Application Number	Date of Appln	Committee Date	Ward
136874/FO/2023	2 May 2023	27 Jul 2023	Piccadilly Ward

Proposal Erection of 3 interlinked towers ranging from 27, 21 and 16 storeys together with intermediary link buildings (15 and 11 storeys) to form Purpose Built Student Accommodation (Sui Generis) with associated amenity space and external landscaping and other associated works

Location Echo Street, Manchester, M1 3QJ

Applicant Mr James Atkinson, IQ Student Accommodation

Agent Miss Olivia Carr, Turley

EXECUTIVE SUMMARY

The application proposes 3 interlinked towers of 27, 21 and 16 storeys with link buildings of 15 and 11 storeys to form Purpose Built Student Accommodation (Sui Generis) with amenity space, landscaping and cycle parking.

No objections have been received. MMU support the proposal.

Principle of the proposal and the schemes contribution to regeneration The development accords with national and local planning policies, and would bring significant economic, social and environmental benefits. The proposal would provide 1224 beds and meet demand for student accommodation in a location identified in the Council's pipeline. 196 beds would be available at a discounted affordable rent.

The site is highly accessible, located close to the Universities and public transport. 313 cycle spaces would be provided. Public realm and street trees would enhance the local environment.

Economic There would be 468 construction jobs for the two and half year build programme, with a GVA of £23.9 million. £4 million in expenditure each year would be generated by the students. A high percentage of students continue to live and work in the city after graduation. Increasing the supply of PBSA would reduce the impact on family housing generating Council tax revenue of £435,000 per annum.

Social 196 discounted rent bedrooms would be created. A local labour agreement would ensure that Manchester residents are prioritised for construction jobs. Public realm would improve connectivity and provide a pedestrian friendly environment.

Environmental This would be a low carbon development in a highly sustainable location. It would be highly efficient and meet some of its energy needs through renewable technology. There are no harmful impacts on traffic and local air quality and any impacts can be mitigated. The ground conditions are not complex or unusual and drainage aims to minimise surface water run off including a blue and green roof to the residential podium. The height, scale and appearance would

respect the setting of the listed buildings and conservation area. Secured by Design principles would ensure the development is safe and secure. Waste management would prioritise recycling.

Impact on the historic environment Any harm to heritage assets would be less than substantial and would be outweighed by the economic, social and environmental public benefits of the scheme, in accordance with the provisions of paragraphs 193, 194 and 196 of the NPPF and section 72 of the of the Planning (Listed Building and Conservation Areas) Act 1990.

Impact on local residents The impact on daylight/sunlight, overlooking and wind conditions are acceptable. Construction impacts would not be significant and can be managed. Noise outbreak from plant would meet relevant standards and the operational impacts of the accommodation can be managed.

A full report is attached below for Members consideration.

Description

This 0.49 hectare rectangular site is bounded by Granby Row, Echo Street, the railway viaduct and Vimto Gardens. It is vacant and all buildings were cleared under a previous planning permission, when piled foundations were constructed. The site is secured by a solid hoarding. It is located in The Corridor Manchester – the strategic regeneration framework area which covers the University campuses around the Oxford Road corridor.

There is purpose built student accommodation nearby including Lambert House and Fairfield Halls and buildings associated with the University of Manchester including Sackville Street Building, Barnes Wallis Building and Renold Building. To the south and west is the North Campus Strategic Regeneration Area where the University of Manchester is brining forward an innovation district ID Manchester. Piccadilly station is to the north east.

The site is located in the Whitworth Street conservation area and the following listed buildings are nearby: Sackville Street Building (Grade II), London Road Police and Fire Station (Grade II*) and the Viaduct (Grade II).

The site is in Flood Zone 1 and a critical drainage area. It is in the Manchester Air Quality Management Area (AQMA) where air quality conditions are poor.

Planning History

The site was previously occupied by Chandos Hall, a 16 storey purpose built student accommodation building built in 1962 and the Echoes Day Nursery. It was acquired by the applicant in 2015 and due to its deteriorating condition was closed in 2016/17.

Planning permission was granted in 2018 for the demolition of Chandos Hall and the day nursey and the erection of a mixed use development comprising 3 towers of 14, 20 and 25 storeys to form 403 Co-Living spaces together with 94 purpose built

student accommodation spaces, with ground floor commercial space and a day nursery (ref. 118267/FO/2017).

Two subsequent amendments were under applications 122732/JO/2019 and 125537/JO/2019 and pre commencement planning conditions were discharged to allow works to commence. The buildings and piled foundations were installed in March 2020 and the permission is extant.

The Proposal

This proposal would be entirely for purpose built student accommodation (PBSA). It consists of a single building of three main blocks and two linking blocks.

- Block A - 16 storeys in height
- Link block AB – 12 storeys in height
- Block B – 22 storeys in height
- Link block BC – 16 storeys in height
- Block C – 28 storeys in height

The materiality of the building would be a combination of masonry and GRC.

