

Application Number	Date of Appln	Committee Date	Ward
135544/FO/2022 and 135545/LO/2022	24 Nov 2022	27 July 2023	Moss Side Ward

Proposal Erection of part nine, part eight, part seven storeys building for use as purpose built student accommodation and conversion of 466-468 to purpose built student accommodation use with link, associated landscaping, access and cycle parking following demolition of 470 - 472 Moss Lane East

Listed Building Consent application for internal and external alterations and extension, in the form of a link building to 466 to 468 Moss Lane East to facilitate its conversion to purpose-built student accommodation

Location 466 - 472 Moss Lane East, Manchester, M14 4PJ

Applicant CS Moss Lane East Ltd

Agent Steven Healey, Turley

Introduction

The application was placed before Committee on 6 July 2023, where it was resolved to defer consideration of the proposal to allow for a site visit to enable Members to gain a better understanding of the impact the proposed development would have on the local neighbourhood, owing to concerns expressed regarding the height of the development.

Executive Summary

Full planning permission is sought for the demolition of 470-472 Moss Lane East and conversion of 466 – 468 Moss Lane East, in order to facilitate the erection of a 7-9 storey building to form purpose-built student accommodation (sui generis) and provide in total 261 student bedrooms with a mix of studios and en-suite rooms set within clusters bedrooms.

Listed Building Consent is also sought for internal and external alterations and extension, in the form of a link building to the Grade II listed 466 to 468 Moss Lane East to facilitate its conversion to purpose-built student accommodation.

17 individual representations have been received, 12 of which object and 5 of which support the proposed development. Objections have also been received from Platt Claremont Residents Association, Moss Side Tenants Union, Great Southern to Western Community Action Network, The Victorian Society and from Councillor Emily Rowles on behalf of the Moss Side Councillors.

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 impact on the designated heritage asset to be retained, the non-designated heritage asset that is to be demolished 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 southern side of Moss Lane East opposite Whitworth Park and measures approximately 0.19 hectares in area. The site can be accessed via Heald Place off Moss Lane East.

The site, which is not allocated for any specific use in the core strategy, comprises a pair of semi detached villas at 470-472 Moss Lane East (defined as a non-designated heritage asset in the submitted heritage statement) that most recently had consent for conversion into 12 flats in 2012 and the adjacent Grade II listed pair of semi detached villas at 466 – 468 Moss Lane East that most recently had consent for conversion into 16 flats in 2014. 28 units in total. Both properties have been occupied as Houses in Multiple Occupation. Land to the rear of both pairs of dwellings is a combination of lawn and hardstanding used for car parking (24 spaces).



View of existing Grade II listed building 466 – 468 Moss Lane East as viewed from Moss Lane East



View of existing none designated heritage asset at 470-472 Moss Lane East as viewed from Moss Lane East



Site location plan showing the site within its immediate context

The site is bounded to the north by Moss Lane East with Whitworth Park beyond. Oxford Road lies 150m to the east beyond Heald Place, a surface level hand car wash, the 4- 6 storey Ropemaker Court (student accommodation block) and then district centre uses associated with Rusholme District Centre. To the west beyond Parkfield Street lies predominantly residential property. To the south lies a number of low-rise commercial uses adjoining the southern and southeast boundaries which feature blank elevations where they face on to the site. The buildings include a garage, convenience store and community hall. Beyond this lies a housing estate.

The Proposal

Planning permission is sought for the erection of a building ranging from 7 to 9 storeys in height to form purpose-built student accommodation (sui generis), following demolition of the existing semi detached properties at 470 – 472 Moss Lane East and the associated conversion of the Grade II listed properties at 466 – 468 Moss Lane East, which would be connected to the new build via a lightweight glazed link at ground floor.



Proposed layout plan indicating link to existing Grade II listed building to Moss Lane East frontage



Detailed elevation of link

The proposed accommodation comprises a total of 261 student bedrooms with a mix of studios and en-suite rooms set within clusters bedrooms, alongside ancillary facilities and shared amenity space.



Image of proposal from Moss Lane East elevation

The proposed development is intended to be car-free and as such no dedicated access or parking is included, with the exception of the provision of three on street accessible parking spaces. Servicing and refuse collection vehicles would take place on Heald Place from a dedicated drop off point. 2No. Pedestrian accesses would be provided from Moss Lane East, a secondary access would be available from Heald Place for those using bicycles. Externally there would be an amenity space provided in the internal courtyard created in the gap between the retained 466 – 468 Moss Lane East and the building proposed.

The proposed development would see the exterior of the listed building refurbished and internal alterations to the listed building with a ground floor glazed link to the new build element, which would be of contrasting modern appearance whilst drawing influence from the locality in terms of materiality.

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.

Publicity

The proposal due to the scale of development has been classified as a major development. As, such it has been advertised in the local press (Manchester Evening News) as a major development. Site notices were displayed at the application site in relation to the planning application and listed building application. In addition, statutory consultees have been consulted and notification letters were sent to an extensive area.

Consultation responses

Following the neighbour notification and advertisement of the proposals, 17 responses were received from residents and businesses 12 of these were objecting to the proposals, 5 responses made supportive comments.

Comments made objecting to the scheme were as follows:

- Loss of a historical building at 470-472 Moss Lane East which relates to Whitworth Park. The building should be reutilised as it is in good condition with regards to sustainable policies about carbon neutrality. The loss of the building would also remove local housing for local people.

- Development not in keeping with the area due to the domestic scale of building in close proximity. The development will dominate surrounding 2 storey housing on Parkfield Street, Gateshead Close and on Heald Place. Breaking up the bulk with decoration on the façade will not change the fact that this building will be significantly taller than any surrounding property. The application appears to consider only the front of the building and not the rear. Noted that justification for this height comes from a comparison with other buildings on the "Oxford Road Corridor", which considers Ropemaker Court, Rusholme Place and Wilmslow Park. These latter two developments are on Oxford Road itself and Wilmslow Park (the tallest one) is not immediately adjacent to residential properties.

- The church immediately behind the proposed development is described as a community hall in the submitted documents separating the site from the terraced properties on Heather Way. This church is a single storey building and will not shield the properties from a 9 storey residence.

- Overlooking and loss of privacy to people's property.

- The noise, of the students constant comings and goings / partying is not appropriate for the small street that this will sit alongside. People have jobs to go to, we cannot be kept awake until all hours because of student behaviours. In addition, litter in this area is absolutely awful, and having more students coming back later after drinking getting takeaways will add to the mess.

- There is no need for this facility, the area has too many students. There is a need for family housing.

- Not enough parking on street at the moment without adding 261 students. Staff will have cars despite good transport links. In spite of there being a plan in place to restrict students from owning cars this is not workable as this discriminates against disabled students. There are also due to be new residents parking restrictions.

- When did the applicant carry out door to door visits as part of their pre-application communication?

- Query about the locations selected within the noise consultants report submitted and whether or not the applicants have understood that the community centre is a church and the noise impacts associated with its use for the future occupants of the development. Objector took measurements of their own from their property and query how robust the outcomes of the report are. They believe that "Green" and "Amber" zones to the south elevation should be altered to "Red" and that this will necessitate a substantial redesign of the façade elements.

- Disruption during Construction to the highway network due to the constrained nature of the site, query over where contractors will park, how deliveries will be made

to the development site, where a crane will be located and the noise that will occur during construction and why the noise report did not address this.

- Where are the plans to improve local facilities and infrastructure?

- Apart from 466-468 being a listed building and all that this entails, the facade lends an air of past grandeur to Moss Lane East and is pleasing to the eye. A tower block would not enhance the building; on the contrary it would obscure it and take away from its visual appeal.

- There is no green space and the size of the building is imposing and off balance for the plot of land.

- In an email sent to neighbours following the submission of the application the Moss Side Councillors state they "are now inclined not to lend any further support for the planning application". The Planning Statement cited the "support" of the Councillors, and included a letter of support from them.

Comments made supporting the scheme were as follows:

- Welcome this development as business relies heavily on student trade.

- Improves the street, making it much more pleasant which is only a benefit for our community. Perception that this area seems to be forgotten about when it comes to regeneration, so nice to see improvement.

- Excited to see proposed improvements along Heald Place and Parkfield Street, parking is currently a nightmare and getting rid of the flats and replacing with a car free student scheme should help reduce parking pressure. Had concerns about litter from new students but the developers assured them during their door knock that they would provide bins. Good to see positive change.

