, visitors, taxis and deliveries, particularly in an age of online shopping and food deliveries.

-The environmental impact of the development is not acceptable in terms of trees, greenhouse gases and global warming.

-The development has not made provision for service contractors to have access to water. A water source is necessary not only for the cleaners but in situations where the place must hose down or plants watered.

-There is enough student accommodation in the area.

-The waste bin provision is inadequate in volume.

-The height of the development would swamp the West Indian centre and block sunlight to the centre.

-It is important that the residents' windows do not look directly into the centre.

-There are enough student flats surrounding the centre. Vital housing for families within the locality is required, not students who not have any vested interest in the area.

-The application does not explicitly address the impact of daylight and sunlight on the neighbouring community centre. It has addressed the impact of daylight and sunlight on properties on Hathersage Road, which are located further away from the development, but not the centre.

-The application does not show explicitly how the new development will alleviate the social housing problems in the area.

-The developers have not addressed the impact of the development on community space like parks, doctors' surgeries, schools' dentist and pharmacies.

-The Noise Impact Assessment is not robust. There is concern that noise generated by the centre would lead to conflict with future student occupiers due to the disturbance created.

-The community centre should not be removed.

-There has been insufficient community involvement about the proposal.

-Building student accommodation next to the centre will destroy the culture, history, diversity of the local black and ethnic minority community.

Amongst the representations, a response has also been received from a third party acting on behalf of the Afro Caribbean & Friends Community Association (ACFCA). ACFCA is a self-funded charitable organisation run by volunteers that relies on income derived from the Community Centre building on Carmoor Road.

Specific concerns are raised about the lack of community consultation, the impact of the proposed development upon daylight and sunlight levels on the neighbouring community centre building, including the effects upon the associated community garden area and the ability to grow the plant choices of patrons. Concerns are also raised about the adequacy of the submitted Noise Impact Assessment and that full account has not been taken of the full range of events and the timing of events held at the community centre and the noise generated. There is concern that noise generated by the use of the community centre would affect operations if the proposed development is not satisfactory acoustically insulated.

Following the receipt of revised drawings and information and a further period of neighbour re-notification, 1 additional comment has been received which raises concerns based on the misunderstanding that the existing, neighbouring community centre is proposed to be lost as part of this proposal.

Highway Services – The following comments are made:

Trip Generation and Junction Capacity

The development proposal is for a car-free development, which is acceptable in principle, given the sustainable location and type of development. It is anticipated

that the proposal is unlikely to generate a significant increase in the level of vehicular trips and therefore there is no network capacity concerns.

Resident Management Strategy

It is suggested that all students will receive a letter prior to arrival advising of the Move In/Move Out Strategy and that there is no facility for onsite parking and advising them of the temporary use of the proposed layby on Carmoor for drop-off/pick-up. The proposed strategy should be conditioned.

Highway Safety

Highways have no concerns about highway safety issues within the vicinity of the site.

Site Accessibility

The site is well accessed by sustainable modes. Regular bus services are routed along Upper Brook Street and provide connections to the Universities, The Lowry, East Didsbury, Media City, Sale, Middleton and Cheetham Hill. Further bus stops are in place along Plymouth Grove and provide connections to Manchester City Centre.

Parking and Access

The development will provide two disabled parking spaces. Due to constraints on-site these will be located on-street at the site frontage to the south of the proposed service layby. This arrangement is considered satisfactory.

The applicant has confirmed that students will not be permitted to apply for a parking permit and this would be reflected within tenancy agreements. This is considered acceptable.

A new service layby will be installed along Carmoor Road. The applicant has confirmed that two-way traffic flow and pedestrian movements will not be impacted. It should be ensured that a 2 metre wide footway is in place for pedestrians. The layby will require a TRO to discourage long stay parking.

The existing vehicle access to the garage workshop on Carmoor Road will be removed and replaced with footway. If a dropped kerb is installed in this location it will need to be reinstated.

On-street Parking

It is recognised that whilst there is some spare capacity, although on-street parking is common, parking is close to capacity at times along Carmoor Road.

Cycle Parking

The proposed cycle storage provision is acceptable. The spaces will be in the form of covered to tiered cycle stores with a fob access.

Boundary Treatment

It is recommended that all fencing / railings adjacent to the adopted highway are visually permeable from a distance of 600mm upwards to ensure adequate visual permeability.

Refuse and Servicing

A bin store is located internally within the site. On collection day, on-site management will take the bins from the refuse store to the site frontage. It should be ensured that the bins are taken back to the bin store immediately after collection to ensure they do not impinge on pedestrian movements.

The proposals are for the refuse vehicle to access the site via the proposed serviced layby off Carmoor Road. Swept Path Analysis has been undertaken and demonstrates that a 11.5m refuse vehicle can safely enter and exit the loading bay.

A Waste Management Strategy has been produced for the site which is considered acceptable.

Travel Plan

A Framework Travel Plan (FTP) has been produced with the intention that a full Travel Plan (TP) will be prepared before occupation of the site. This should be conditioned if permission is granted.

Construction/Demolition Management

A Framework Construction Management Plan has been submitted that provides details of what it to be included in a full Management plan for the demolition phase and the main construction phase. Full details are required by way of a planning condition if permission is granted.

Environmental Health

No objection. Conditions are advised with respect to the requirement for a Construction/Demolition Management Plan, acoustic insulation, external plant insulation and site investigation of ground conditions and a scheme for any identified remediation. The submitted waste management strategy is considered acceptable.

Further information was requested in relation to an assessment of noise impact and specifically the impact from events arising from the community centre and the impact upon prospective student occupiers.

Following the submission of further information by the applicant including a Noise Impact Addendum Report, the impact of noise is considered satisfactory.

Flood Risk Management – Conditions are requested in relation to a scheme for surface water drainage and for subsequent maintenance.

United Utilities - Prior to the commencement of development, details of a sustainable surface water drainage scheme and a foul water drainage scheme should be agreed. A condition is recommended.

Greater Manchester Police (Design for Security) - The development should be designed and constructed in accordance with the recommendations and specification set out in sections 3 and 4 of Crime Impact Statement.

Greater Manchester Ecology Unit (GMEU) – The submitted Preliminary Ecological Appraisal indicates that further bat surveys are required.

If the development is likely to disturb a potential bat roost, then a full bat will be required. If bats are found on site under the Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019, a licence is required from the Natural England.

Neighbourhoods (Arboriculture) - There is potential for the proposed development to have a negative impact on the 9 off-site Cat C trees on the adjacent site. It is therefore requested that should the application be approved, that the applicant adhere to the submitted Arboricultural Method Statement to ensure the off-site trees are not damaged.

The planting scheme proposed is considered satisfactory.

Policy

Local Development Framework

The principal document within the framework is the Manchester Core Strategy which sets out the spatial vision for the City and includes strategic policies for development during the period 2012 – 2027.

'The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy replaces significant elements of the Unitary Development Plan (UDP) as the document that sets out the long term strategic planning policies for Manchester's future development.

A number of UDP policies have also been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must therefore be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents.'

The following policies within the Core Strategy are considered relevant:

Policy SP1 (Spatial Principle) refers to the key spatial principles which will guide the strategic development of Manchester together with core development principles. It is stated that developments in all parts of the city should create well designed places which enhance or create character, make a positive contribution to the health, safety and well-being of residents, consider the needs of all members of the community and protect and enhance the built environment. Further, development should seek to minimise emissions, ensure the efficient use of natural resources, reuse previously developed land wherever possible, improve access to jobs, services and open space and provide good access to sustainable transport provision.

Policy DM1 (Development Management) states that new development should have regard to more specific issues for which more detailed guidance may be given within supplementary planning documents. Issues include: the appropriate siting and appearance of development, the impact upon the surrounding area, the effects on amenity, accessibility, community safety and crime prevention, health, the adequacy of internal accommodation and amenity space and refuse storage/collection.

Policy H1 (Overall Housing Provision) - New housing will be predominantly in the North, East, City Centre and Central Manchester, these areas falling within the Regional Centre and Inner Areas of Manchester.

High density developments (over 75 units per hectare) are appropriate in both the City Centre and parts of the Regional Centre given the accessible location.

Policy H5 (Central Manchester) - over the lifetime of the Core Strategy, will accommodate around 14% of new residential development. Priority will be given to family housing and other high value, high quality development where this can be sustained. High density housing will be permitted within or adjacent to the Regional Centre (Hulme and the Higher Education Precinct) as well as within Hulme, Longsight and Rusholme district centres as part of mixed-use schemes.