1224 student bedrooms would be provided comprising studios and en-suite clusters. The studios would be one bedroom and range in size and the larger units would be accessible. The clusters have either 5 or 6 bedrooms and would share a communal kitchen. All the cluster bedrooms would have en-suite bathroom.

There would be 29.8% in 5 bedroom clusters, 19.6% in 6 bedroom clusters and 50.6% in Studios. The room sizes would range from 13 sqm to 21 sqm. The development would also consist of 4 cluster en-suite rooms which would either be fully accessible or capable of adaptation. There would be 12 premium studios.

Amenity space is located throughout the building. The ground flood would have a reception and welcome area, social and games area, wellness area, group and individual focus areas, as well as supporting staff and management areas. Smaller amenity spaces would also be located on floors 4, 6, 8 and 10 within each block to support smaller group or individual activities. These spaces would be central within the floorplan to provide easy access. There would be laundry facilities on floors 5, 7 and 9 in a central location with plant and storage in the basement/lower ground floor areas.

196 beds would be provided at a discounted affordable rent. These affordable rooms would be offered to any student in full time education at a Manchester Higher Education Institution. This would be secured through a section 106 agreement

Public realm improvements include paving the surrounding streets in Yorkstone with street trees on Granby Row. There would be a communal garden area between blocks A and B for social gatherings and fitness classes. A study garden is proposed between blocks B and C.

5 green roofs would be located on the link buildings to enhance on site biodiversity. A BREEAM excellent is being targeted along with the building being an all electric

system (including use of air source heat pumps and solar panels). It would be car free with the exception of using existing on street accessible bays.

Image of the development from Vimto Park

The planning submission

This planning application has been supported by the following information:

- Planning and Tall Building Statement;
- Design and Access Statement;
- Landscaping Plans / Public Realm Improvements;
- Student Need Assessment;
- Archaeological Desk-Based Assessment and Written Scheme of Investigation Technical Note;
- Air Quality Impact Assessment;
- Noise and Vibration Impact Assessment;
- Transport Assessment;
- Framework Travel Plan;
- Economic Benefit Statement;
- Ground Investigation / Contaminated Land Reports;
- Detailed UXO Risk Assessment;
- Flood Risk Assessment and Drainage Strategy (Curtins);
- Ecological Assessment;
- Rights of Light Assessment;
- Blue Green Infrastructure Strategy;
- Waste Management Strategy;
- Broadband Connectivity Assessment;
- TV Reception Survey;
- Crime Impact Statement;
- Environmental Standards Statement;

- BREEAM Pre-Assessment Report;
- Circular Economy Statement;
- Facility Management Strategy;
- Building Services Strategy;
- Statement of Community Engagement;
- Fire Strategy Statement;
- Arboricultural Note;
- Overheating Study / Ventilation Strategy; and
- Interim / Outline Construction Management Plan.

The application is also the subject of an Environmental Statement which includes the following chapters:

- Socio-economics and Human Health;
- Climate Change;
- Built Heritage;
- Townscape and Visual;
- Daylight, sunlight and overshadowing;
- Wind micro-climate; and
- Noise and Vibration.

Consultations

Publicity The proposal has been advertised as a major development, as being of public interest, as affecting the setting of Listed Buildings and Conservation Areas together with being an EIA development. A Site notice was displayed. Notification letters have been sent to an extensive area, local residents and businesses.

A comment has been received from IDML which is a joint venture formed between The University of Manchester and Bruntwood SciTech to deliver an innovation district at The University's former North Campus. The support the high-density PBSA proposal which would enhance the area, bring activity to the streets, and align with the vision and objectives of the draft ID Manchester SRF.

IDML support the servicing arrangements. IDML would like to close off Altrincham Street to vehicular traffic entirely in the future or at the very least keep these to an absolute minimum of non-through routes to the eastern-most railway arches next to London Road.

The importance of ID Manchester as the gateway to the Oxford Road Corridor is articulated in the draft SRF. The junction of Altrincham Street and London Road is of critical importance to drawing people through from Piccadilly into ID Manchester and beyond. Altrincham Street is a key opportunity to deliver pedestrianised route from London Road to Princess Street. Consequently, the opportunity to fully pedestrianise Altrincham Street is protected.

The move-in and move-out days at the start and end of term would generate a significant amount of traffic and a management strategy should ensure that this does not impact on adjacent uses and the road network.

The revised planning application includes a redesign of the ground floor level uses, with the entrance to Tower C shifting from the eastern edge of Vimto Park onto Granby Row.

The draft ID Manchester SRF aims to enlarge and enhance Vimto Park and to transform Cobourg Street. IDML suggest that it will be important that excellent activity and interaction between the building' and Vimto Park is created by active ground floor uses.

Highway Services advise that the proposal is not anticipated to have an adverse impact on the highway network. The site is accessible to a range of public transport options, walking and cycling routes. There are pay and display bays which would be retained on Granby Row, two of which are accessible bays. travel plan and construction management plan should be agreed by planning condition.