Platt Claremont Residents Association

Object on the following grounds:

Does not provide for family housing;

Loss of the flats currently on site (despite their occupancy);

Development will not "free up" existing House in Multiple Occupancy due to ambitious growth targets of universities;

This is not a student zone, there are some Houses in Multiple Occupancy but there are family homes;

No provision for car parking provision for disabled students;

Serious parking problem in vicinity of development site;

Cycle Parking inadequate due to location in basement, double decker storage, lack of access for disabled cyclists, entrance for cycles on Heald Place which is dangerous for pedestrians and cyclists;

Will there be no food recycling?; and

Visual replacement of a beautiful white villa frontage and another 2 attractive (though currently quite shabby) Victorian brick semis by this very ugly tower block is very depressing. The white listed building will be completely swamped (as can be seen in

the design mock-up). All the buildings fronting the main section of Whitworth Park were once very grand and it is a big shame that they might be replaced with such mediocre modern design. 9 storeys is higher than any comparable building nearby and feels completely wrong in this location.

Moss Side Tenants Union

Object on the following grounds:

1. The size is overly dominant and out of place for what is a residential area of small family houses. It is at odds with the height of existing buildings. The building is overly dominant and residents will lack privacy. The height of the building will allow noise to carry.
2. Lack of parking facilities may will impact availability of parking meant to support local businesses, fail to provide for those who need a car due to disability, place pressure on local parking and the drop off zone on Heald Place will bring late night disturbance.
3. It decreases the availability of housing for local permanent residents in an area of housing need.
4. This is primarily a family area and the council should not allow the increasing studentification that this development will bring.
5. The accommodation offers cramped living space in the kitchens/ living/ dining rooms of several clusters and some of the basement studios may have inadequate natural light.

Great Southern to Western Community Action Network

Object on the grounds of:

The scale and occupation density of the proposed building, it's impact and the lack of pre-application consultation.

The size of the units for students occupying the development.

Impact on view from Whitworth Park and Gallery.

Accuracy of documentation submitted to accompany the planning application.

Impact on the privacy of local residents.

Impact on parking in the area and the associated impact on proposed resident's parking scheme.

Loss of flats within the existing buildings.

Ward Members

Councillor Emily Rowles

The Moss Side Councillors raised several concerns prior to the application where conditional support for the application was given.

At the initial meeting:

- The height of the proposal was noted to be too high for the area
- The design was noted to not be in keeping with the area
- The public realm improvements as discussed were central and critical to any support
- The impact of the scheme in terms of parking and the forthcoming residents parking scheme was discussed

- Concerned that these have not been appropriately addressed in the final planning application.

Highway Services

CONTEXT - The site is bound by Moss Lane East, Heald Place and Parkfield Street, all of which are 20mph adopted highways with adoption extending to the back of footway. No Waiting At Any Time restrictions are currently in place within the vicinity of the Heald Place and Parkfield Street junctions and at various locations along Moss Lane East. No Waiting Mon-Sat 8am-6.30pm restrictions are also in place along the opposite side of the site along Moss Lane East. The highways surrounding the site are proposed to be included in the Rusholme and Moss Side Residents Parking Scheme which is programmed to commence mid-2023. At this stage, it is anticipated that in the immediate vicinity of the site, parking will be permitted for a maximum of 1hr (no return within 1hr Mon-Sun 7am-midnight) along Moss Lane East with no exemption for permit holders. The double yellow-line waiting restrictions running along the site's eastern frontage onto Heald Place will be retained as part of the parking scheme.

HIGHWAYS RESPONSE TRIP GENERATION AND JUNCTION CAPACITY - Given the car-free nature of the proposed development, the proposed use and accessible location, it is accepted that the proposed development is likely to generate only a negligible increase in vehicle trip generation. As such, any slight increase in trips can be absorbed on the existing network. No multi-modal trip generation has been provided within the submitted Transport Statement. Details of trips by all modes are required in order to determine whether any improvements to pedestrian, cycle and public transport infrastructure surrounding the site are necessary.

SITE ACCESSIBILITY & TRAVEL PLAN: The submitted Transport Statement demonstrates that the site is well accessed by sustainable modes of travel and is located within walking/cycling distance of various amenities and University of Manchester Campus buildings. It is noted that the majority of residents will be members of the UoM. A Framework Travel Plan has been submitted with the application. However, it is recommended that the development, submission, implementation and monitoring of a full Travel Plan within 6 months of occupation be attached as a condition of any planning consent.

ACCESS & OFF-SITE HIGHWAY WORKS: A rear car parking area associated within the existing site is currently accessed via Heald Place. Submitted plans show that the access via Heald Place will not be retained although the proposed dropped-kerbs will allow for the transfer of bins directly from the building onto Heald Place for servicing. For the avoidance of doubt, all external doors (with the exception of fire doors) should be inwardly opening, in order to prevent obstruction to passing footway users.

PARKING: It is understood from the application that this development will be a car free, therefore there will be no on site provision offered. Given the nature of this development, low levels of vehicle ownership are anticipated and given its accessible location, this is deemed to be acceptable to Highways. It is also understood that residents will not be permitted to bring cars to the site (or the surrounding areas) under the terms of their tenancy agreement. However, it is recommended that the

operator monitors demand for potential leased parking with nearby operators as part of the Travel Plan Strategy to cater for any staff parking demand. As the site is located adjacent to a proposed Residents Parking Scheme, an amendment to the order will be required to exclude these residents from obtaining permits. No reference has been made to provision for disabled users and therefore further commentary is sought as to the existing and proposed disabled provision. No reference to Car Club provision has been referenced within the Transport Statement of Framework Travel Plan. The use of which should be fully promoted through the Travel Plan. The Transport Statement has given consideration to the existing pay-and-display car park located on-site and it is accepted that existing parking demand could be relocated within other local car parks.

PICK-UP/ DROP OFF: Although the Transport Statement has made some reference to residents moving in/out during key enrolment periods, given the proposed scale of the development and lack of on-site parking provision, this should be picked up fully as part of a resident pick-up/ drop_off management plan to be conditioned with any future consent.

CYCLE PARKING: 70no. cycle spaces are proposed, equating to a provision of 27% and is in accordance with BREEAM standards. Whilst this level of provision is acceptable, cycle parking demand should be monitored as part of the Travel Plan with additional cycle parking provision provided if necessary. The proposed cycle parking area will be located to the basement of the building with access provided via a lift and therefore provides sheltered and secure provision.

REFUSE AND SERVICING: The proposals include a dedicated bin store located within the basement of the building. The submitted Transport Statement states that refuse collections will be made from Heald Place and bins will be placed on Heald Place to await servicing. Whilst Highways have no objection to refuse servicing from Heald Place, the placement of numerous Eurobins onto Heald Place await servicing is likely to cause an obstruction to pedestrians and possibly motor vehicles should bins be placed on the footway or carriageway. It is therefore requested that bins are stored within an external area within the curtilage of the site when awaiting servicing.

CONSTRUCTION MANAGEMENT: A Construction (and Demolition) Management Plan should be provided by the applicant prior to any construction works beginning.

SUGGESTED CONDITIONS - S278 (Footway reinstatement, TRO extension & resident parking scheme TRO amendment) - Travel Plan - Resident Management Plan - CMP

TFGM COMMENTS: - The road accident data analysis should be updated to include the five-year period up to the whole of 2021 and possibly some of 2022 if this is available. The analysis area should include the junction with Oxford Road. - Suitable TROs should be in place to deter on-road parking, as site observations suggest that the surrounding streets are subject to significant levels of on-street parking. - Swept path plans should be provided to demonstrate that the proposed servicing arrangements can be undertaken safely and appropriately. - Any redundant access points should be reinstated accordingly. - Any access points or junctions surrounding the site should benefit from tactile paving and dropped kerbs. - A parking

management plan should be employed to review how drop off and picks up will be managed on the network. This could also be covered within a Travel Plan. Review the potential for a loading bay. - Cycle parking should be provided on site and where possible a 1:1 provision be secured. The spaces should be secure and suitable for overnight accommodation, with sufficient lighting and CCTV. - Travel Plan conditioned.