Policy H12 (Purpose Built Student Accommodation) states that the provision of new purpose built student accommodation will be supported where the development satisfied the criteria below:

- 1. Sites should be in close proximity to the University campuses or to a high frequency public transport route;*
- 2. 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;*
- 3. Proposals that can demonstrate a positive regeneration impact in their own right will be given preference over other schemes;*
- 4. Proposals should be designed to be safe and secure for their users, and avoid causing an increase in crime in the surrounding area;*

5. *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;*
6. *Where appropriate proposals should contribute to the re-use of Listed Buildings and other buildings with a particular heritage value;*
7. *Consideration should be given to provision and management of waste disposal facilities;*
8. *Developers will be required to demonstrate that there is a need for additional student accommodation or that they have entered into a formal agreement with a University, or another provider of higher education, for the supply of all or some of the bedspaces; and,*
9. *Applicants/developers must demonstrate to the Council that their proposals for purpose built student accommodation are deliverable.*

Policy EC1 (Employment and Economic Growth in Manchester) looks to ensure priorities for economic growth, the Council will support significant contributors to economic growth and productivity including health, education, retailing, cultural and tourism facilities, and other employment generating uses.

Policy EC8 (Central Manchester) seeks to create a positive sense of place at the interface of the health and education institutions along Oxford Road and the residential areas, using design and public realm.

Policy T1 (Sustainable Transport) - The Council will support proposals that: - Improve choice by developing alternatives to the car. Promote regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services, particularly for those most in need and for those without a car. Improve access to transport services and facilities in order to enable disabled people and people with mobility impairments to participate fully in public life. Improve pedestrian routes and the pedestrian environment.

Policy T2 (Accessible Areas of Opportunity and Need) states that the Council will actively manage the pattern of development to ensure that new development: is located to ensure good access to the City's main economic drivers, including the Regional Centre, the Oxford Road Universities and Hospitals and the Airport and to ensure good national and international connections. Is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities. Particular priority will be given to providing all residents access to strategic employment sites.

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

Policy EN4 (Reducing CO₂ Emissions by Enabling Low and Zero Carbon Development) concerns reducing CO₂ emissions and states that where possible, new development and retrofit projects must be located and designed in a manner that allows advantage to be taken of opportunities for low and zero carbon energy supplies. The use of building materials with low embodied carbon in new development and refurbishment schemes is also sought.

Policy EN6 (Target Framework for CO₂ reductions from low or zero carbon energy supplies) - Applications for residential development of 10 or more units and all other development over 1,000 sq m will be expected as a minimum to meet prescribed targets, unless this can be shown not to be viable. This should be demonstrated through an energy statement, submitted as part of the Design and Access Statement. Such a statement will be expected to set out the projected regulated energy demand and associated CO₂ emissions for all phases of the development.

Policy EN8 (Adaptation to Climate Change) - All new development will be expected to be adaptable to climate change in terms of the design, layout, siting and function of both buildings and associated external spaces. In achieving developments which are adaptable to climate change developers should have regard to the following, although this is not an exhaustive list: Minimisation of flood risk by appropriate siting, drainage, and treatment of surface areas to ensure rain water permeability Reduction in urban heat island effect through the use of Green Infrastructure such as green roofs, green walls, increased tree cover and waterways The need to control overheating of buildings through passive design The opportunity to provide linked and diverse green space to enhance natural habitats which will assist species adaptation.

Developers will be permitted to use green infrastructure elements such as green roofs, green walls, street trees and waterways to contribute to compliance with CO₂ mitigation under Policy EN6, subject to sufficient evidence to quantify their contribution to compliance.

Policy EN9 (Green Infrastructure) - New development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function. Where the opportunity arises and in with current Green Infrastructure Strategies the Council will encourage developers to enhance the quality and quantity of green infrastructure, improve the performance of its functions and create and improve linkages to and between areas of green infrastructure. Where the benefits of a proposed development are considered to outweigh the loss of an existing element of green infrastructure, the developer will be required to demonstrate how this loss will be mitigated in terms of quantity, quality, function and future management.

Policy EN14 (Flood Risk) – refers to flood risk and amongst other issues states that all new development should minimise surface water run-off, including through Sustainable Drainage Systems (SUDS) and the appropriate use of green infrastructure.

Policy EN16 (Air Quality) – states that the Council will seek to improve the air quality within Manchester, and particularly within Air Quality Management Areas, located along Manchester's principal traffic routes. Developers will be expected to take

measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the use of the development itself.

Policy EN17 (Water Quality) states that developments should minimise surface water run-off and minimise ground contamination into the watercourse construction.

Policy EN18 (Contaminated Land and Ground Stability) - The Council will give priority for the remediation of contaminated land to strategic locations as identified within this document. Any proposal for development of contaminated land must be accompanied by a health risk assessment.

Policy EN19 (Waste) states that the Council will require all developers to demonstrate the proposals consistency with the principles of the waste hierarchy (prevention, reduction, re-use, recycling, energy recovery, and disposal). Developers will be required to submit a waste management plan to demonstrate how construction and demolition waste will be minimised and recycled.

In addition to the above, a number of UDP policies have also been saved until replaced by further development plan documents to accompany the Core Strategy.

Unitary Development Plan for the City of Manchester, 1995 (Saved Policies)

The below saved policies of the Unitary Development Plan are also considered relevant:

Policy DC26 (Noise) states that the Council intends to use the development control process to reduce the impact of noise on people living and working in the City. In particular, consideration will be given to the effect of new development proposals which are likely to be generators of noise.

The Guide to Development in Manchester (SPD) (2007)

The Guide to Development in Manchester is a supplementary planning document which contains core principles to guide developers. The document offers design advice and sets out the City Council's aspirations and vision for future development and contains core principles to guide developers to produce high quality and inclusive design. The principles that development should seek to achieve, include, character and context, continuity, and enclosure, ease of movement, quality of the public realm, diversity, legibility and adaptability.

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.

Places for Everyone Greater Manchester Joint Development Plan (Draft August 2021)

The draft version of the Places for Everyone Joint Development Plan was published in August 2021 and has been produced by Greater Manchester Combined Authority to provide a long-term plan for jobs, new homes, and sustainable growth for nine of Greater Manchester's districts. Once the Places for Everyone Plan is adopted it will form part of Manchester's development plan. As this plan is at an advanced stage it would now be considered as a material consideration for planning applications.

Manchester City Council Report for Resolution - Executive: Purpose Built Student Accommodation Manchester (December 2020)

This report acknowledges the significant economic contribution students make to Manchester whilst they live and study in the city. It also recognises the development of assets within the Oxford Road Corridor area is vital to capture the commercial potential of research and innovation and help to realise the economic potential of the Corridor.

The report states, a high-quality residential offer for students in appropriate locations, is critical for Manchester's Universities ability to attract and retain students in a global market and confirms that accommodation should be located in the areas immediately adjacent to the core university areas, principally the Oxford Road Corridor area.

National Planning Policy Framework

The central theme to the revised NPPF is to achieve sustainable development. The Government states that there are three dimensions to sustainable development: an economic role, a social role and an environmental role.

The Framework underlines a “presumption in favour of sustainable development”. This means approving development, without delay, where it accords with the development plan and where the development is absent or relevant policies are out-of-date, to grant planning permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the NPPF.

Sections 4, 5, 11 and 12 are considered relevant to the consideration of this application.

National Planning Policy Guidance

The Government produced a suite of documents to act as a live resource which set out advice and best practice on a wide range of planning issues following a detailed review of planning policy guidance as a way of streamlining policy.

The relevant sections/extracts of the NPPG are set out below:

Housing Needs of Different Groups

Strategic policy-making authorities need to plan for sufficient student accommodation whether it consists of communal halls of residence or self-contained dwellings, and whether or not it is on campus. Encouraging more dedicated student accommodation may provide low-cost housing that takes pressure off the private rented sector and increases the overall housing stock. Strategic policy-making authorities are encouraged to consider options which would support both the needs of the student population as well as local residents before imposing caps or restrictions on students living outside university-provided accommodation. Local Planning Authorities will also need to engage with universities and other higher educational establishments to ensure they understand their student accommodation requirements in their area.

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

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

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

- engineering: reducing the noise generated at source and/or containing the noise generated;
- layout: where possible, optimising the distance between the source and noise-sensitive receptors and/or incorporating good design to minimise noise transmission through the use of screening by natural or purpose built barriers, or other buildings;
- using planning conditions/obligations to restrict activities allowed on the site at certain times and/or specifying permissible noise levels differentiating as

appropriate between different times of day, such as evenings and late at night, and;

- mitigating the impact on areas likely to be affected by noise including through noise insulation when the impact is on a building.