Environmental Health advise that an appropriate acoustic insulation scheme should be agreed for the student accommodation and non residential spaces. Deliveries should be restricted to 07:30 to 20:00, Monday to Saturday. Sunday/Bank Holiday 10:00 to 18:00. A lighting scheme and details of plant should be agreed. Details of noise and overheating should be finalised and agreed. The waste management arrangements are acceptable. The air quality assessment is acceptable subject to dust control measures during construction. Further details are required about ground conditions to ensure suitable remediation proposal as put in place.

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

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

Greater Manchester Ecology Unit (GMEU) advise that there are unlikely to be any ecological issues. Bats could be found in the adjacent viaduct but the building is set sufficiently away from the viaduct to not impact on any potential roosts. There may be additional external illumination that could impact on the roosts and therefore lighting proposals should be agreed by condition. An informative should be imposed with regards to nesting birds. The proposal should improve biodiversity.

Environment Agency a condition is required regarding piling and ground conditions.

Historic England The revised scheme does not radically alter the design of the proposals, or its impact on the surrounding heritage assets. They have no objection and consider the application meets the requirements of the NPPF.

Greater Manchester Archaeology Advisory Service (GMAAS) previous archaeological works were undertaken relating to application 118267/FO/2017) and concluded that there were fragmentary remains of 18th and 19th century buildings which were of low significance. It was concluded that further work would add little to the knowledge and understanding of that period. GMAAS advise that not further archaeology works are required.

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

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

Aerodrome Safeguarding advise that they have no objections to the proposal subject to an informative in respect of cranes.

Network Rail advise that they have no objections subject to advising the applicant regarding working in close proximity to a live railway line.

Manchester Metropolitan University note the affordable student accommodation proposed as part of this application which they welcome. They have no objection to the proposal.

University of Manchester no comments at the time of writing this report.

The Development Plan

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

A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy and saved UDP policies as directed by section 38 (6) of the Planning and Compulsory Purchase Act 2004 unless material considerations indicate otherwise.

The relevant policies within the Core Strategy are as follows:

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

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

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

S05. Transport The development would be highly accessible, reduce the need to travel by private car and make the most effective use of public transport. This would promote the use of sustainable transport and help to enhance the functioning and competitiveness of the city and provide access to jobs, education, services, retail, leisure and recreation.

S06. Environment The development would help to protect and enhance the natural and built environment and should help to: mitigate and adapt to climate change; support biodiversity and wildlife; improve air, water and land quality; and improve recreational opportunities; and ensure that the City is inclusive and attractive to residents, workers, investors and visitors.

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

Policy EC3 The Regional Centre housing is appropriate in the Regional Centre and should complement mixed use employment areas and higher density development is appropriate. The proposal would provide a dense student accommodation building contributing to a need for student accommodation close to higher education provision.

Policy CC6 City Centre High Density Development the proposals would be a high-density development and use the site efficiently.

Policy CC7 Mixed Use Development the active ground floor would provide ancillary amenity provision for students.

Policy CC8 Change and Renewal the proposal would create employment during construction.

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

Policy CC10 A Place for Everyone the proposals would complement the ongoing regeneration of the City. It would be fully accessible with a portion of the studios and clusters being adapted for those with accessibility requirements. Two on street accessible parking spaces are close to the site.

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

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

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

Policy EN2 Tall Buildings this proposal would be appropriately located, contribute to sustainability and place making and bring regeneration benefits. It would complement the City's built assets and make a positive contribution to the evolution

of a unique, attractive and distinctive City, including its skyline and approach views. It would have a positive impact on views into the City and the regeneration of the area.

Policy EN3 Heritage The proposal would enhance the historic environment, the nearby listed buildings and the Whitworth Street Conservation area. The proposal would enhance the setting of the adjacent Listed Buildings and Conservation Areas and this is discussed in more detail below.

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

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

2. The Regional Centre, including the Oxford Road Corridor, is a strategic area for low and zero carbon decentralised energy infrastructure. Proposed schemes that fall within this area will be expected to take place in the context of the energy proposals plans as required by Policy EN 5.

3. High density developments should be sited in locations where this is compatible with existing developments and initiatives, and where retail facilities are within walking distance. Proposals should not lead to an increase in on-street parking in the surrounding area.

4. Proposals that can demonstrate a positive regeneration impact in their own right will be given preference over other schemes. This can be demonstrated for example through impact assessments on district centres and the wider area. Proposals should contribute to providing a mix of uses and support district and local centres, in line with relevant Strategic Regeneration Frameworks, local plans and other masterplans as student accommodation should closely integrate with existing neighbourhoods to contribute in a positive way to their vibrancy without increasing pressure on existing neighbourhood services to the detriment of existing residents.

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

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

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

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

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

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

The proposals are in accordance with this policy and this is discussed in detail below.

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

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

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

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

Policy EN15 - Biodiversity and Geological Conservation the site is not considered to be of high quality in ecology terms. The proposals include extensive measures to improve the biodiversity across the site including new planters and landscaping which would create habitats and bat and bird boxes and green roofs.