UPDATED HIGHWAYS RESPONSE 15.05.2023 The applicant has submitted a Highways Technical Note (TN) in response to MCC Highways and TfGM comments. A multi-modal trip generation assessment has been provided demonstrating that the level of vehicular activity is anticipated to be low given the car free nature of the development proposals. Whilst multi-modal trip generation data has been provided, no further assessment/audit of pedestrian trips/routes has been provided. Based on the level of pedestrian trips (around 200 two-way trips per day), Highways request that the applicant undertakes a further assessment of such routes in order to identify where dropped-kerb/tactile paving provision is required to support pedestrian movement. Such improvements should form part of the conditioned S278 works. An Accident Analysis has been undertaken and shows that there are no existing trends or deficiencies that would be affected by the development proposals. It has been confirmed that the existing access to the site from Heald Place will be amended and utilised as pedestrian footway with footway reinstatement and an extension of double-yellow line waiting restrictions. The TN states that it is understood that all external doors which open on Heald Place will open inwardly to prevent any potential obstruction to passing footway users, however this does not align with what is shown on submitted plans. Highways suggest that plans are amended to show inward opening doors (excluding fire doors). The applicant has confirmed that residents of the proposed development will be excluded from obtaining permits for the proposed residents Parking Scheme. An amendment to the TRO will be required via S278 agreement, to be funded at the applicant's expense. As the proposals are car-free, no disabled parking provision is proposed. It is recommended that the applicant provides further justification including an assessment of nearby disabled parking provision. The proposed (27%) level of cycle parking provision is considered acceptable by Highways given that any additional demand would be provided for as part of the conditioned Full Travel Plan. Whilst refuse servicing from Heald Place is considered acceptable by Highways, the operator must ensure that bins are not placed out onto the footway prior to/post servicing in order to maintain appropriate footway clearance for pedestrians. Bins should therefore be transported directly from the internal bin storage area for servicing. Highways still request that a resident pick-up/ drop-off management plan is conditioned with any consent. The applicant has confirmed that a CMP and Full Travel Plan will be submitted for approval prior to construction and within six-months of first occupation respectively.

Environmental Health

Recommend the imposition of conditions relating to Contaminated Land, Air Quality in accordance with the report submitted, Electric Vehicle Charging, Boiler information and Air Intake information, Construction Management, Refuse, Acoustic Insulation (residential and break out) and External Plant.

Neighbourhood Team Leader (Arboriculture)

The applicant has proposed to remove all existing trees on the site and replace with suitable replacements on a 1 for 1 basis. Arboriculture would not recommend any of the trees to be removed for TPO status. No objection subject to appropriate mitigation planting.

MCC Flood Risk Management

Recommend the imposition of conditions relating to Sustainable Urban Drainage and the maintenance thereof.

Parks & Events

Any comments received will be reported to committee.

Greater Manchester Police

Any comments received will be reported to committee.

Greater Manchester Archaeological Advisory Service

Archaeologically, the potential knowledge that could be gained from evaluation or excavation of former formal garden plots to the rear of the current buildings is negligible. Later re-use of these areas as car-parks is likely to have truncated any surviving features, and any artefacts, though potentially useful for informing on the discarded material culture associated with 19th century townhouses, would have limited research potential. Therefore GMAAS will not be seeking to impose archaeological requirements on the applicant.

The listed properties at 466-468 Moss Lane East have been extensively refurbished internally. This has likely led to the loss of many original features, fixtures and fittings of the property, along with impacts to its historic fabric that have eroded some of its previous significance. The listed building derives its principal significance from the high-quality and symmetrical architectural treatment to the front elevation (to be minimally affected by the proposals), unique within the area; whilst the limited significance internally is derived from surviving elements of the building's original configuration (to remain legible following development). With regard to 470-472 Moss Lane East, proposed demolition will amount to the full loss of buildings within the immediate setting of the listed structures. The Planning Statement states that 470-472 are regarded as non-designated heritage assets within the Heritage Statement, but GMAAS agree with the statement in paragraph 6.20 of the Planning Statement that 'although the Victorian-era villas are of good quality construction and likely to have been relatively prestigious of the time due to scale and detailing, this is only significant within a local context as there are many comparable buildings throughout Manchester'. GMAAS agree with this conclusion and as such will not be asking for mitigation due to the relatively small potential for knowledge gain.

Greater Manchester Ecology Unit

Recommend the imposition of conditions relating to Bats, Breeding Birds and Biodiversity Net Gain.

National Amenity Societies

Victorian Society object to the proposal, which they consider would cause substantial harm to the setting of the Grade II-listed building.

466 and 468 Moss Lane East are a handsome pair of white-painted stucco on brick townhouses with good classical details built in c.1840 to the south of Whitworth Park. Historically, this green space has been bordered by two- to three-storey townhouses and villas, politely set back from the road with good-sized front gardens. Buildings vary in style from classical to Gothic and largely date from the 19th century. In contrast, the proposed massing of the nine-storey building would tower over Moss Lane East, actively eroding the attractive, domestically scaled streetscape bordering Whitworth Park.

Furthermore, the proximity of the proposed building to the Grade II-listed 466 and 468 Moss Lane East would cause substantial harm to the historic setting of this heritage asset. Handsomely set within its own grounds, in splendid isolation, the heritage asset would be blocked in by the walls of the proposed building and reduced to a porch servicing the proposed building.

The demolition of the neighbouring unlisted, late 19th-century villa, 470 Moss Lane East, is wholly unnecessary. The present building provides an ideal setting for the neighbouring Grade II-listed building and blends in with the current streetscape. This building also appears to be in good condition, and alternative uses could easily be found.

Paragraph NPPF 200 states: "Any harm to, or loss of the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting) should require clear and convincing justification." The application does not provide adequate justification for the site-specific location of this scheme and the subsequent harm to a designated heritage asset.

The proposal cites Manchester's Core Strategy Policy on targets for the construction of purpose-built student accommodation and that it is "one of the last opportunities along Moss Lane East to develop a building suitable for purpose-built student accommodation". Given the nearby proximity of seven purpose-built student accommodation blocks, it could be argued that the immediate area surrounding Whitworth Park is already well-catered for. Moreover, Manchester's core strategy on building purpose built student accommodation is city-wide, with developments encouraged within the 'Oxford Road Corridor area', an area the proposed building would sit outside of. With some basic research, a much more appropriate site could be found. The justification for the harm to the setting of this designated heritage asset is unconvincing and therefore unwarranted.

Emphasis needs to be put on the importance of reusing and recycling buildings such as 470 Moss Lane East, as per Historic England guidance (<https://historicengland.org.uk/whats-new/news/recyclebuildings-tackleclimate-change/>). In addition to the Government's legally binding target to reach net zero, Manchester City Council's climate emergency declaration resulted in a commitment to halve carbon emissions by 2024. The demolition and replacement of 470 Moss Lane East would be wasteful and generate significantly more carbon emissions compared to its reuse. The proposals are therefore also contrary to the Council's commitment to tackle climate change and should be refused on this

basis.

Health & Safety Executive (Land Use)

HSE raise the following:

- Means of escape including connection of single staircase with basement.
- Means of escape including connection of single staircase with ancillary accommodation.
- Means of escape including descend of lift shaft associated with single staircase to basement.
- Fire service access routes

Cadent

No objection subject to the imposition of an informative relating to proximity to their infrastructure.

United Utilities

Recommend the imposition of conditions relating to Sustainable Urban Drainage and the maintenance thereof.

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 is considered to be a high quality scheme in terms of its design and appearance that would enhance the regeneration of the area.

Policy EN3 (Heritage) The impact on the historic environment would be acceptable and this is considered in further detail in the report

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 DC19 (Listed Buildings) – The impact on the listed building is considered in detail in the report.

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

National Planning Policy Framework

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

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

Sections 4, 5, 11, 12 and 16 are considered relevant to the consideration of this Application.

Paragraph 197 in Section 16 states that in determining planning applications, local planning authorities should take account of:

- a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
- c) the desirability of new development making a positive contribution to local character and distinctiveness.

Paragraph 199 states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset’s conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

Paragraph 200 states that any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification.

Paragraph 202 states that where a development proposal will lead to less than

substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

National Planning Policy Guidance

The Government produced a suite of documents to act as a live resource which sets 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.

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 (May 2023)

This report acknowledges the significant economic contribution students make to Manchester whilst they live and study in the city and that providing a residential offer for students to address the needs has been a long held Council objective as part of the housing strategy and planning policy framework (policy H12). 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 also acknowledges that there is an unmet demand in the city and 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.

The approach to the provision of PBSA was endorsed to help guide decision making and the committee are requested to take this into account as a material consideration.

Legislative Requirements

Section 16(2) and 66(1) of the Planning (Listed Building and Conservation Areas) Act state that decision makers must have "special regard to the desirability of preserving the building or setting or any features of special architectural or historic interest which it possesses."

Principle

The proposed development relates to a 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.

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

Not only would the proposal help to provide new student accommodation, it 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, whilst reutilising a Grade II Listed Building. On this basis, the proposal is considered to accord with relevant policy and guidance.

However, there are specific planning issues, which need to be considered, this includes the specific requirements of policy H12 (new PBSA), the impact to amenity and the operation of the highway and the impact on the designated heritage asset are 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 policy position on PBSA endorsed by the Executive Committee in May 2023. The report recognises that H12 remains an affective policy position, whilst demonstrating that there are opportunities to meet the significant demand by identifying potential sites for new PBSA.