Design states that where appropriate the following should be considered:

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

Air Quality – Guidance states that when air quality is considered relevant to a planning application, which includes when proposals:

- Give rise to potentially significant impact (such as dust) during construction for nearby sensitive locations;
- Significantly affect traffic in the immediate vicinity of the proposed development site or further afield; or
- Expose people to existing sources of air pollutants. This could be by building new homes, workplaces or other development in places with poor quality.

Principle

The proposed development would make efficient use of a previously developed site in a highly sustainable location, close to the main Manchester University campuses, within a reasonable walking distance of the Oxford Road corridor and university buildings.

The proposal is of a high-quality design of an appropriate scale and mass in this location and would positively contribute to the student accommodation supply in the city, by meeting a recognised quantitative and qualitative need for such accommodation and would reduce reliance on houses in multiple occupation, particularly in south Manchester.

The scheme would deliver significant economic, social and environmental benefits including job creation, spending in the local economy, provide a catalyst for further regeneration in the area, and upgrade the appearance of the site. On this basis, the proposal is considered to accord with relevant policy and guidance.

Specific planning issues, including the acceptability of purpose-built student accommodation and the impact to amenity and the operation of the highway is considered further below.

Principle of Purpose-Built Student Accommodation (PBSA)

Policy H12 of the Core Strategy is the main overarching development plan policy for PBSA, which should also be read in the context of the interim policy position on PBSA adopted by the Executive Committee in December 2020.

Subject to the criteria in the policy, such development could be supported. Priority is to be given to schemes that are part of the universities' redevelopment plans or which are being progressed in partnership with the universities, and which clearly meet the Council's regeneration priorities.

Policy H12 lists criteria developers are required to demonstrate that there is a need for additional student accommodation or that they have entered into a formal agreement with a university, or another provider of higher education, for the supply of all or some of the bedspaces.

It is considered that the proposal meets the policy criteria contained within policy H12 and as such, the principle of student accommodation on the site can be supported.

Taking each of the 10 criteria in turn, the following commentary and assessment is provided and which sets out why each policy requirement is met:

1) Sites should be in close proximity to the University campuses or to a high frequency public transport route which passes this area.

The site is close to the university campuses and within reasonable walking and cycling distances to the nearest university buildings. The site is also a short distance from the Oxford Road Corridor which links the site with the universities and which accommodates a number of high frequency bus services to the universities and beyond.

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 EN5.

An Environmental Standards Statement submitted as part of the application outlines how the proposed development would exceed the minimum standards set in current Building Regulations and also targets a BREEAM 'Excellent' rating.

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.

The proposal is commensurate in scale to neighbouring buildings, including existing student accommodation which flanks the site to the north and west which is of a comparable scale.

The site is close and within a reasonable walking distance to a range of amenities to the west along Oxford Road and a parade of local shops and food and drink businesses immediately to the south along Hathersage Road. A Tesco convenience store is located a short distance to the north along Upper Brook Street.

The location of the site is highly sustainable and accessible, within a reasonable walking distance of the universities and proximate to a range of bus services. The development would be marketed as car free. There would be two accessible parking spaces to the frontage along Carmoor Road. Ample cycle parking provision is contained within the site.

It is not anticipated that the proposal would lead to an increase in on-street parking. Tenancy agreements would stipulate that no provision is made for vehicle parking and the local residents parking scheme would exclude prospective occupiers.

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.

The proposed development would facilitate a number of regenerative benefits including, the redevelopment of a brownfield site, contributing to the shortfall in student accommodation in an appropriate and accessible location, the provision of affordable student accommodation, enhancing the appearance of the site, improving connectivity with the Oxford Road corridor and direct/indirect investment in the local economy.

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.

As outlined within the submitted Crime Impact Statement, the proposed development has been designed to be secured by design principles and would incorporate secure access both to the site perimeter and to the building, with 24 hour on-site management.

Increased pedestrian footfall and public realm improvements would improve natural surveillance to the immediate area and bring increased activity to local streets, to the benefit of public safety.

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.

The site layout, design, scale and appearance are considered acceptable and would be sympathetic to its surroundings.

The design of the fenestration has been subject to detailed negotiations to ensure a high-quality appearance and would set a benchmark for redevelopment opportunities nearby.

It has been demonstrated that the development would have an acceptable impact as a result of its physical appearance in terms of its form and massing and would not give rise to unacceptable amenity issues in relation to noise, over-dominance, overshadowing or overlooking.

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

There are no listed buildings or heritage assets at the site or within the immediate area that would be affected by the proposal. This policy criteria is not therefore relevant to the application site.

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.

A waste Management Strategy provides details of the number of receptacles and recycling arrangements, along with details of on-site management and collection. A dedicated refuse store is provided within the site. Refuse collection vehicles propose to use a lay-by adjacent to the Carmoor Road frontage.

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

The Executive Report to Committee, December 2020 refers to a revised approach to PBSA, with support given to new accommodation in close proximity to university campuses, such as that proposed.

The report references an earlier Executive Report to Committee in November 2019 which refers to evidence that suggest that Manchester needs a more diverse pipeline of new PBSA to help stabilise rental growth and to meet the needs of students at an affordable price.

The report acknowledges that there is a need to replace existing poor quality stock and that PBSA development will not only provide accommodation for increasing number of students, but will also replace existing poor quality stock.

Given the policy background and the report to Executive which form important material considerations in decision making for new student accommodation, there is recognition that there is a need for further student accommodation in the city.

The applicant has also formally engaged with the University of Manchester who express support for the proposal and have provided a letter which has been

submitted as part of the current application. On this basis, it has been satisfactorily demonstrated that the policy requirement has been satisfied.

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

The provider Host who is affiliated with the applicant has a track record of delivering similar accommodation throughout the UK, including the student accommodation located on the adjacent site. Based on the information provided, there is confidence that the scheme is deliverable.

Given the above, it is considered that the principle of development for this proposal is acceptable and complies with the criteria of policy H12 of the Core Strategy.

Demolition of the Existing Buildings

The existing site contains vacant buildings, with the existing garage proposing to relocate to alternative premises. The site is not located in a conservation area and none of existing buildings are listed.

Whilst the day nursery building contains a degree of aesthetic value, none of the buildings are of any special architectural merit or significance. The layout, condition and juxtaposition of buildings would not lend themselves to a realistic conversion opportunity for the use proposed and the reuse of the buildings would not aid longevity of use or maximise the development potential of the site.

The application includes a Whole Life Cycle document which compares embodied carbon and the carbon emissions resulting from construction and use of the proposed development in comparison to the retention and use of the existing buildings. The assessment demonstrates that the emissions associated with the operation and end-of-life of the existing buildings on site are over 30% higher than the whole life cycle carbon emissions of constructing the proposed student accommodation.

On this basis, the loss of the existing building is considered acceptable. The re-use of the building for student accommodation does not represent a realistic option and would not represent an efficient use of land and would not deliver the regenerative and environmental benefits offered by the proposed development.

Whilst 4 residential flats would be lost as a consequence of the proposed development, these flats have been vacant for some time and do not presently offer a good standard of accommodation. It is considered that the loss of these flats would be significantly outweighed by the quality and amount of units proposed and through the provision of needed purpose built student accommodation.

Redevelopment of the Site and Contribution to Regeneration

The proposal would redevelop a vacant, brownfield site to support a viable redevelopment, with any perceived harm outweighed by bringing the site back into effective use to the benefit of the area, including through job creation and benefits to the local economy via increased expenditure at local businesses.

On balance, the proposal would have a positive and beneficial effect on the area. The high standard of design would enhance the character and appearance of the area and contribute to the ongoing regeneration of the area, providing a catalyst for future development.

There is a strong link between economic growth, regeneration and the provision of a range of residential accommodation. A key objective of development plan policy and relevant material considerations aims to deliver the accommodation and infrastructure needed to attract students to Manchester which matches its reputation as a world class place to study, in order to ensure Manchester remains competitive on a global higher education stage. This proposal would support such a key objective.