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

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

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

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

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

DM2 'Aerodrome safeguarding' the proposal could the Radar and planning condition would secure mitigation.

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

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

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

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

Saved policy DC18 'Conservation Areas' the impact of the proposal on the Whitworth Street Conservation Area is discussed in detail below.

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

Saved policy DC20 Archaeology the impact of the proposal on archaeology is discussed in detail below.

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

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

Other material policy considerations

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

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

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

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

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

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

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

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

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

Manchester Residential Quality Guidance (2016) The City Council's Executive has recently endorsed the Manchester Residential Quality Guidance. As such, the

document is now a material planning consideration in the determination of planning applications and weight should be given to this document in decision making.

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

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

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

City Centre Strategic Plan 2015-2018 (March 2016) On the 2 March 2016 the City Council's Executive approved the City Centre Strategic Plan which seeks to provide an up-to-date vision for the City Centre within the current economic and strategic context along with outlining the key priorities for the next few years for each City Centre neighbourhood. This document seeks to align itself with the Manchester Strategy (January 2016) along with the Greater Manchester Strategy. Overall the City Centre plan seeks to "shape the activity that will ensure that the City Centre continues to consolidate its role as a major economic and cultural asset for Greater Manchester and the north of England".

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

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

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

Manchester Strategy (January 2016)

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

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

Amongst other matters, the vision includes:

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

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

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

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

the large population living, working and spending time in the Corridor give the area its vibrancy and contribute significantly to its large economic output.

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

Oxford Road Corridor Strategic Spatial Framework (March 2018) The Oxford Road Corridor is important economically area, with more job creation potential than anywhere else in the region. The area generates £3 billion GVA per annum, consistently accounting for 20% of Manchester economic output over the past five years. The area has more than 60,000 jobs over half of which are within knowledge intensive sectors, including health, education and professional, scientific and technical sectors.

The Strategic Vision highlights the need to support committed future investment and the future growth potential of its institutional partners in delivering research, innovation, commercialisation, skills, academic excellence and incubation facilities. It highlights the need to support the private sector in terms of high value added and high growth companies, something that could be realised on a significant scale in Oxford Road Corridor.

The spatial framework aims to guide development and investment activity to achieve the vision for the area. The document was endorsed at the City Council Executive in March 2018. The framework highlights that the Oxford Road Corridor may need to accommodate further student accommodation. The document stipulates that this must be controlled in line with the City Council's Core Strategy policy H12 and led by institutional partners with the wider city regeneration objective in mind. It should be in with evidenced demand.

There is scope for further student accommodation; however, this should continue to be controlled in line with the City Council's Core Strategy Policy H12 and led by institutional partners with the wider city regeneration objectives in mind. It should be in line with evidenced demand and be in locations that are within a reasonable walking distance to the heart of the universities. This will include an upgrade of existing stock that is reaching the end of its life as well as additional provision. New student accommodation must incorporate a range of price points and be of a quality in terms of product, management and pastoral care that will safeguard the student experience, particularly for first year and overseas students"

This proposal is in line with the objective of the framework. The proposal has been assessed against policy H12 and meets the criteria. The proposal is in walking

distance of the main university campuses and the transport corridor of Oxford Road, has the support of MMU with regards to meeting student accommodation demands, exceeds carbon reduction targets outlined by the Core Strategy, has a strategy to deal with deliveries, servicing and taxi pick up as well as encourage students to cycle, walk and use public transport, would contribute positively to the ongoing regeneration of the area with a high quality development, is safe and secure and has a wellbeing strategy to support the students along with amenity areas within the building, waste can be managed and the scheme is deliverable in its current form by an experienced operator.

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

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

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

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

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

The proposal would provide with a range studio accommodation which exceeds space standards adopted by other recent PBSA schemes. There are significant ancillary amenity areas within the development together with a wellbeing strategy.

Whilst the price point of the development has not yet been decided, the applicant has indicated that it would be competitive. The applicant would provide 196 rooms at an affordable rent. There would be an eligibility criteria with accommodation targeted to those who are most in need and are attending a Higher Education Establishment in Manchester.

- Quality: The overall quality of Manchester's PBSA stock is poor compared to other cities. Accommodation is considered to be less sustainable where:

    - 1. It is a greater than 20 minute walk to campus
    - 2. Room quality is below average
    - 3. There is below average quality common space

For Manchester to remain competitive as a world class education hub, with an accommodation offer to match, the current level accommodation needs to be addressed. New stock in appropriate locations should deliver an improved student

experience, which better reflects Manchester's institutions and its educational reputation, and also helps to contribute to sustainability targets.

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

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

- Wellbeing, Safety and Security: purpose build accommodation should consider the welfare and wellbeing of students as a major factor, in both design and management.

    - The proposal has a clear wellbeing strategy with has the support of Manchester Metropolitan University. The proposal would meet secured by design accreditation.