Subject to the criteria in the policy, such development should 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.

In this regard 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.

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. The scheme would include the installation of rooftop photovoltaics.

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. The site is close to and within a close walking distance to a range of amenities to the east along Oxford Road within Rusholme District Centre.

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. 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. The construction of the development is likely to provide in the region of 115 gross jobs at full time equivalent.

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. The facility will be managed by a company with experience in managing of student accommodation in Manchester. Management staff will be present throughout the day, including at a reception desk overlooking the principal entrance. Student representatives will be resident in the accommodation.

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 as set out further in the report. The daylight and sunlight report and addendum report set out that the development is acceptable following technical analysis. The impacts of the development on the outlook and privacy of neighbouring residents have been assessed and given the separation distances and existing characteristics of the area (including positions of windows) there would be no unacceptable impacts on residential amenity. In terms of noise disturbance the majority of activity would be via the Moss Lane East and Heald Place entrances which are situated away from residential properties. A Management Plan which would proactively manage student behaviour through 24/7 on site management presence. Conditions would be put in place with regards to the breakout of noise from the operation of the building or any associated equipment.

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

The listed building on site would be reutilised and refurbished as part of the redevelopment of the site, a sensitive conversion that would secure the long term viability of a heritage asset. It is acknowledged that the adjacent semi detached properties would be demolished; this is considered in more detail in the report.

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 would take place from Heald Place. Further details are required by condition with regards to the collection of organic waste, there is a commitment from the applicant to provide this.

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, May 2023 acknowledges a clear need for new 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 December 2020 which refers to evidence that suggests 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 applicant has a track record of delivering similar accommodation throughout the UK. 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 a pair of semi detached villas 470-472 Moss Lane East that are to be demolished as part of this development. The site is not located in a conservation area and the existing buildings are not listed, however, the submitted heritage statement acknowledges that they are non-designated heritage assets. Whilst the building contains a degree of aesthetic value when viewed from Moss Lane East, the submitted report concludes that the building is not of any special architectural merit or significance. The building has been significantly altered internally and provides poor quality accommodation. The building would not lend itself to a realistic conversion opportunity for the use proposed and the reuse of the building would not aid longevity of use or maximise the development potential of the site.

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. The impact of the demolition on the setting of the listed neighbouring villas is dealt with elsewhere on this agenda.

Whilst the residential flats that are within 466 – 468 and 470-472 Moss Lane East would be lost as a consequence of the proposed development, these flats do not presently offer a good standard of accommodation, being utilised predominantly as student houses in multiple occupation, Air B and B's student houses and the remaining properties as flats, with one vacancy. It is considered that the loss of these flats would be significantly outweighed by the benefits offered by good quality and amount of units much needed purpose built student accommodation. The applicant

confirmed that one longstanding resident has been provided with alternative accommodation and where tenancies have ended these are now on rolling contracts.

Redevelopment of the Site and Contribution to Regeneration

The proposal would redevelop a 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 into a mix of studios and en-suite rooms set within clusters bedrooms resulting in 261 students bedrooms.

The studios are typically sized at 17.4 sqm (accessible studios at 20.9 sqm) and cluster rooms (en-suite) 13.2 sq m and a shared kitchen/dinner (one per cluster flat) at 33.7 sqm.

Site Layout

The proposed development comprises the retained Grade II listed 466 – 468 Moss Lane East building, which links via a ground floor glazed link extension to a building ranging from 7-9 storey in height. The building runs along the Moss Lane East frontage on the same building line as the listed building.

Principal access into the site is gained from Moss Lane East, with a secondary entrance off Heald Place, with a dedicated drop off point in this location for servicing drop off/pick up purposes.

The ground level makes provision for communal areas to the north of the site fronting Moss Lane East, to the south of the site the ground floor includes student beds. The cycle parking and refuse storage would be accommodated within the basement. All of the other 261 student bedrooms would be accommodated in the upper floors. The upper floors also include amenity provision for the occupants of the building.

The building would be softened by planting, landscaping and a communal courtyard.

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. The impact on the setting of neighbouring buildings follows below.

Design, Scale and Appearance

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

The proposed part seven storey, part eight storey, part nine storey building has an articulated façade and stepped height and massing to break down the scale of the building and reflect the variation in height of buildings in the area. The building is larger to the east where the building is associated with existing purpose built student accommodation situated towards the Oxford Road Corridor. The scale reduces in height to the west in relation to the height of Grade II Listed Building (itself a two storey building with basement and room within the roof space) separated by a lightweight glazed link and in relation to the residential property to the west and south, with upper floors set back to decrease the sense of scale at street level and to provide separation distances.

The ground floor will be taller than those above to replicate the more classical proportions of the Grade II Listed Building. The window proportions have been influenced by those of the existing Georgian House, with a strong horizontal and vertical banding.



Scheme as viewed from Whitworth Park

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 the building to the east relating to buildings of scale associated with Oxford Road Corridor and reducing in scale and massing to the west in relation

to the more residential context to prevent any over-dominance. Regard has been had to policy EN1 of the Core Strategy which encourages buildings of higher density on arterial routes into the City Centre.



North Elevation



South Elevation



East Elevation



West Elevation

In terms of appearance, the design is considered to offer quality of design. Specifically in relation to the depth of window reveal allowing for increased articulation, light and shadow.

The elevations include brickwork detailing, recessing and banding to provide texture and depth to the buildings.

In terms of materials, the proposed development will use a limited palette of high quality materials such as facing red bricks, with elements expressed in a hit and miss red/brown brick texture and recessed anodised aluminium panels with large areas of glazing. The exact specification of the materials would be agreed by way of an attached 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 Grade II listed building will be adapted internally with the inclusion of a lift, whilst the new building will be built with level access. The entrance leads to lifts and the internally circulation cores and units are proposed to Part M standards. The scheme would include 5 accessible / adaptable units which is above the requirement set out in Part M. The landscaping would be level, other than to the access to the existing listed building. Routes within the site have been designed to be well lit and hazard free for wayfinding. Three off site disabled car parking bay would be secured through a planning condition.

Amenity Space

Residents would have access to a range of amenity space, including an external courtyard between the buildings and the retained setting for the Grade II Listed Building to the Moss Lane East frontage (440sqm of landscaped external amenity areas), study booths, collaboration spaces, residents lounges, cinema space, gym, games area, entertainment space, laundry facilities and a well being room. Given the nature of the development and the constraints of the site, the level of amenity space is considered acceptable.

Impact on the designated and non-designated heritage assets

The Grade II listed building (No 466-468) would be retained and converted to student accommodation. The reconfiguration has been designed with the key principals of retaining as much separation between the two self-contained villas as is possible and a retention of historical divisions within the building where possible. The proposals will also require the insertion of an opening into the listed building in the east wing and a single interface between the listed building and the proposed new building at this point to allow access between the two.

It is agreed that the approach to the conversion of the listed building involves a sensitive intervention which seeks to retain, protect and reveal as many of the building's original features as possible.

The significance of the designated heritage asset relates solely to the façade facing Whitworth Park, the side and rear elevations were not constructed to the same ornate standard or including the same proportions. There are limited internal features which have been retained since the conversion of the property into apartments.

The division between the two original villas would be noticeable following the implementation of this scheme. A lift shaft and smoke riser would be installed in order to accord with Building Regulations and provide accessibility for all, this would remove historic fabric in terms of dividing floors/ ceilings, however this would be limited. The stairway within no. 468 would be reconfigured in a more sympathetic manner than present arrangements accessed via no. 466. There are original decorative features proposed to be retained such as cornices and skirting.

With regards to the setting of the listed building, the acknowledged element of significance of the heritage asset is the façade which is maintained, as is the setting for the façade behind a retained lawned areas with trees (to be retained / replaced) and hedging to be supplemented.

The building to the side and rear proposed is of significant scale and is acknowledged as detracting from the prominence of the listed building in that it does have an impact on the setting of the Listed Building. However, the harm caused is considered to be less than substantial when weighed against the tests set out in the NPPF and the substantial public benefits including the provision of purpose built student accommodation in a sustainable location.

The rear of the property is far more utilitarian in nature and the harm to the setting of the listed building when viewed from the rear is considered far less significant, albeit that the development proposed does lose a sense of space around the designated heritage asset when viewed from the rear.

The submitted Heritage Report concludes that the proposals will result in less than substantial harm to the significance of the listed building due to physical changes to its historic fabric and changes in the way the building will be experienced from Moss Lane East.