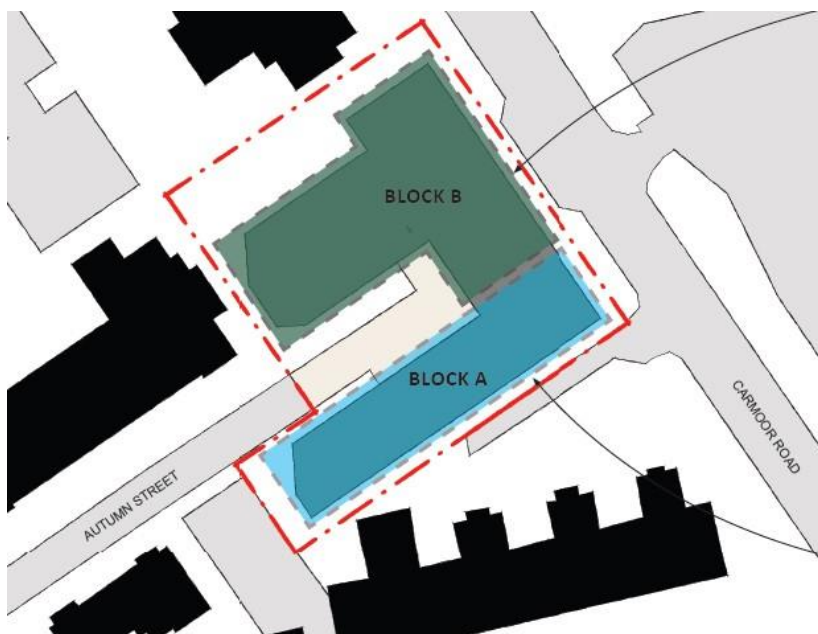
Amount of Development

The proposed floorspace is organised into 35 studios (including 2 accessible) and 26 cluster flats, resulting in 172 bed space. The studios range from 19.1 sqm to 26.3 sqm. The cluster flats range from 93.4sqm (4 bedroom flat) to 156.8 sqm (7 bedroom flat), including communal corridor and kitchen space.

Site Layout

The proposed development comprises 2 main blocks. Block A to the south of the site and block B to the north.

The blocks have been arranged in 'U' shape, ranging from 3-6 storeys in height, in order to respond sympathetically to neighbouring buildings. Block A relates to the retail parade along Hathersage Road, whilst block B responds to the adjoining student accommodation to the west.



Layout showing the proposed blocks of accommodation

The division of the blocks serves to break up the massing and allows for external communal, amenity space to be incorporated.

Principal access into the site is gained via a gated entrance from Autumn Street, which leads to a central courtyard between both blocks and provides access to a central reception foyer. A secondary entrance is located on Carmoor Road, with 2 accessible parking spaces and lay-by to the site frontage to be provided for servicing drop off/pick up purposes.

The ground level makes provision for communal areas, including a fitness studio and laundry, as well as a management suite, cycle parking and refuse storage. A total of 23 bed-spaces to the ground floor are proposed, in a mix of cluster flats and studios. The upper floors would provide 40, 40, 31, 24 and 14 bed spaces respectively.



Proposed ground floor layout

The building would be softened by planting, landscaping and communal courtyards

It is considered that in this location, the proposed layout provides a satisfactory balance between built form, and amenity space/soft landscaping.

The arrangement maximises the main street frontage, with the proposed development fulfilling the potential of the site, without compromising the character and appearance of the area, or the setting of neighbouring buildings.

Design, Scale and Appearance

The immediate context largely comprises buildings ranging from three to six storeys in scale, with neighbouring buildings informing the context of the proposed development.

The proposed part three storey, part six storey buildings in intended to reflect the immediate environment, with Block A responding being limited to three storeys in order to respond to the domestic scale of the Hathersage Road retail terrace.

Block B responds to the larger scale of the Brook Hall student accommodation which bounds the site immediately to the west. The building height is reduced towards the Carmoor Road frontage in order to respect the lesser scale of the neighbouring community centre.

The massing of the blocks has been designed to create a series of staggered elements to break down the overall massing and to reflect the variation in height of buildings which neighbour the site. Decreases in building height are provided when responding to neighbouring buildings of a lesser scale, with upper floors of the blocks set-back to decrease the sense of scale at street level and to provide satisfactory separation distances.



Principal elevation to Carmoor Road

It is believed that the proposed built form appropriately responds to the scale of its context and involves variations in height to integrate sympathetically to neighbouring buildings. Similarly, the massing relates appropriately to the surrounding context, with the massing of Block A relating to the scale and height of the adjacent retail terraces to the south and Block B responding to the height of the student accommodation to the west. A reduction in massing towards the Carmoor Road frontage in order to prevent any over-dominance.

Block A is set back from the boundary to increase separation from the terraces. Block B is stepped back 10 metres from the common boundary to create separation between the development and the neighbouring community centre.



Image showing the proposed massing of the development in relation to the immediate context

In terms of appearance, the facade design has involved extensive discussions with the Planning Service, in order to raise the bar in terms of the quality of the design. Specifically in relation to the depth of window reveal, modelling and a reduction in ventilation louvres, in order to produce a more refined elevational design.

The revised design allows for an elevational grid across the main core of the building. The rationalised design allows for an ordered, grid arrangement. Alongside this, set-back brick panels create stepped window reveals to add depth to the elevations and to allow for increased articulation, light and shadow.

The elevations include brickwork detailing, recessing and banding to provide texture and depth to the buildings. This is supplemented by decorative, latticed window screens to allow for further texture and add interest to the facade

The main entrance to Carmoor Road breaks up the grid at ground floor level, with larger openings to activate the frontage and to reflect its communal function. The entrance has been set back from the main building line to provide shelter and increased pavement depth.

In terms of materials, the proposed development will use a limited palette of high-quality materials such as facing clay bricks and PPC metal windows.

A light grey, stock multi facing brick is proposed throughout, to be paired with a light grey mortar, complimented by a grey/bronze metallic PPC to the metalwork.

The exact specification of the materials would be agreed by way of an attached planning condition. Similarly, additional details are required with respect to window detailing, which is also subject to a planning condition.

It is considered that the resultant development would achieve a cohesive, high-quality design which would rationalise the existing space and improve the character of the street-scene and local area.

Accessibility

The proposed development incorporates measures to aid ease of access for all and is designed to provide a number of accessible units to achieve compliance with Part M of the Building Regulations, including the provision of level access provision and accessible on-street parking. The units themselves are of a good size and offer satisfactory circulation space

Each core is served by a lift, with level access provided at external entrances. Shared amenity areas are accessible, with ramped and stepped access to accommodate changes in level to the courtyard. The development has been stepped back at Carmoor Road to create wider pavements to allow ease of pedestrian access.

Amenity Space

The proposed layout allows for a total of 139 sqm of internal amenity space and 437 sqm of usable, external space.

Residents would have access to a range of amenity space, including courtyards between buildings, a fitness suite and social room to the ground floor, a decked seating area within the entrance courtyard and table and seating to the northern courtyard. Given the nature of the development and the constraints of the site, the level of amenity space is considered acceptable.

Impact to the Highway

The development would be largely car free, with the exception of delivery and emergency vehicles. Two, accessible spaces are proposed to the highway on the Carmoor Road frontage, as well as lay-by for refuse collection, servicing vehicles, deliveries and drop off/pick-ups.

Traffic Regulation Orders (TROs) would be required to discourage long stay parking within the lay-by, as well to agree the design of the accessible bays and to reinstate the footway to redundant vehicle crossovers.

Pedestrian access to the site will be via Carmoor Road and Autumn Street. The proposed building has been stepped to Carmoor Road to create wider pavements so to improve pedestrian access.

The immediate area is subject to a resident's parking scheme. The applicant has confirmed that students will not be allowed to apply for a parking permit, and this would be reflected within tenancy agreements. If visitor parking is required there are off-site public car parks located nearby, including a multi storey car park opposite the junction with Autumn Street, as well as on-street time limited car parking which is

available locally to meet any occasional demand or the requirements of any visitors to the site.

A 'move in / move out' strategy would be required in for students to book a timeslot for loading/unloading in order to minimise the impact on Carmoor Road and the local road network. A condition has been included which requires the submission and agreement of a more detailed moving in/moving out strategy.

Given the car free nature of the proposed development, coupled with the highly accessible location close to the universities and the characteristics of the local highway, it is not envisaged that there would be any significant, harmful impact to the operation of the highway as a consequence of vehicle movements, parking demand or to highway safety.

The proposal incorporates as a minimum, 60 secure cycle spaces to the northern courtyard.

Following discussions with the applicant, provision has been reviewed to explore how the number of spaces can be increased if needed. The applicant is committed to providing up to 100% cycle parking provision if there is sufficient demand. However, delivery would be demand-led and identified through the ongoing operation of a Travel Plan.