- Density: Density of student accommodation will be essential to deliver the level of new high quality accommodation needed within the context of scarce land availability both in the Oxford Road Corridor area and the wider city centre.
    - The proposal would represent a dense form of development. The localised impacts have been considered and would not give rise to impacts that would warrant refusal of this application. This is considered in further detail within this report. The impact on the residential character is also considered and there are also other developments taking place in the area which would help ensure a balanced and sustainable community.

- Location: purpose built student accommodation should be located in the areas immediately adjacent to the core university areas, principally the Oxford Road Corridor area.

    - The proposal meets the criteria.

- Sustainability: The requirements driving quality in new PBSA will ensure that all new accommodation meets the highest standards of sustainability, to meet the Council's zero carbon policies.

    - The proposal would exceed the Council targets and see a 35% reduction in carbon on current Part L building regulations. The proposal is car free and would be supported by a robust travel plan to ensure students take advantage of the location.

- Mix of uses**:** It is essential that the Oxford Road Corridor, and the city centre as a whole, is able to maintain the right balance of commercial, educational, residential, cultural and leisure use, in order to ensure that it can maximise its contribution to the economic growth of the city.

    - The proposal would wellbeing spaces as part of the development.

- Affordability: Manchester is one of the most expensive cities in the UK for purpose-built student accommodation (PBSA). A more diverse pipeline of PBSA is needed to help stabilise rental growth. New accommodation would need to adhere to the quality criteria, including adequate room sizes, storage

    - The proposal would provide 196 rooms on affordable rent.

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

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

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

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

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

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

The application site has been identified as one of the sites within the pipeline to meet demands in the City.

National Planning Policy Framework (2021)

The revised NPPF re-issued in February 2021. The document states that the '*purpose of the planning system is to contribute to the achievement of sustainable development.* The document clarifies that the '*objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs'* (paragraph 7).

In order to achieve sustainable development, the NPPF states that the planning system has three overarching objectives – economic, social and environmental (paragraph 8).

Section 6 '*Building a Strong, Competitive Economy'* states that significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development (paragraph 81).

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

Section 8 '*Promoting Healthy and Safe Communities'* states that *planning policies and decisions should aim to achieve healthy, inclusive and safe places* (paragraph 92).

The proposal would be safe and secure. Cycle parking is provided along with car parking. Disabled residents would have access to parking. New public realm and green infrastructure would be provided which would also link into other nearby schemes.

Section 9 '*Promoting Sustainable Transport'* states that '*significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health*' (paragraph 105).

In assessing applications for development, it should be ensured that: appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location; safe and suitable access to the site can be achieved for all users; and, the design of streets, parking areas, other transport elements and the content of associated standards reflects national guidance including the National Design Guide and National Model Design Code; any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree (paragraph 110).

Developments should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe (paragraph 111).

Within this context, applications for development should: give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use; address the needs of people with disabilities and reduced mobility in relation to all modes of transport; create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards; allow for the efficient delivery of goods, and access by service and emergency vehicles; and, be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations. (paragraph 112)

All developments that generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed (paragraph 113).

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

Section 11 '*Making effective use of land'* states that '*planning decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions'* (paragraph 119).

Planning decisions should: encourage multiple benefits from urban land, including through mixed use schemes and taking opportunities to achieve net environmental gains – such as developments that would enable new habitat creation; recognise that some undeveloped land can perform many functions, such as for wildlife, recreation, flood risk mitigation, cooling/shading, carbon storage or food production; give substantial weight to the value of using suitable brownfield land within settlements for identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land; promote and support the development of under-utilised land and buildings especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively; and, support opportunities to use airspace above existing residential and commercial premises for new homes. (paragraph 120)

Local Planning Authorities should take a positive approach to applications for alterative uses of land which is currently developed but not allocated for a specified purpose in plans, where this would help to meet identified development needs. In particular they should support proposal to: use retail and employment land for homes in areas of high housing demand, provided this would not undermine key economic sectors or site or the vitality and viability of town centres, and would be compatible with other policies in the Framework; make more effective use of sites that provide community services such as schools and hospitals (paragraph 123)

Planning policies and decisions should support development that makes efficient use of land, taking into account: the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it; local market conditions and viability; the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use; the desirability of maintaining an area's prevailing character and setting (including residential gardens), or of promoting regeneration and change; the important of securing well designed, attractive and healthy spaces (paragraph 124).

Where there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that planning decisions avoid homes being built at low densities and ensure that developments make optimal use of the potential of each site. Paragraph 125 (c) states that Local Planning Authorities should refuse applications which they consider fail to make efficient use of land, taking into account the policies in the NPPF. In this context, when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards).

The scale and density of the proposal is considered to be acceptable and represents and efficient use of land. PBSA accommodation would be created on a site identified to meet this demand. The site is close to sustainable transport infrastructure and the Universities campuses. A travel plan would encourage the use public transport, walking and cycle routes to the site.
Section 12 '*Achieving Well Designed Places'* states that '*the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interest throughout the process''* (paragraph 126).