470-472 Moss Lane East is acknowledged in the report to be a non-designated heritage asset. The report concludes that although the Victorian-era villas are of good quality construction and likely to have been relatively prestigious of the time due to scale and detailing, this is only significant within a local context as there are many comparable buildings throughout Manchester. The dwellings have had significant alterations associated with the subdivision to flats. Although the development would result in the loss of this building, a balanced judgement is required as to the scale of the loss. Given the building is not listed and only of limited local significance the harm in heritage terms can only be deemed as limited.

The NPPF requires weighing the benefits of a scheme against the less than substantial harm arising from this proposal. It is considered the holistic benefits of the scheme outweigh the identified harm to the listed building. Especially having regards to the retention of the designated asset and the proposed treatment of that designated asset, which should be the subject of appropriate conditions.

It is therefore considered that the scheme would accord with the approaches set out within EN3 of the Core Strategy, saved policy DC19 of the Unitary Development Plan and Section 16 of the National Planning Policy Framework.

Impact to Archaeology

In respect of archaeology, a detailed Archaeological Desk-Based Assessment has been submitted in support of the application. The report confirms that there are no designated archaeological assets within the site, and there is no record of development on site prior to the construction of the existing detached buildings. Archaeological remains are considered to be limited to 19th century gardens which have been lost to hardstanding. GMAAS confirmed that they were satisfied and did not require the imposition of any conditions. The proposal is therefore acceptable with regards to policy EN3 and saved policy DC20.

Impact to the Highway

The development would be largely car free, with the exception of delivery and emergency vehicles and the three proposed on street accessible car parking spaces. It is accepted that the proposed development is likely to generate a negligible increase in vehicle trip generation, which can be absorbed by the network.

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 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, 74 secure cycle spaces in the basement cycle store. Delivery of additional spaces would be demand-led and identified through the ongoing operation of a Travel Plan.

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 on Heald Place. The servicing has been assessed by Highway Services as being satisfactory.

A condition requesting a further travel plan within 6 months of occupation is appended to monitor travel patterns.

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, 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 condition is also recommended requiring the following highways requirements:
Footway reinstatement;
Extension of double yellow line restrictions;

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.

No representation have been received from the neighbouring property to the south of the site within the community centre.

Objections from residents on Moss Lane East and within the residential estate to the south have raised concerns about the impact of noise generated by prospective student occupiers, as well as concerns relating to the building having an overbearing and oppressive impact providing overlooking. The impact to all neighbouring occupiers is set out below.

Sunlight/Daylight

The applicant has produced a Daylight and Sunlight Report to assess the impact on existing light levels upon neighbouring residential buildings. An addendum report was also submitted with further information.

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

The applicant undertook an exercise where they compared the impact of the proposed development to the relationships that exist in the immediate context, namely Rusholme Place and Ropemaker Court. The impacts were comparable to the development proposal due to the intervening separation distances.

Computer generated images of the impact on Vertical Sky Component (VSC) to windows to neighbouring properties are shown below. Those windows which are coloured yellow receive excellent daylight meeting BRE criteria. Those in orange/yellow follow marginally short of BRE guidance, but have good potential for daylight and sunlight. Those in red, purple and below will receive daylight below the target criteria.



The information shows that 5 of the 6 windows to the north elevation of 1-5 Heather Way would have a major adverse impact to Vertical Sky Component and No Sky Line. In line with BRE guidance we must consider which rooms are affected to understand the significance of impacts. The windows affected are north facing galley kitchen window and bedroom window to each property. Habitable windows face southwards away from the development site. The sensitivity of the windows and rooms assessed is therefore reduced.

The submitted information shows that daylight/sunlight and overshadowing impact to the neighbouring property is contextually similar to the developments that have been approved in the locality. This is an urban location where it is not always possible to meet targets. BRE altered their guidance in 2011 to recognise that different targets would be appropriate for different locations. Alternative targets would be generated from assessments of existing development in the area. The developer had developments approved at Rusholme Place and Ropemaker Court in this regard.

Assessment have also been undertaken for:

464 Moss Lane East;

Three windows do not meet the BRE target criteria for VSC daylight, two of which serve bedrooms that are considered by the BRE as having a lesser requirement for daylight. The remaining window serves a living room located on the ground floor which is provided with two alternative windows. The BRE states that where a room is served by multiple windows of similar size, the mean VSC for the room overall can be calculated. Both alternative windows meet the VSC daylight criteria and, when the mean VSC is considered, the room overall will be reduced by 20.9% VSC, which is marginally outside the target reduction of 20%. As such, the impacts on VSC daylight to this property are considered to be minor.

2 – 4 Parkfield Street;

With the proposed development in place, these properties will fully accord with the BRE target criteria for VSC and NSL daylight, and APSH sunlight.

14 Heald Place;

With the proposed development in place, these properties fully accord with the BRE criteria for NSL daylight and APSH sunlight.

One window does not meet the target criteria for VSC daylight. The window is reduced by 20.7%, against a target reduction of 20%, which is a minor impact.

14-20 Gateshead Close.

With the proposed development in place, this property will fully accord with the BRE target criteria for VSC daylight. No living rooms face within 90 degrees of due south so no APSH sunlight assessment is required.

Seven rooms will not meet the BRE target criteria for NSL daylight, five of which will experience a minor reduction of between 20-30%, which is considered acceptable given the context of the site. The remaining two rooms will be reduced by 33.3% and 33.2%, but both rooms will continue to receive adequate daylight in excess of 62% of the room area, which is again considered acceptable given the location of the site and the emerging height and density in the area.

On balance, it is believed that the proposed development demonstrates broad 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 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 which looks at the proposals compatibility with surrounding uses. The assessment concludes that the proposed development is unlikely to cause undue harm from associated noise and where there is the potential for some impact (i.e. plant) this can be managed and mitigated i.e. mechanical ventilation.

The assessment also indicates that any external noise impact on future occupants can be appropriately mitigated. Namely from the operation of the nearby hand car wash facility and the operation of the highway. The development would also be in close proximity to a Community Centre to the south utilised for prayer.

Environmental Health did not raise concerns with the findings of the submitted report and subject to the use of appropriate conditions, the impact of noise is considered to be satisfactory.

No private external areas are proposed such as balconies and it is not intended for there to be any terraces, a condition is appended to secure this commitment. The use of the external area to the site frontage and the land to the rear is currently uncontrolled. The benefit of the use of these landscaped shared amenity areas and surveillance provided by the use of these areas would outweigh any harm associated with noise from the use of these areas. The amenity areas fronting Moss Lane East

would be subject to the noise from the use of the road as identified in the submitted report.

Disturbance

The proposed occupier operates student accommodation throughout the country and adheres to a Management Plan that establishes protocols to be adhered to. The focus would be on preventing incidents of excessive noise and anti-social behaviour. There would be 24/7 management. A ‘helpdesk’ which will be contactable at all hours for the benefit of both future occupiers and the local community. CCTV would be installed. Tenancy agreements would be worded so that any serious incidents or repeat complaints could lead to eviction.

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. The nearest windows being the 6 windows mentioned in the above daylight/sunlight assessment to the north elevation of 1-5 Heatheyway, a galley kitchen window and a bedroom window to each property, being located some 15.3m – 18.7m away.

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 building, window positions and general façade design is considered to minimise the impact to neighbouring occupiers. No direct undue overlooking would result. Any impact is lessened by the presence of the intervening community hall which separates the site from the nearest residential property to the south. The community hall has no windows to the north elevation, the elevation facing Parkfield Street has 3 windows which would be in close proximity to the southernmost part of the development proposed, however, this element which would only c.1m forward of the building, giving limited opportunity for overlooking at an oblique angle.

The distances provided to the gable of 464 Moss Lane East (with 4 stained glass windows) to the west on the other side of Parkfield Street would be 13m across the highway. There are two polygona windows to a bay to the rear elevation and a single storey rear element that is further set away from the side boundary, with two side facing windows. There would be some views available over the private garden area across Parkfield Street to the West but as stated above, this would be across a highway with a separation distance of 13m and the overlooking would be in keeping with the character of the wider area.

Further along Parkfield Street there would be a separation distance of c. 20m and above to windows at No. 2.

The development would sit opposite the existing hand car wash to Moss Lane East across the north part of Heald Place at a distance of c. 12.5m across the highway. The development proposed would sit behind existing commercial property on Heald Place to the south of the site, increasing separation distances to the other side of Heald Place where there is a setback student accommodation block known as Heald Court. The proposal would also sit to the north of residential property on Heald Place, however, No. 14 Heald Place currently has a gable with alleyway next to a high level wall associated with the commercial premises. Windows to the rear of these properties look to the west, views to the north interrupted by the community hall.