The submitted drawing indicates a base provision of 2 secure shelters for 60 spaces, with further space allocated for expansion to provide a total of 170 spaces if demand is realised. The expansion is capable of being delivered in phases to suit demand using a combination of modular secure shelters. Any shortfall in demand would allow the identified space for storage to be given over to landscaping in the interim. Visitor parking on Carmoor Road would provide 8 spaces through the provision of 4 Sheffield stands

The cycle provision, together with the measures outlined within the accompanying Travel Plan would encourage residents to choose sustainable modes of transport when travelling.

Based on the car free travel options and the assessment of the highway undertaken, the impact upon the operation of the highway and to highway safety is considered satisfactory.

In terms of servicing, waste collection and deliveries/collection would take place via a service layby to the front of the building on Carmoor Road. Swept path analysis has been undertaken and demonstrates that a 11.5m refuse vehicle can safely enter and exit the loading bay with no undue impact to the operation of highways. The servicing has been assessed by Highway Services as being satisfactory.

Amenity

Given the location of the site, the relationship with neighbouring uses, together with the busy nature of the surroundings, the introduction of student accommodation in the area is not considered to have a significant, adverse impact upon the nearest

residential occupiers in terms of existing background noise levels, levels of activity, overdominance or loss of daylight/sunlight.

A third-party objection received on behalf of Afro Caribbean & Friends Community Association (ACFCA) who operate from the neighbouring community centre have raised concerns about the impact of noise generated by patrons of the centre upon prospective student occupiers, as well as concerns surrounding a loss of daylight/sunlight upon the community centre building, including the use of the garden area. These specific amenity issues, including the impact to all neighbouring occupiers is outlined below.

Sunlight/Daylight

The applicant has produced a Daylight and Sunlight Report to assess the impact on existing light levels upon neighbouring residential buildings.

The study uses the industry standard methodology as prescribed by the Building Research Establishment (BRE) and British Standard guidance.

New development should take care to safeguard access to sunlight for existing buildings and any non-domestic buildings where there is a particular requirement for sunlight. In this case, no sunlight assessment has been undertaken as all relevant, facing windows are orientated due north and therefore in accordance with the guidelines do not require assessment.

For daylight, the main criteria used in analysis includes the Vertical Sky Component (VSC) which measures the general amount of light available on the outside plain of a window as a ratio (%) of the amount of total unobstructed sky viewable following the introduction of visible barriers such as buildings.

The relevant BRE recommendations are for VSC, measured at the centre of a window being no less than 80% of its former value, where the window(s) do not meet the criteria. If the VSC at the centre of the window is more than 27% of available light, then the diffuse daylighting will not be adversely affected.

A three-dimensional model of the site and the surrounding context has been undertaken. The analysis includes reasonable assumptions as to the internal layout of rooms behind neighbouring fenestration, as well as floor levels. The analysis considers the impact to habitable windows, with non-habitable rooms discounted based on the relevant guidance.

Based on all neighbouring residential properties identified, the technical analysis has found that 4 residential properties would experience a minor daylight impact, with the remaining properties fully complying with recommended BRE guidelines for daylight and sunlight. Despite the minor effects to 4 of the properties, the impact is still considered acceptable based on being largely in compliance with the guidelines and full compliance for Vertical Sky Component (VSC). The relationship and impact is typical of urban locations such as the application site and not without precedent in urban environments.

In response to the concerns raised by ACFCA, a supplementary Daylight/Sunlight Report has been submitted to assess the impact specifically upon the neighbouring community centre situated to the north, having been previously excluded from the assessment.

The analysis again uses the Vertical Sky Component (VSC) to measure the general amount of daylight available on the outside plan of a window as a ratio (%) of the amount of total unobstructed sky viewable following the introduction of visible barriers such as buildings.

In addition, with regard to sunlight, the same skylight indicator is used as the VSC assessment using the same reference point to calculate Annual Probable Sunlight Hours (APSH), which is expressed as a percentage and measures the amount potential direct sunlight that is available to a given surface.

The assessment indicates that six of the nine windows assessed will meet the VSC daylight criteria.

Three windows serving three separate rooms will experience alterations in VSC that fall below the BRE targets. However, two of the three windows serve two ground floor rooms and each room has a second mitigating window, each of which retains a VSC of greater than 28%.

One first floor window will experience a loss of VSC that is likely to be perceptible, reducing from 29% to 18.5%. However, a retained VSC of around 18% is not uncommon in an urban location such as the type proposed, as acknowledged within BRE guidelines and would still ensure a reasonable amount of daylight amenity is achieved.

Just one window will see a change in winter sunlight that will fall from 7%, to 1%. However, the room as a whole will enjoy good levels of sunlight over the rest of the year, with only a marginal change from 43% to 41%, comfortably over the 25% target. All other windows meet the APSH criteria.

In terms of the garden space, the analysis concludes that the area would comfortably meet the sunlight hours on ground technical assessment, achieving more than 2 hours of direct sunlight to over 50% of its amenity area based on the assessment conducted on 21 of March.

In summary, the daylight/sunlight and overshadowing impact to the community centre is considered to be isolated and acceptable.

On balance, it is believed that the proposed development demonstrates a high level of compliance with the BRE guidance and that the impact upon neighbouring sunlight/daylight levels can be adequately sustained.

Noise Impact

Due to the residential nature of the proposed development, the loss of existing commercial uses, including a car repair garage, the surrounding mixed-use context

and the relationship with neighbouring buildings, it is not considered that there would any significant harmful effect on the living conditions of neighbouring occupiers with regard to general disturbance and noise.

An acoustic assessment forms part of the application to assess the proposed development and its compatibility with surrounding uses. The assessment concludes that the proposed development falls within the low-risk category and any noise effects can suitably be managed and mitigated, with the use of good acoustic design and insulation being a principal consideration.

In response to a representation made of behalf of the Afro Caribbean and Friends Community Association (ACFCA) who use the neighbouring community centre, the applicant produced an Addendum Noise Impact Assessment Report to specifically respond to concerns raised following the original Noise Impact Assessment.

The representation highlights that the community centre has a premises licence which allows for events to be held throughout the week into the early hours of the morning and allows for the consumption of alcohol.

Concerns are raised that the original assessment fails to fully take into account the extent of operations and that further survey work should be undertaken to understand the noise climate, as noise from events could impact negatively upon the living conditions of prospective occupiers, and this in turn could impact adversely upon ACFCA's continued operation as the community centre.

It is believed that proper consideration of noise generation is critical in order to inform the design of the development and any required acoustic treatment.

The Addendum Noise Report includes further survey work to address the concerns raised. Notably, an extended baseline noise survey to better quantify the impact of noise arising for the community centre. The survey indicates that any noise impact can be appropriately mitigated and the data has been used to inform an updated glazing specification for bedrooms on the northern elevation facing the community centre, as well as attenuation to the inlet and exhaust paths of the ventilation system in order ensure noise levels satisfactory, whilst providing adequate ventilation when windows are closed. The strategy has been tested during an over-heating scenario to ensure windows can remain closed at night and rooms do not overheat.

It should be noted that the survey adopts a worst-case scenario and that the licence conditions imposed by the City Council should ensure noise impact associated with the community centre is appropriately controlled. Moreover, the centre already bounds student accommodation to the other side of the community centre to north along Blackstock Street and no adverse conditions have been reported.

Given the above, is believed that acceptable internal conditions can be maintained without affecting the operations at the community centre. Environmental Health concur with the findings and subject to the use of appropriate conditions, the impact of noise is considered satisfactory.

Disturbance

The proposed occupier operates student accommodation throughout the country and adheres to a Security Plan which seeks to ensure the safety and welfare of students, staff, visitors and the neighbouring community.

The plan contains procedures for reporting and/or responding to the incidence of crime occurring on site and addressing any unsociable behaviour amongst student residents. This is achieved in various ways including:

- The provision of high profile internal and external patrols;
- Establishing good communications within the community and between staff, students and visitors;
- Establishing good communication links with the local community;
- The provision of a free phone facility that enables anyone, in an emergency, to contact the control room from any internal telephone anywhere on the complex;
- The provision and maintenance of a fully integrated digital CCTV system;
- The provision and maintenance of a restricted door entry system to all the site's access points;
- Providing a contact point, out of office hours;

To try and prevent and/or reduce the level of unsociable behaviour of residents, the operator would visit all local complainants in the community who are concerned at any anti-social behaviour committed by students at the property to investigate matters and give advice, guidance and support to all members of staff in dealing with students who have misbehaved or contravened their Tenancy Regulations.