Planning decisions should ensure that developments: will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development; are visually attractive as a result of good architecture, layout and appropriate and effective landscaping; are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities); establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit; optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public spaces) and support local facilities and transport networks; and create places that are safe, inclusive and accessible and which promote health and well being, with a high standard of amenity for existing and future users and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience (paragraph 130).

Trees make an important contribution to the character and quality of urban environments and can also help to mitigate and adapt to climate change. Planning decisions should ensure that new streets are tree lined, that opportunities are taken ti incorporate trees elsewhere in developments, that appropriate measures are in pace to ensure the long term maintenance of newly placed trees and that existing trees are retained wherever possible (paragraph 131).

Development that is not well designed should be refused, specifically where it fails to reflect local design policies and government guidance on design. Conversely, significant wright should be given to: development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or outstanding or innovative design which promote high levels of sustainability, or help raise the standard of design more generally in an area so long as they fit in with the overall form and layout of their surroundings (paragraph 134).

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

Section 14 '*Meeting the challenge of climate change, flooding and coastal change'* states that the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure (paragraph 152).

New development should be planned for in ways that: avoid increased vulnerability to the range of impacts arising from climate change. When new development is brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed through suitable adaptation measures, including through the planning of green infrastructure; and can help to reduce greenhouse gas emissions, such as through its location orientation and design. Any local requirements for the sustainability of buildings should reflect the Government's policy for national technical standards (paragraph 154).

In determining planning applications, Local Planning Authorities should expect new development to: comply with any development plan policies on local requirements of decentralised energy supply unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, that this is not feasible or viable; and take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption (paragraph 157).

The buildings fabric would be highly efficient and it would predominately use electricity. The landscaping scheme would include trees and planting, Efficient drainage systems would manage water at the site. Green roofs would be included in

the proposal together with use renewable technologies including solar panels and air source heat pumps.

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

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

Paragraph 183 outlines that planning decisions should ensure that a site is suitable for its proposed use taking account of ground conditions and any risks arising from contamination (a).

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

Paragraph 185 outlines that decisions should ensure that ne development is appropriate for its location taking into account the likely effects of pollution in health, living conditions and the natural environment.

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

Paragraph 186 states that decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones. Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement.

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

Section 16 '*Conserving and enhancing the historic environment'* states that in determining applications, Local Planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using

appropriate expertise where necessary. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation (paragraph 194).

In determining applications, local planning authorities should take account of: the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation; b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and c) the desirability of new development making a positive contribution to local character and distinctiveness. (Paragraph 197)

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

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

Paragraph 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.

The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset (paragraph 203).

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

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

Planning Policy Guidance (PPG)

The relevant sections of the PPG are as follows:

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

Examples of mitigation include:

- the design and layout of development to increase separation distances from sources of air pollution;
- using green infrastructure, in particular trees, to absorb dust and other pollutants;
- means of ventilation;
- promoting infrastructure to promote modes of transport with low impact on air quality;
- controlling dust and emissions from construction, operation and demolition; and
- contributing funding to measures, including those identified in air quality action plans and low emission strategies, designed to offset the impact on air quality arising from new development.

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

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

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

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

Design states that where appropriate the following should be considered:

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

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

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

- encouraging sustainable travel;
- lessening traffic generation and its detrimental impacts;
- reducing carbon emissions and climate impacts;
- creating accessible, connected, inclusive communities;
- improving health outcomes and quality of life;
- improving road safety; and
- reducing the need for new development to increase existing road capacity or provide new roads.

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

Public benefits may also include heritage benefits, such as:

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

Other legislative requirements

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

Section 66 Listed Building Act requires the local planning authority to have special regard to the desirability of preserving the setting of listed buildings. This requires more than a simple balancing exercise and case law has considerable importance and weight should be given to any impact upon a designated heritage asset but in particular upon the desirability of preserving the setting with a strong presumption to preserve the asset.

Section 72 of the Listed Building Act 1990 provides that in considering whether to grant planning permission for development that affects the setting or character of a conservation area the local planning authority shall have special regard to the desirability of preserving or enhancing the character or appearance of that area

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

Whitworth Street Conservation Area Declaration The development of the textile industry and cotton trading within the conservation area focused on both major thoroughfares and smaller side streets and alleyways, with a mix of grand Victorian warehouses on primary and secondary routes throughout the area.

The primary character of the area is the ‘canyon’ like streets, which contain tall imposing warehouse buildings of a monumental scale to either side, which tower above the pavement, giving a distinctive quality which is only to be found in this part of Manchester.

The tall and ornate clock tower of the Grade II* Palace Hotel is a highly important local landmark, which forms the south-west corner of the Conservation Area.

The conservation area largely retains most of its historic built form and street pattern, with the exception of the large cleared site at the junction of Princess Street and Whitworth Street, which is currently being developed, which will return the historic sense of enclosure and built form in the area.