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

Reception

A TV and Radio Impact Assessment was submitted to support the planning application. The report concludes that the development may cause very minor interference to digital terrestrial television reception in a limited localised area however a range of measures can successfully mitigate this if identified to be necessary following completion of the development. There are no identifiable impacts with respect to digital satellite television or radio signals. A condition is attached to protect the level of TV and Radio signal.

Waste Management

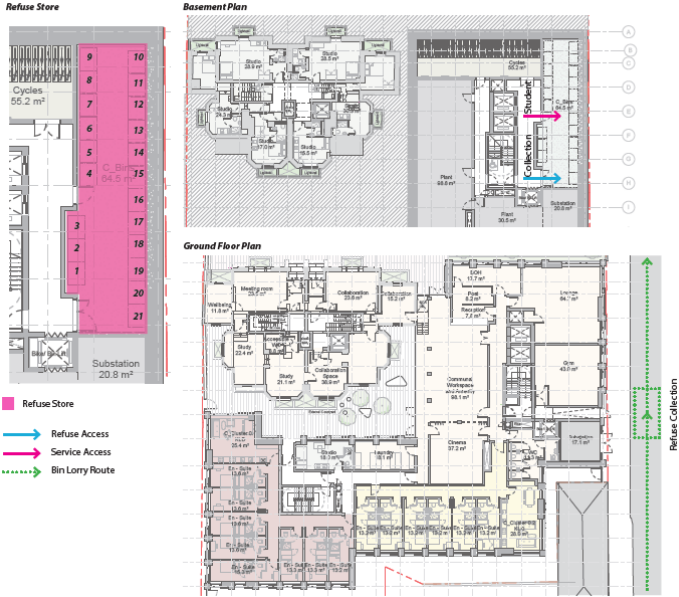
A detailed waste Refuse Strategy is submitted as part of the Design and Access Statement submitted with the application.

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 5 general waste 1,100 litre Eurobins, along with 5 x 1,100 litre Eurobins for both pulpable and comingled recyclable waste.

The refuse store would be located in an enclosed area within the basement, with waste collected on a twice weekly basis from the collection point on Heald Place. On collection days, on-site management move waste containers from the

refuse to the collection point on Heald Place to be collected by a private contractor. The applicant has acknowledged that more collections may be required at the beginning and end of terms, when students generate more waste.

Highway Services have confirmed that the proposed arrangements are acceptable. A condition is included to request further information with regards to the facilities available for the collection and storage of organic refuse, which the applicant has committed to providing.



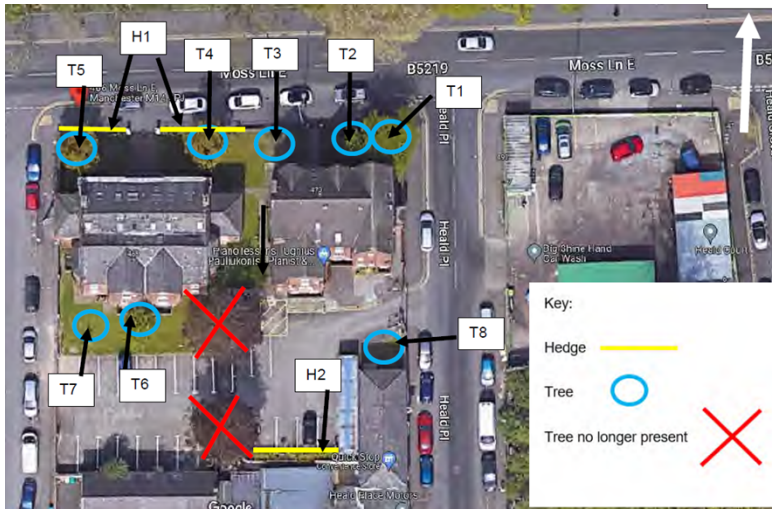
Crime and Security

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, Trees and Boundary Treatment

An Arboricultural Impact Assessment accompanies the application and confirms that out of the 8 trees on site 5 of these reside on the northern grassed area fronting Moss Lane East, 2 are located to the rear of 466-468 Moss Lane East and 1 is located on the boundary with Heald Place. There are hedges to the north boundary either side of the entrance to 466 – 468 Moss Lane East and one hedge to the southern boundary to the shared boundary with a property facing Heald Place.

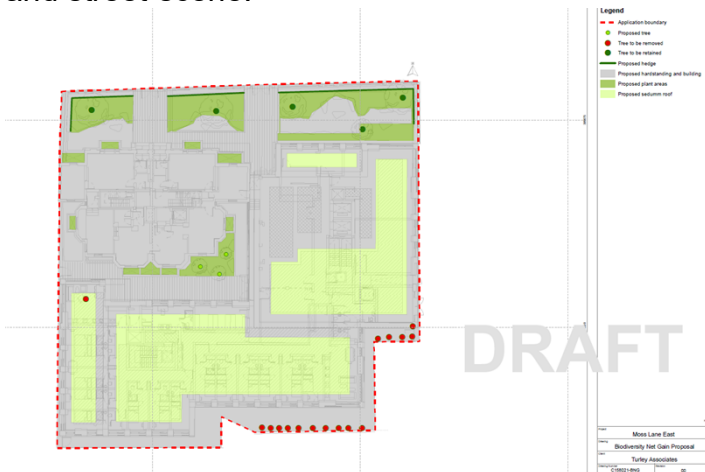
Three trees to the site frontage (T3,4,5) would be retained as part of the development proposed and tree T1 replaced with a higher quality Cherry tree. The trees to be lost are small scale, poor quality trees, being a category C plum, a category U Rowan, a category U Cherry, a category U Field Maple and a young category B Larch. The hedge to the southern boundary would also be removed.



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 retained trees.

The City Council’s Arboriculturalist has undertaken a review of the submitted assessments and concurs that with a good tree mitigation proposal the trees on this site could be replaced with minimal amenity impact to the local area. On this basis, the impact to existing tree provision is considered in acceptable.

In terms of landscaping, the submitted Biodiversity Net Gain Proposal proposes a plan that would respond positively to the setting of existing and proposed buildings and street-scene.



The plan shows large areas of sedum roofs, plant areas, a long hedge along the northern boundary of the site and planting of three trees in containers within the internal courtyard. There would be seating areas to the site frontage and within the internal courtyard area. There would be 8 trees, as there are now (3 of those being retained trees) as indicated in the plan above.

Hard landscaping would be in the form of permeable paving and gravel.

The two listed lamp posts placed in front of the listed building are proposed to be retained.

The existing boundaries are a mix of low walls with railings and brick walls. The northern boundary along Moss Lane East is comprised of low walls with railings. There are two gates along this boundary. These railings and gates would be retained as part of the proposals. The existing boundary along Parkfield Street is comprised of a brick wall of which approximately half would be retained. The existing boundary along Heald Place is a continuation of the railing that runs along Moss Lane East. This will be retained.

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 and bat roost appraisal forms part of the application. One of the buildings on site is being used as a Common Pipistrelle day roost by small numbers of this species. Details of the mitigation measures that are required have been provided and these are acceptable.

Greater Manchester Ecological Unit are satisfied subject to the imposition of conditions relating to bats and nesting birds.

The development proposal also provides the opportunity to enhance bio-diversity, the applicant submitted reports to state that a biodiversity net gain of 12% could be achieved largely through sedum roofs and tree planting of ornamental trees.

Greater Manchester Ecological Unit require the imposition of a condition to secure the Biodiversity Net Gains requiring the submission of a landscape and ecological management plan to secure these improvements.

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. This is accepted by Environmental Health. A Phase II study 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 4% building emission rate reduction relative to the current Part L (2021) compliance standard within Building Regulations. This equates to a 30-50 improvement over Part L 2013. 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.

The retention of the listed building would save embodied carbon and reduce the scheme as a whole would reduce carbon emissions during the operational lifetime of the development given improved energy efficiency.

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 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 Car parking associated with the existing residential units, the impact upon climate change is considered negligible.

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 affordability is a key matter that will need to be addressed when the local plan is refreshed. In advance of this applicants are being requested to consider how affordability can be delivered. The applicant proposes to include an element of affordable provision and has agreed to enter into a legal agreement to this effect requiring affordable rent obligations with up to 10% of all bed spaces being advertised as being below market rent level in each academic year and is considered to represent a significant regenerative benefit.