Instances of anti-social behaviour are anticipated to be low. However, the operator has a warning system, which for offenders, could result in a formal letter of complaint being sent to the relevant university. Sanctions could include further warnings being given, fines, the involvement of guarantors (usually parent/guardian) and ultimately the commencement of legal proceedings leading to eviction from the property.

Students are made aware from the outset through literature of the operator of their responsibilities in terms of community living and the impacts of anti-social behaviour, along with the process and procedures in place to deal with any incidents.

Overlooking and privacy levels

The proposal provides sufficient spacing between neighbouring buildings to maintain a reasonable interface distance between the proposed elements and that of the existing buildings. It is not therefore considered that the distance between habitable windows would give rise to harmful overlooking or any subsequent loss of privacy.

The design of the blocks, window positions and general façade design is considered to minimise the impact to neighbouring occupiers, including upper floor occupiers on Hathersage Road and to the adjacent student accommodation.

The southern elevation closest to the rear of the commercial parade along Hathersage Road includes windowless elevations at the most sensitive relationship and coupled with the separation distance and the intervening boundary treatment at ground floor level, would not give rise to overlooking. Whilst windows are incorporated to the upper floors to part of the southern elevation closest to Carmoor Road, the upper floors of the proposed building are set back from the main core of the building to increase the separation distance and due to the splayed orientation of the proposed building in comparison to the existing commercial parade, no direct undue overlooking would result. Any impact is lessened by the presence of ground floor extensions and outbuildings/structures with the rear yards of the ground floor commercial units which separate the site from the main rear windows of the neighbouring parade.

The northern elevation closest to the facing neighbouring community centre includes a blank façade to prevent any overlooking.

On this basis, the impact upon the living conditions and the amenity of neighbouring occupiers can be satisfactorily sustained.

Waste Management

A detailed waste Management Strategy is submitted as part of the application, including details of minimising waste generation, recycling, waste separation and waste transfer to landfill during construction, as required by the Waste Hierarchy.

The on-site waste management strategy provides details an appropriate number and capacity of receptacles, recycling arrangements and details of on-site management and collection. Sufficient space is proposed to provide 3 general waste 1,100 litre Eurobins, along with 2 x 1,100 litre Eurobins for both pulpable and comingled recyclable waste and 2 x 240 litre organic refuse containers.

The refuse store would be located in an enclosed area within the ground floor, with waste collected on a weekly basis from the proposed lay-by to the Carmoor Road. Vehicular tracking has been provided which demonstrates that a 11.5 metre refuse vehicle would be able to satisfactorily access the lay-by.

On collection days, on-site management would wheel waste containers from the refuse store to the site frontage before being collected by the Council.

In terms of internal arrangements, waste would be transferred in sacks from each unit to the ground floor refuse store. Food caddies would be provided to each apartment. Once at the ground floor lobby, the waste sacks will be deposited in the dedicated receptables.

Environmental Health and Highway Services have confirmed that the proposed arrangements are acceptable. A condition is included to ensure the submitted

strategy is adhered to. On this basis, it has been satisfactorily demonstrated that the waste management arrangements are acceptable.

Crime and Security

A Crime Impact Statement has been reviewed by Greater Manchester Policy (Design for Security and provided the physical security measures detailed are implemented, the proposal can be supported from a crime and security perspective. A condition has been recommended.

Landscaping and Trees

An Arboricultural Impact Assessment accompanies the application and confirms that no tree loss will take place, as there are no trees within the bounds of the application site.

The Assessment confirms the health of trees upon the adjoining site to the north and identifies the root protection zones of 9 off site trees that could be influenced by the development.

An associated Arboricultural Method Statement advises of appropriate methodology which should be undertaken during the construction phase to avoid any harm to the root protection area of these trees.

The City Council's Arboriculturalist has undertaken a review of the submitted assessments and concurs that there is potential for the proposed development to have a negative impact on the off-site trees. It is therefore requested that the developer strictly adheres to the measures contained within the submitted Method Statement to ensure the off-site trees are not damaged. An appropriate condition has been included. On this basis, the impact to existing tree provision is considered in acceptable.

In terms of landscaping, the submitted landscape masterplan and planting strategy proposes hard and soft landscaping scheme to provide a high-quality environment that would respond positively to the setting of existing and proposed buildings and street-scene.

The masterplan identifies four distinct areas for the landscaping strategy: Carmoor Road; Autumn Street; Central Courtyard; and North Courtyard. New trees will be planted to increase provision on the site which would provide environmental and visual and benefits. Ornamental planting, native trees and hedges are also proposed. The hard landscaping comprises a variety of paved areas, bench seating with planter, cube seating and picnic tables. The overall approach would provide a cohesive, attractive and improved environment, appropriate for the type and location of the proposed development.

Ecology and Bio-diversity

The site largely comprises buildings and hardstanding. The site does not have any nature conservation designations, nor are the proposals likely to impact upon any such site. No invasive plant species have been identified.

A preliminary ecological appraisal forms part of the application. At the time of survey two nesting birds recorded onsite. The report advises that the proposed development is very unlikely to have any negative impact upon bird populations in the locality. Avoidance mitigation during works to prevent harm to birds nesting in the spring and summer months is recommended. An informative if therefore included.

A bat survey report was conducted September 2022, along with an updated bat emergence survey carried out in May 2023. The surveys conclude a low level of bat activity and no recorded emergence. It is therefore believed that the proposal to demolish the building is considered unlikely to have any negative impact upon bats and bat populations in the locality.

An 'Informative' is included which relates to the cessation of works should bats be encountered during works.

The development site also provides the opportunity to enhance bio-diversity, as well as the ecological functionality of the site for nesting birds and bat boxes. A condition is included which requires bio-diversity enhancement as part of the proposal, as per the submitted landscaping and ecological strategies which detail the soft landscaping proposal and for bat and bird bricks to be integrated into the brick facades.

The submitted bio-diversity net gain matrix identifies there will be a 24.34% increase in Habitat Units and 100% increase in Hedgerow Units following the implementation of the proposed habitat creation.

This represents a significant improvement over existing conditions and would result in bio-diversity net gain and ecological improvements at the site and the local area.

Flood Risk/Surface Water Drainage

The site is located within Flood Zone 1, where a low risk of flooding is anticipated (indicating an annual probability of fluvial flooding of less than 1 in 1,000).

A Drainage Strategy Report has been considered by the City Council's Flood Risk Management Team who advise that further information is required. A condition is included which requires the submission of further design details and details of a clear adoption policy to ensure effective management and maintenance of the scheme thereafter. If these measures are successfully implemented, the strategy is in principle considered acceptable.

Ground Conditions

The application includes the submission of a Phase I Desktop study which advises that an intrusive investigation of geological conditions is required to accurately

determine the ground conditions and inform future foundation design. A programme of groundwater and ground gas monitoring is recommended as part of the report. This is accepted by Environmental Health.

A Phase II would be required before the commencement of development, excluding demolition to identify any necessary remediation. Appropriate conditions have been included which require the submission and approval of a site investigation report and any subsequent remediation strategy prior to the commencement of development. A further condition requiring a verification report to demonstrate the work is completed in accordance with agreed methodology is also included.

Environmental Standards

City Council policy requires that developers focus on achieving low carbon and energy efficient developments and therefore development should be expected to demonstrate its contribution to these objectives.

The application has been accompanied by an Environmental Standards Statement which sets out how proposed scheme complies with the energy efficiency requirements and carbon dioxide emission reduction targets prescribed within the Development Plan.

A commitment is made to achieving at least 1.56% building emission rate reduction relative to the current Part L (2021) compliance standard within Building Regulations. This equates to a 40.56% improvement over Part L 2010. The report also sets out that the proposal's enhanced 'fabric led' material specification, alongside its high - quality design and construction standards are to improve the energy efficiency of the building. In addition, pursuant to Policy EN4 of the Core Strategy, the proposed development will be designed and specified in accordance with the principles of the energy hierarchy in line with policy.

The proposed development would also target BREEAM 'Excellent' with a focus on reducing carbon emissions. A suitable condition is included to ensure compliance with this rating.

Climate Change and Air Quality

The site is situated within a highly sustainable location with excellent access to a range of amenities and public transport and within walking distance of the nearby universities which the proposal is intended to serve.

As the proposal is largely car free and would generate only a small amount of additional traffic on the local road network and would also result in the removal of commercial uses including a car repair garage, the impact upon climate change is considered negligible and likely to be lesser than if the commercial operations were to be reintroduced.