Environmental Impact Assessment The applicant has submitted an Environmental Statement in accordance with the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2017 and has considered the following topic areas:

- Socio-economics and Human Health;
- Climate Change;
- Built Heritage;
- Townscape and Visual;
- Daylight, sunlight and overshadowing;
- Wind micro-climate; and
- Noise and Vibration.

The proposal is an “Infrastructure Project” (Schedule 2, 10 (b)) as described in the EIA Regulations. An EIA has been undertaken covering the topic areas above as there are judged to be significant environmental impacts as a result of the development and its change from the current use of the site as a car park. The EIA has been carried out on the basis that the proposal could give rise to significant environmental effects. In accordance with the EIA Regulations, this ES sets out the following information:

- A description of the proposal comprising information about its nature, size and scale;
- The data necessary to identify and assess the main effects that the proposal is likely to have on the environment;
- A description of the likely significant effects, direct and indirect on the environment, explained by reference to the proposals possible impact on human beings, water, air, climate, cultural heritage, townscape and the interaction between any of the foregoing material assets;
- Where significant adverse effects are identified with respect to any of the foregoing, mitigation measures have been proposed in order to avoid, reduce or remedy those effects; and
- Summary, in non-technical language, of the information specified above.

It is considered that the environmental statement has provided the Local Planning Authority with sufficient information to understand the likely environmental effects of the proposals and any required mitigation.

Principle of the redevelopment of the site and contribution to regeneration

The contribution that a scheme would make to regeneration is an important consideration. The City Centre is the primary economic driver in the Region and is crucial to its longer-term economic success. The City Centre must continue to meet occupier requirements and the growth and maintenance of the higher education function, and the infrastructure required to support it, is critical to economic growth. There is an important links between economic growth, regeneration and the provision of a range of residential accommodation.

The scheme would bring a high-quality building to ‘The Corridor’ which would respond positively to the local environment and not unduly harm the setting of nearby listed buildings or conservation areas.

A key objective in the Corridor is to deliver the accommodation and infrastructure needed to attract students to Manchester and which matches its reputation as a world class place to study, to ensure the City remains competitive on a global higher education stage. This site is specifically identified as a pipeline site to meet demands for purpose built student accommodation in the Executive Report (31 May 2023) “Purpose Built Student Accommodation in Manchester”.

1224 bedspaces would be created with a mix of studio and cluster beds, supported by amenity spaces. 196 rooms would be provided at a discounted rent. These

bedrooms would be available to students attending a Manchester Higher Education Institution. This would be secured by a legal agreement.

The proposal would deliver significant economic and social benefits including the creation of 468 construction jobs for the two and half year build programme, with a GVA of £23.9 million. There would be economic and social benefits when the development is occupied, with the students generating £4 million in expenditure each year. A high percentage of students continue to live and work in the city after graduation. It is estimated that 350 homes would be required if students of this development occupied mainstream accommodation. Increasing the supply of PBSA would reduce the impact on family housing in the city which is would then allow Council tax revenue of £435,000 per annum to be generated.

The development would be consistent with the regeneration frameworks for this area including the City Centre Strategic Plan and The Corridor Manchester framework. The proposal would complement and build upon the City Council's current and planned regeneration initiatives. The proposal is therefore considered to be consistent with sections 1 and 2 of the National Planning Policy Framework, and Core Strategy policies H1, SP1, EC3, H12, CC1, CC3, CC4, CC7, CC8, CC10, EN1 and DM1. As such, it is necessary to consider the potential impact of the development.

Principle of Student accommodation and compliance with Policy H12

Whilst the proposal would deliver key outcomes and objectives within The Corridor, significant weight must be given to policy H12 'Purpose Built Student Accommodation'. The Executive reports in December 2020 and May 2023 on Purpose Built Student Accommodation are a material consideration. Policy H12 outlines key criteria which must be addressed.

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

The proposal would be energy efficient and low carbon and is targeting a minimum BREEAM 'Excellent'. It includes renewable technology with solar panels and air source heat pumps which would provide 33% of the sites energy demands. There would be a 2.4% reduction in carbon over Part L 2021 this equates to 35**%** over Part L 2013 which exceeds the Core Strategy policy.

Amenities and services are nearby and students would have access to all forms of public transport. Travel planning would monitor this and promote sustainable forms of travel.

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

The proposal would support the objectives of the Oxford Road Corridor strategic spatial framework. It would re-use a brownfield site and create a high quality building

close to Piccadilly Station. The area is undergoing significant change as a result of investment by the Universities. This is a crucial component of the economic growth and development of the City and the region and this proposal would continue this process.

The site would be safe and secure and meet Secured by Design principles. The rooms range in size from 13 sqm to 21 sqm. 196 bedrooms would be available at a discounted rent.

There would be some impact on surrounding heritage assets which is considered elsewhere in this report. Historic England have no objections.

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

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

MMU have expressed support for the development.