Fire Safety

It is a mandatory planning requirement to consider fire safety for high rise buildings in relation to land use planning issues. A fire statement must be provided, and the Health and Safety Executive (HSE) consulted. Government advice is very clear that the review of fire safety at Gateway One through the planning process should not duplicate matters that should be considered through Building Control. A number of queries raised by the HSE have been addressed. There are outstanding matters but these are issues that should be addressed through Building Control and are not land use planning issues that can be dealt with through the planning process. On this basis it is considered that there are no outstanding concerns which relate to the remit of planning as set out in the Fire safety and high-rise residential buildings guidance August 2021. It is recommended that an informative of the planning approval highlights the need for further dialogue with relevant experts as part of the approval of Building Regulations in order to ensure that all matters relating to fire safety meet the relevant Regulations.

Public benefits

For proposals that are likely to cause less than substantial harm to the significance of a designated heritage asset and the loss of a non-designated heritage asset, the NPPF states that the harm should be weighed against the public benefits. It is acknowledged that there are public benefits to be derived from the provision of purpose built student accommodation in close proximity to the Oxford Road Corridor that would ensure the retention and long term future of the listed building.

Conclusion

It is recognised that the proposal has generated concerns within the local area, although some support has also been received. These concerns have been carefully considered and addressed as they must be. Whilst it is unlikely the concerns will have been allayed, the necessary assessment concludes that the proposal is acceptable.

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 provide 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. The proposal would ensure the retention of the listed building on site and has been designed to have regard to the character and designation of that building.

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 it is considered that the proposal 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 policies of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the of the application is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation for application 135544/FO/2022

Minded to Approve subject to a legal agreement containing affordable rent obligations for up to 10% of all bed spaces being advertised as being below market rent level in each academic year.

Recommendation for application 135545/LO/2022

Minded to Approve

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application and listed building application.

Condition(s) to be attached to the decision for application 135544/FO/2022

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 17 November 2022.

Application Form Turley
Covering Letter Turley
Design and Access Statement Carson Sall
Air Quality Assessment Hydrock
Archaeological Desk-Based Study Nexus
BREEAM Pre-Assessment Report Ridge
Broadband Connectivity Assessment GTech Surveys Limited
Contaminated Land Report ROC Consulting
Crime Impact Statement Greater Manchester Police
Daylight & Sunlight Impact on Neighbouring Properties GIA
Ecology Report Middlemarch
Energy/ Ventilation Strategy Futureserv
Environmental Standards Statement Ridge
Flood Risk Assessment and Drainage Strategy ROC Consulting
Fire Statement OFR Consultants
Noise Impact Assessment Report Hann Tucker Associates
Television and Radio Reception Impact Assessment GTech Surveys Limited
Transport Statement RSK
Travel Plan RSK
Location Plan Existing CS-1094_MLE-001-SI Carson Sall
Existing Site Plan CS-1094_MLE-003-EX Carson Sall
Contextual North & South Existing
GA Elevation
CS-1094_MLE-006-EL Carson Sall
Demolition Site Plan CS-1094_MLE-004-EX Carson Sall
Proposed Site Plan CS-1094_MLE-005 Carson Sall
GA-Basement Floor Plan CS-1094_MLE-099-GA Carson Sall
GA-1st Floor Plan CS-1094_MLE-101 Carson Sall
GA-2nd Floor Plan CS-1094_MLE-102 Carson Sall
GA-3rd -6th Floor Plan CS-1094_MLE-103 Carson Sall
GA-7th Floor Plan CS-1094_MLE-107 Carson Sall
GA-8th Floor Plan CS-1094_MLE-108 Carson Sall
GA-Roof Plan CS-1094_MLE-109 Carson Sall
Proposed Section AA CS-1094_MLE-200 Carson Sall
Proposed Section BB CS-1094_MLE-201 Carson Sall
Proposed Section CC CS-1094_MLE-202 Carson Sall
Proposed Partial Section AA CS-1094_MLE-203 Carson Sall
Proposed North Elevation CS-1094_MLE-300 Carson Sall

Proposed North Elevation (Courtyard) CS-1094_MLE-301 Carson Sall
Proposed East Elevation CS-1094_MLE-302 Carson Sall
Proposed South Elevation CS-1094_MLE-303 Carson Sall
Proposed West Elevation CS-1094_MLE-304 Carson Sall
Contextual Elevation East and West CS-1094_MLE-305 Carson Sall
Contextual Elevation North and South CS-1094_MLE-306 Carson Sall
Biodiversity Metric Calculator

23 November 2023

Planning Statement Turley

Received 24 November 2023

Heritage Statement Turley

Received 27 March 2023

Daylight and Sunlight Addendum GIA
Redacted Tenancy Schedule

Received 02 May 2023

Technical Note SCP

Received 04 May 2023

GA-Ground Floor Plan CS-1094_MLE-100 Rev 01 Carson Sall

Received 07 June 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 within the Environmental Standards Statement produced by Ridge received by the City Council as Local Planning Authority on 17 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 'Excellent' 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) a) Before the development commences a scheme for the storage and disposal of refuse shall be submitted to and approved in writing by the City Council as local planning authority.

New developments shall have refuse storage space for segregated waste collection and recycling. Internal and external storage areas are required.

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

Reason - In the interests of 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:4453-ROC-ZZ-XX-RP-ES-P1DTS) prepared by ROC Consulting, dated 04 November 2022, received by the City Council as Local Planning Authority on 17 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 the submitted Crime Impact Statement (Ref:2012/0607/CIS/01) dated 13 August 2022, received by the City Council as Local Planning Authority on 17 November 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) No development shall take place until surface water drainage works have been implemented in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacements national standards and details that have been submitted to and approved in writing by the Local Planning Authority.

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

- o A finalised drainage layout showing all components, outfalls, levels and connectivity;
- o Maximised integration of green SuDS components (utilising infiltration or attenuation) if practicable;
- o Details of surface water attenuation that offers a reduction in surface water runoff rate in line with the Manchester Trafford and Salford Strategic Flood Risk Assessment, i.e. at least a 50% reduction in runoff rate compared to the existing rates with the aim of reducing to the Greenfield runoff rates, as the site is located within Conurbation Core Critical Drainage Area;
- o An existing and proposed impermeable areas drawing to accompany all discharge rate calculations.
- o A blockage risk assessment is undertaken as part of the drainage strategy to support proposed flows less than 5 l/s. If the risk cannot be adequately managed, a higher minimum discharge rate should be considered / agreed with relevant parties.
- o 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;
- o 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;
- o Assessment of overland flow routes for extreme events. 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.
- o Progression through the drainage hierarchy shall be evidence based and supported by site investigation. Results of ground investigation carried out under Building Research Establishment Digest 365. Site investigations should be undertaken in locations and at proposed depths of the proposed infiltration devices. Proposal of the attenuation that is achieving half emptying time within 24 hours. If no ground investigations are possible or infiltration is not feasible on site, evidence of alternative surface water disposal routes (as follows) is required.
- o 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.

- o Hydraulic calculation of the proposed drainage system;
- o Construction details of flow control and SuDS elements.

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

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

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

Reason: To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development.

13) 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.

14) a) Before the development commences a scheme for acoustically insulating the proposed residential accommodation against noise from Moss Lane East, Parkfield Street and Heald Place shall be submitted to and approved in writing by the City Council as local planning authority. There may be other actual or potential sources of noise which require consideration on or near the site, including any local commercial/industrial premises such as the nearby car wash.

The potential for overheating shall also be assessed and the noise insulation scheme shall take this into account. The approved noise insulation and ventilation scheme shall be completed before any of the dwelling units are occupied.

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

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

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

Gardens and terraces (daytime) 55 dB LAeq

Reason: To secure a reduction in noise from traffic or other sources in order to protect future residents from noise disturbance and to reduce the potential for overheating.

15) 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.

16) a) The premises 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.

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 produced by LAC, received by the City Council as Local Planning Authority on 17 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) 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.

19) 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.

20) 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.

21) 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.

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

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

23) 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 Basement Plan (099), received by the City Council as Local Planning Authority on 17 November 2022.

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.

24) 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.

25) 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.

26) 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.

27) Prior to occupation of the development hereby approved, full details of all necessary off-site highway works to be implemented, 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:

Footway reinstatement;

Extension of double yellow line restrictions.

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

28) A landscape and ecological management plan (LEMP) shall be submitted to, and be approved in writing by, the local planning authority prior to the commencement of the development. The content of the LEMP shall include the following.

- a) Description and evaluation of features to be managed.
- b) Ecological trends and constraints on site that might influence management.
- c) Aims and objectives of management.
- d) Appropriate management options for achieving aims and objectives.
- e) Prescriptions for management actions.
- f) Preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period).
- g) Details of the body or organization responsible for implementation of the plan.
- h) Ongoing monitoring and remedial measures.