The site is located close to a busy, main arterial route and transport corridor, and is therefore unlikely that there would be any significant or harmful contribution to air

quality or climate change as a consequence of vehicular movements or ongoing activity.

The proposal includes cycle storage and would require a detailed Travel Plan. Such measures will serve to limit the impact upon climate change. The development will also incorporate energy efficient measures as part of the development, as outlined in the section relating to environmental standards.

Any impact during construction would be limited and temporary in duration. Mitigation measures would be implemented to reduce dust emissions and through the use of good practice control measures via the implementation of a Demolition/Construction Management Plan. Air quality factors are not considered a constraint to development of the site. A condition has been included to ensure the mitigation measures contained within a Demolition/Construction Management Plan are complied with.

Construction/Demolition Management

To ensure construction and demolition is effectively controlled and to prevent any disruption to existing occupiers in the area, or along key routes throughout this part of the city, a condition is included which requires the submission and approval of a detailed construction management/demolition plan which includes amongst other matters; working practices, working hours, dust suppression, the parking of construction vehicles and the removal of waste.

Affordability

The Executive reports recognise that PBSA should include an affordable element.

In this case, the applicant proposes to include an element of affordable provision as part of the proposal with up to 20% of all bed spaces (i.e up to 34) to be advertised below market rent, to be let at 80% of open market rent in each academic year for the designated units.

The affordable rent bed spaces shall be available to students who can demonstrate that they are in receipt of the current Maximum Maintenance Loan.

The applicant has agreed to enter into a legal agreement to this effect and is considered to represent a significant regenerative benefit.

Loss of Employment Space

Given the existing context, there would be no net loss of employment. The existing day nursery has been vacant for some time and the existing car repair garage that operates from part of the site is to relocate to alternative premises.

The proposed development would create 1 full time and 3 part time jobs. Further employment would be created and continued through the construction process.

Conclusion

On balance, it is considered that the proposed development would make effective use of brownfield site and represents an appropriate and satisfactory form of development that would make a meaningful contribution to the supply of student accommodation.

The site is situated within a highly sustainable location close to the main Manchester University campuses and would deliver regenerative benefits involving economic, social and environmental improvements including job creation and spending in the local economy and would providing a catalyst for further regeneration in the area, whilst providing needed purpose-built student accommodation.

It is felt that given the surrounding environmental context, coupled with the design, scale and appearance of the building, the proposed development will enable the development to make the most efficient use of the land and will assimilate effectively into its surroundings.

It is further believed that the proposed building has been designed to high standard and reflects the nature and scale of buildings within this highly urbanised environment responds positively to the character, scale, massing and varying height of adjoining buildings.

There would be no significant harmful impact upon either residential amenity, the function of the neighbouring community centre or the operation of the highway and would integrate effectively into the host streetscape. As such, the proposed development accords with all relevant local policy and planning guidance.

Other Legislative Requirements

Equality Act 2010

Section 149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

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

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved polices of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the

applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the of the application is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation

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

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

Condition(s) 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) Prior to the commencement of above ground development (excluding demolition), all materials to be used on all external elevations of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include the submission of samples (including a panel) and specifications of all materials to be used on all external elevations of the development along with jointing and fixing details, vents, details of the drips to be used to prevent staining in, ventilation and a strategy for quality control management.

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

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

3) The development hereby approved shall be carried out in accordance with the following drawings and documents received by the City Council as Local Planning Authority on 2 May 2023:

- Proposed Site Plan (ref: 2205-LHA-10-ZZ-DR-A-PL-003_P02);
- Proposed Ground Floor Plan (ref: 2205-LHA-20-00-DR-A-PL-010_P02);
- Proposed Level 01 Plan (ref: 2205-LHA-20-01-DR-A-PL-011_P02);

- Proposed Level 02 Plan (ref: 2205-LHA-20-02-DR-A-PL-012_P02);
- Proposed Level 03 Plan (ref: 2205-LHA-20-03-DR-A-PL-013_P02);
- Proposed Level 04 Plan (ref: 2205-LHA-20-04-DR-A-PL-014_P02);
- Proposed Level 05 Plan (ref: 2205-LHA-20-05-DR-A-PL-015_P02);
- Proposed Roof Plan (ref: 2205-LHA-20-RF-DR-A-PL-016_P02);
- North East & South West Elevations (ref: 2205-LHA-20-ZZ-DR-A-PL-020_P02);
- North West & South East Elevations (ref: 2205-LHA-20-ZZ-DR-A-PL-021_P02);
- Courtyard Elevations (ref: 2205-LHA-20-ZZ-DR-A-PL-022_P02);
- Proposed Site Sections 01 (ref:2205-LHA-20-ZZ-DR-A-PL-030_P02);
- Proposed Site Sections 02 (ref: 2205-LHA-20-ZZ-DR-A-PL-031_P02);
- Typical Facade Bay Study 01 (ref: 2205-LHA-21-ZZ-DR-A-PL-040_P02);
- Typical Facade Bay Study 02 (ref: 2205-LHA-21-ZZ-DR-A-PL-041_P02)
- Typical Facade Bay Study 03 (ref: 2205-LHA-21-ZZ-DR-A-PL-042_P02)
- Design and Access Statement Addendum (ref: 2205-LHA-XX-XX-RP-A-PL-002_P03), Lechler Hayes, April 2023;
- Landscape Proposals (ref: 4260 501E), TPM Landscape, April 2023;
- Landscape Layout (ref: 4260 101F), TPM Landscape, April 2023;

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

4) a) Prior to the commencement of demolition, a Demolition Management Plan outlining working practices during demolition development shall be submitted to and approved in writing by the City Council as Local Planning Authority.

For the avoidance of doubt, the Demolition Management Plan should include:

- Measures to control noise and vibrations;
- Dust suppression measures;
- Compound locations where relevant;
- Location, removal and recycling of waste;
- Details of an emergency contact telephone number;
- Parking of construction vehicles; and
- Sheeting over of demolition vehicles.

The development shall only be carried out in accordance with the approved Demolition Management Plan.

b) Prior to the commencement of development (excluding demolition), a Construction Management Plan outlining working practices during development shall be submitted to and approved in writing to the City Council as Local Planning Authority.

For the avoidance of doubt, the Construction Management Plan should include:

- Measures to control noise and vibrations;
- Dust suppression measures;
- Compound locations where relevant;
- Location, removal and recycling of waste;
- Detail of an emergency contact telephone number;

- Parking of construction vehicles; and
- Sheeting over of construction vehicles.

The development shall only be carried out in accordance with the approved Construction Management Plan.

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

5) The development hereby approved shall be carried out in accordance with details contained with the Environmental Standards Statement produced by Future Serve (Ref: P6823-17.1 - P1) received by the City Council as Local Planning Authority on 23 November 2022. A post construction review certificate/statement shall be submitted for approval within 3 months post final construction of the development hereby approved.

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

6) The development hereby approved shall achieve a post-construction Building Research Establishment Environmental Assessment Method (BREEAM) rating of at least a 'very good' rating. Post construction review certificate(s) shall be submitted to and approved in writing by the City Council as Local Planning Authority within 12 months of occupation of the development.

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

7) The development hereby approved shall only be implemented in accordance with the submitted Waste Management Strategy produced by Vectos and waste storage layout shown on drawing numbered LHA-20-00-DR-A-PL-010/P02 received by the City Council as Local Planning Authority on 23 November 2022 and 2 May 2023 respectively. 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. No bins shall be stored outside of the waste store, other than on the day of collection.

Reason - In the interests of residential amenity and public health, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

8) The development hereby approved shall be implemented in accordance with the submitted Phase I Desk Study (Ref: P451205-DOC-S-001) prepared by Whitby Wood, dated 18 November 2022, received by the City Council as Local Planning Authority on 23 November 2022. 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 (excluding demolition) 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 (excluding demolition) 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 Manchester Core Strategy.

9) When the development commences (excluding demolition), the development shall be carried out in accordance with a previously agreed Remediation Strategy and a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority. No occupation of the development shall take place until the completion/verification report is submitted to and approved 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 SP1 of the Manchester Core Strategy.

10) The development hereby approved shall be implemented in general accordance with the physical security specifications outlined within sections 3.3 and 4 of the submitted Crime Impact Statement (Ref: 2021/0031/CIS/03 - version A) dated 1 December 2022, received by the City Council as Local Planning Authority on 22 December 2022.

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

11) Notwithstanding details submitted, prior to commencement of development (excluding demolition) a scheme for surface water drainage works in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacements national standards and details shall be submitted to and approved in writing by the City Council as Local Planning Authority. The approved drainage system shall be implemented in accordance with the approved detailed design, prior to the use of the building commencing.