The LEMP shall also include details of the legal and funding mechanism{s} by which the long-term implementation of the plan will be secured by the developer with the management body(ies) responsible for its delivery. The plan shall also set out (where the results from monitoring show that conservation aims and objectives of the LEMP are not being met) how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme. The approved plan will be implemented in accordance with the approved details.

Reason - Pursuant to biodiversity enhancement of the site, in accordance with policy EN15 of the Core Strategy and the National Planning Policy Framework.

29) The following works demolition of 470, Moss Lane East as identified in Dusk Emergence And Dawn Re-Entry Bat Surveys report by Middlemarch dated September 2022 (ref RT-MME-158448), shall not in any circumstances commence unless the local planning authority has been provided with either:

- a) a licence issued by Natural England pursuant to Regulation 55 of The Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019 authorizing the specified activity/development to go ahead; or
- b) a statement in writing from the relevant licensing body to the effect that it does not consider that the specified activity/development will require a licence

Reason: In order to prevent any habitat disturbance to bats in accordance with policy EN15 of the Core Strategy and the National Planning Policy Framework.

30) No removal of or works to any hedgerows, trees or shrubs or works to or demolition of buildings or structures that may be used by breeding birds shall take place between 1st March and 31st August inclusive, unless a competent ecologist has undertaken a careful, detailed check of vegetation and structures for active birds' nests immediately before the vegetation is cleared or works commenced and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. Any such written confirmation should be submitted to the local planning authority.

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

31. The flat roofs of the development hereby approved shall not be used for any other purpose other than as a means of escape in emergency or for maintenance of the building.

Reason - To safeguard the amenities of the adjoining premises for overlooking or perceived overlooking and in accordance with policies SP1 and DM1 of the Core Strategy.

32. Prior to the commencement of the development, a strategy for the provision of up to three accessible parking spaces on Moss Lane shall be submitted to and approved in writing by the City Council. The strategy shall set out a timescale for implementation of accessible spaces and a review mechanism for demand.

The development shall be built out in accordance with the agreed details.

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

Informative:

Cadent Gas Ltd own and operate the gas infrastructure within the area of your development. There may be a legal interest (easements and other rights) in the land that restrict activity in proximity to Cadent assets in private land. The applicant must ensure that the proposed works do not infringe on legal rights of access and or restrictive covenants that exist.

If buildings or structures are proposed directly above the apparatus the development may only take place following diversion of the apparatus. The applicant should apply online to have apparatus diverted in advance of any works, by visiting cadentgas.com/diversions.

Prior to carrying out works, including the construction of access points, please register on www.linesearchbeforeudig.co.uk to submit details of the planned works for review, ensuring requirements are adhered to.

Any materials approved for planning purposes should be discussed in full with Building Control. This is to ensure they meet the guidance contained in the Building Regulations for fire safety. Should it be necessary to change the external facade treatment due to conflicts with the Building Regulations you should discuss these with the Planning Service as soon as possible as this could materially effect your permission.

Condition(s) to be attached to the decision for application 135545/LO/2022

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 18 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

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

Application Form Turley
Covering Letter Turley
Design and Access Statement Carson Sall
Heritage Statement Turley
Archaeological Desk-Based Study Nexus
Location Plan Existing CS-1094_MLE-001-SI Carson Sall
Existing Site Plan CS-1094_MLE-003-EX Carson Sall
Basement Floor Plan Existing CS-1094_MLE-EX-150 Carson Sall
Basement Floor Plan Proposed CS-1094_MLE-EX-099 Carson Sall
Basement Floor Plan Demolition CS-1094_MLE-EX-160 Carson Sall
Ground Floor Plan Existing CS-1094_MLE-EX-151 Carson Sall
Ground Floor Plan Proposed CS-1094_MLE-EX-100 Carson Sall
Ground Floor Plan Existing CS-1094_MLE-EX-151 Carson Sall
First Floor Plan Existing CS-1094_MLE-EX-152 Carson Sall
First Floor Plan Proposed CS-1094_MLE-EX-152 Carson Sall
First Floor Plan Demolition CS-1094_MLE-EX-162 Carson Sall
Second Floor Plan Existing CS-1094_MLE-EX-153 Carson Sall
Second Floor Plan Proposed CS-1094_MLE-EX-102 Carson Sall
Second Floor Plan Demolition CS-1094_MLE-EX-163 Carson Sall
Roof Plan Existing CS-1094_MLE-EX-154 Carson Sall
Roof Plan Proposed CS-1094_MLE-EX-154 Carson Sall
Section A-A Existing CS-1094_MLE-EX-250 Carson Sall
Section A-A Proposed CS-1094_MLE-EX-200 Carson Sall
Section A-A Demolition CS-1094_MLE-EX-260 Carson Sall
Section B-B Existing CS-1094_MLE-EX-251 Carson Sall
Section B-B Proposed CS-1094_MLE-EX-201 Carson Sall
Section B-B Demolition CS-1094_MLE-EX-261 Carson Sall
Section C-C Existing CS-1094_MLE-EX-252 Carson Sall
Section C-C Proposed CS-1094_MLE-EX-202 Carson Sall
Section C-C Demolition CS-1094_MLE-EX-262 Carson Sall
Front Elevation Existing CS-1094_MLE-EX-350 Carson Sall
Front Elevation Proposed CS-1094_MLE-EX-300 Carson Sall
Rear Elevation Existing CS-1094_MLE-EX-352 Carson Sall
Rear Elevation Proposed CS-1094_MLE-EX-302 Carson Sall
Side Elevation A Existing CS-1094_MLE-EX-353 Carson Sall
Side Elevation A Proposed CS-1094_MLE-EX-303 Carson Sall
Side Elevation B Existing CS-1094_MLE-EX-351 Carson Sall
Side Elevation B Proposed CS-1094_MLE-EX-301 Carson Sall
Basement Reflective Ceiling Plan Existing CS-1094_MLE-EX-550 Carson Sall
Basement Reflective Ceiling Plan Proposed CS-1094_MLE-EX-500 Carson Sall
Ground Floor Level Reflective Ceiling Plan Existing CS-1094_MLE-EX-551 Carson Sall
Ground Floor Level Reflective Ceiling Plan Proposed CS-1094_MLE-EX-501 Carson Sall
First Floor Level Reflective Ceiling Plan Existing CS-1094_MLE-EX-552 Carson Sall
First Floor Level Reflective Ceiling Plan Proposed CS-1094_MLE-EX-502 Carson Sall

Second Floor Level Reflective Ceiling Plan Existing CS-1094_MLE-EX-553 Carson Sall

Second Floor Level Reflective Ceiling Plan Proposed CS-1094_MLE-EX-503 Carson Sall

Reinstated Windows CS-1094_MLE-EX-600 Carson Sall

Proposed Reinstated Windows CS-1094_MLE-EX-601 Carson Sall

Proposed Typical Wall Finishes CS-1094_MLE-EX-602 Carson Sall

Proposed Smoke Riser Details CS-1094_MLE-EX-603 Carson Sall

Proposed Lift Riser Details CS-1094_MLE-EX-604 Carson Sall

Biodiversity Metric Calculator

Received 23 November 2023

Planning Statement Turley

Received 24 November 2023

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

3. (a) Notwithstanding the details submitted with the application, prior to the commencement of development the following shall be submitted for approval in writing by the City Council, as Local Planning Authority:

A programme for the issue of samples and specifications of all materials to be used on all external elevations of the development. The programme shall include timings for the submission of samples and specifications of all materials to be used on all external elevations of the development to include jointing and fixing details, details of the drips to be used to prevent staining, details of the glazing and a strategy for quality control management.

(b) All samples and specifications shall then be submitted to and approved in writing by the City Council as local planning authority in accordance with the programme as agreed for part a) of this condition.

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

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

4. The alterations to 44 – 468 Moss Lane East shall not be undertaken before a contract for the carrying out of the building works have been made and evidence of that contract has been supplied to the City Council as Local Planning Authority.

Reason - In the interests of visual amenity and for the avoidance of doubt, and to ensure that redevelopment of the site takes place following external alterations to the existing building pursuant to policy EN3 of the Manchester Core Strategy and saved DC19 of the Unitary Development Plan for the City of Manchester, and the National Planning Policy Framework.

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: 135544/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
Parks & Events
Greater Manchester Police
Greater Manchester Archaeological Advisory Service
Greater Manchester Ecology Unit
National Amenity Societies
Health & Safety Executive (Land Use)

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

Relevant Contact Officer : Jennifer Connor
Telephone number : 0161 234 4545
Email : jennifer.connor@manchester.gov.uk