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

- A finalised drainage layout showing all components, outfalls, levels and connectivity;
- Hydraulic calculations of the proposed drainage system;
- Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event with allowance for 45% climate change;
- Runoff volume in the 1 in 100 year, 6 hours rainfall shall be constrained to a value as close as is reasonable practicable to the greenfield runoff volume for the same event, but never to exceed the runoff volume from the development site prior to redevelopment;
- Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements). Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site.
- Construction details of flow control and SuDS elements;
- Where surface water is connected to the public sewer, agreement in principle from United Utilities is required that there is adequate spare capacity in the existing system taking future development requirements into account. An email of acceptance of proposed flows and/or new connection will suffice.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to policies EN8 and EN14 of the Manchester Core Strategy.

12) Notwithstanding details submitted, the development hereby approved shall not be occupied until there has been submitted to and approved in writing by the City Council as Local Planning authority a plan indicating the positions, design, materials and type of any new boundary treatment to be erected. The boundary treatment shall

be completed before the development hereby approved is occupied and shall thereafter be retained.

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 in order to comply with policies SP1, EN3 and DM1 of the Manchester Core Strategy.

13) The development hereby approved shall not be occupied until details of the implementation, maintenance and management of a 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;
- As built construction drawings if different from design construction drawings;
- Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

Reason - To prevent the increased risk of flooding, to improve and protect water quality and ensure future maintenance of the surface water drainage system, pursuant to policy EN17 of the Manchester Core Strategy.

14) a) Any externally mounted ancillary plant, equipment and servicing to be installed shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location. Prior to its installation, the scheme, including any necessary mitigation, shall be submitted to and approved in writing by the City Council as Local Planning Authority in order to secure a reduction in the level of noise emanating from the site.

b) Prior to any externally mounted ancillary plant, equipment and servicing to be installed becoming operational, an approved verification report shall be submitted to and approved in writing by the City Council as Local Planning authority to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic report. The report shall also undertake post completion testing to confirm that the noise criteria have been met. Any instances of non - conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

Reason - To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site, pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies DM1 and SP1 of the Manchester Core Strategy.

15) a) The buildings hereby approved shall be acoustically insulated and treated to limit the break-in/break-out of noise in accordance with a noise study of the premises and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as Local Planning Authority. The scheme shall be implemented in full before the use commences.

b) Prior to occupation of the building hereby approved a verification report will be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report. The report shall also undertake post completion testing to confirm that acceptable criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

Reason - To safeguard the amenity of nearby residential properties, pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and Policies DM1 and SP1 of the Manchester Core Strategy.

16) The development hereby approved shall be implemented in accordance with the submitted Verity Webster biodiversity net gain 3.1 matrix and the submitted TPM landscaping strategy received by the City Council as Local Planning Authority on 23 November 2022. The agreed biodiversity scheme shall be implemented in accordance with a timetable submitted to and agreed in writing by the City Council as Local Planning Authority and retained and maintained thereafter.

Reason - To mitigate the loss of vegetation and to promote bio-diversity, pursuant to policy EN15 of the Manchester Core Strategy and the National Planning Policy Framework (NPPF).

17) The development hereby approved shall only be implemented in accordance with the methodology and mitigation measures detailed within the submitted Arboricultural Impact Assessment and Arboricultural Method Statement (Ref: 1735) produced by GM Tree Consultants, received by the City Council as Local Planning Authority on 23 November 2022.

Reason - In order avoid damage to trees adjacent to 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 Manchester Core Strategy.

18) The hard and soft landscaping scheme approved by the City Council as Local Planning Authority shown on drawings referenced 4260 501E and 4260 101F, received by the City Council as Local Planning Authority on 2 May 2023 shall be implemented prior to first occupation of the development thereby approved. 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 Manchester Core Strategy.

19) 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.

20) Prior to the first occupation of the development hereby approved, a 'moving in and out' management strategy shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented as part of the development and thereafter retained and maintained.

Reason - In the interest of managing the impact of the development on the car parking area and local highway network during moving in and out periods of activity pursuant to policies T2 and DM1 of the Manchester Core Strategy.

21) Prior to the first operation of the development hereby approved, an external signage strategy for the entire building shall be submitted for approval in writing by the City Council, as Local Planning Authority.

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

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

22) The development hereby approved shall include a scheme for the illumination of external areas during the period between dusk and dawn. Full details of such a scheme shall be submitted to and agreed in writing by the City Council as Local Planning Authority. The approved scheme shall be implemented in full prior to the first occupation and shall remain in operation for so long as the development is occupied.

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

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

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

24) No part of the development hereby approved shall be occupied until the space and facilities for bicycle parking have been provided in accordance with the details shown on drawings Proposed Ground Floor Plan (ref: 2205-LHA-20-00-DR-A-PL-010_P02, received by the City Council as Local Planning Authority on 2 May 2023). The approved space and facilities shall then be retained and permanently reserved for bicycle parking.

In the event that Travel Plan monitoring identifies the need for increased cycle storage provision, the area identified on the approved drawing for a future expansion zone shall be implemented.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to mode of transport in order to comply with policies SP1, T1 and DM1 of the Manchester Core Strategy.

25) Notwithstanding the details contained within the Framework Travel Plan submitted, a detailed Travel Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority prior to first occupancy of the units hereby approved. In this condition a Travel Plan means a document which includes:

- (1) The measures proposed to be taken to reduce dependency on the private car by those attending or employed in the development;
- (2) A commitment to surveying the travel patterns of staff and customers during the first three months of the development and thereafter from time to time;
- (3) Mechanisms for the implementation of the measures to reduce dependency on the private car; and
- (4) Measures for the delivery of specified travel plan services; and measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car.

Within six months of the first use of the development, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (2) above shall be submitted to the City Council as local planning authority for approval.

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 reduce dependency on the car travel and to promote alternative means of transport, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

26) Within one month of the practical completion of the development hereby approved and at any other time during the construction of the development, if requested in writing by the City Council as Local Planning Authority, in response to identified television signal reception problems within the potential impact area, a study to identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out above for that phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. The measures identified must be carried out within one month of the study being approved in writing to the City Council as Local Planning Authority.

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

27) The development hereby approved shall be used as purpose-built student accommodation only (*sui generis*) and for no other purpose (including serviced apartments/apart hotels or similar uses where sleeping accommodation (with or without other services) is provided by way of trade for money or money's worth and occupied by the same person for less than ninety consecutive nights)

Reason - To ensure that the accommodation is used solely for the intended purpose - student accommodation and to safeguard the amenities of the neighbourhood by ensuring that other uses which could cause a loss of amenity such as serviced apartments/apart hotels do not commence without prior approval; to safeguard the character of the area, and to maintain the sustainability of the local community through provision of accommodation that is suitable for people living as families pursuant to policies DM1 and H11 of the Core Strategy for Manchester and the guidance contained within the National Planning Policy Framework.

28) Prior to occupation of the development hereby approved, full details of all necessary off-site highway works to be implemented via a S.278 agreement, shall be submitted to and approved in writing by the City Council as Local Planning Authority and be implemented in accordance with a timescale to be agreed by the City Council as Local Planning Authority. Such works should include:

-The reinstatement of any redundant vehicle crossovers adjacent to the application site, along with the resurfacing/reinstatement of associated footway;

-The detailed design detail of the accessible parking space bays and servicing lay-by along Carmoor Road, along with associated Traffic Regulation Orders (TROs).

The development shall not be occupied until all the necessary off-site highway works have an agreed timescale for implementation. The development shall only be occupied in accordance with the agreed works.

Reason - In the interests of highway safety, pursuant to Policies DM1 and SP1 of the Manchester Core Strategy.

29)) Prior to above ground works commencing, full details of the proposed window design of the development hereby approved (including section drawings), shall be submitted to and approved in writing by the City Council as Local Planning Authority. Details shall include the design and materials to be used on the capping, window frames, spandrel panels, decorative panels and soffits. The development shall only be implemented in accordance with the agreed 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, pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy.

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 135576/FO/2022 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

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

Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
Greater Manchester Police
Greater Manchester Ecology Unit
Environmental Health
MCC Flood Risk Management
Neighbourhood Team Leader (Arboriculture)
Greater Manchester Ecology Unit
Greater Manchester Police

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

Relevant Contact Officer : Steven McCoombe
Telephone number : 0161 234 4607
Email : steven.mccoombe@manchester.gov.uk