Finally, policy H12 discusses the importance of deliverability. The applicant is one of the leading student accommodation providers in the UK with extensive experience of developing and managing large student residential schemes with knowledge of the market and type of products students are looking for. They are committed to delivering this proposal and would commence work should permission be granted.

The proposal would comply with the requirements of policy H12 in full and with the detailed criteria in the December 2020 and May 2023 Executive reports. Therefore, the principle of developing PBSA at the site is considered to be acceptable. The proposal complies with the aspirations of the Oxford Road Corridor Spatial Framework by providing purpose built student accommodation within walking distance of the University Campuses.

Affordable student accommodation

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

196 beds would be available at a discounted rent and made available to students at a Manchester Higher Education Institution. The rooms offered at the affordable rent would be the same size as the other rooms within the accommodation.

Affordable housing is not required to make this development acceptable, and is being offered on a wholly voluntary basis by the applicant, and this is not a material planning consideration. Members should not take this into account in the

determination of this planning application. The provision of the affordable rented accommodation would be secured by a legal agreement.

Climate change, sustainability and energy efficiency

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

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

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

The applicant's original energy statement would have achieved a 2.4% reduction in carbon savings over Part L of the Building Regulations (2021). This equates to 35% reduction over Part L 2013. This strategy exceeded the requirements of EN6 which requires a 15% improvement over Part L (2010).

The building would be all electric and would benefit from a decarbonising grid. The proposal includes renewable technology including air source heat pumps and solar panels which would account for 33% of the buildings energy demands.

Tall Building Assessment including impact on townscape

A computer modelling process has provided accurate images that illustrate the impact on the townscape from agreed views on a 360 degree basis which allows the full impact of the scheme to be understood.

A Townscape Visual Impact Assessment (TVIA), which forms part of the Environmental Statement, has assessed where the proposal could be visible from, its potential visual impact on the streetscape and the setting of designated listed buildings and conservation areas. The assessment utilises the guidance and evaluation criteria set out in the Guidelines for Landscape and Visual Impact Assessment (3rd Edition) 2013.

8 key views, including cumulative impacts shown in wire lines, were considered in the townscape assessment as follows:

View 1: Piccadilly Station Main Entrance
View 2: Piccadilly Station Taxi Rank
View 3: Piccadilly Station Platform 13 and 14
View 4: Sculptured Wall, London Road
View 5: View west along Granby Row
View 6: Vimto Park

View 7: University of Manchester, Altrincham Street
View 8: Granby Row/Samuel Ogden Street

The effect of the proposal on these views can be summarised as follows.

View 1: Piccadilly Station Main Entrance is from the elevated main entrance to Piccadilly Station and is framed by the station building and the hotel. It is the main arrival point into the city centre and incudes the Grade II* London Road Fire Station in the Whitworth Street conservation area.

The proposal would be a dominant feature. The masonry façade would be visible and complement the tones of other buildings in the conservation area. It would be broken up by the lighter tone of the interlinking blocks which would also help to reduce the overall mass of the building. The development would clearly be visible in the background of the listed building which would cause a degree of harm to the setting and appreciation of it.

View 1: Piccadilly Station Main Entrance (existing left image) (proposed right image)

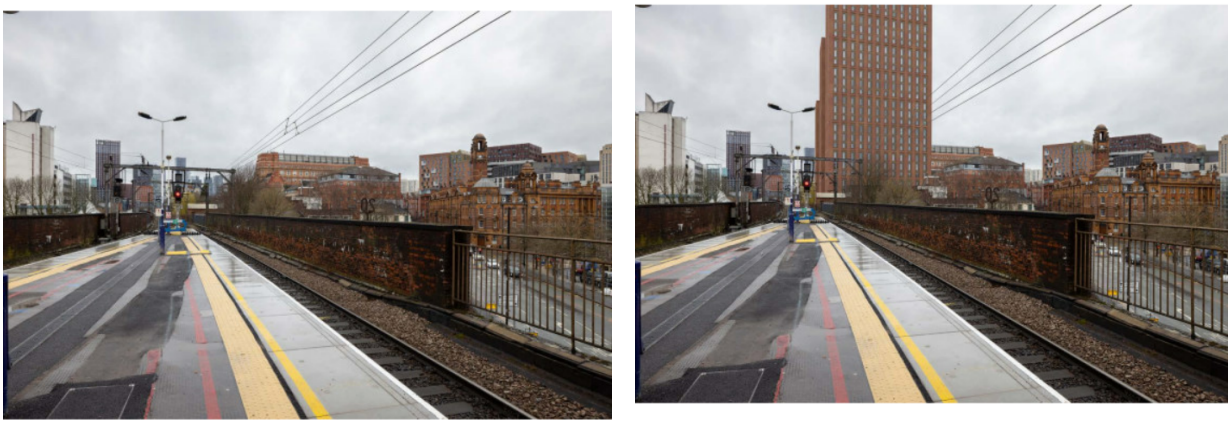
View 2: Piccadilly Station Taxi Rank outside the Fairfield Street entrance to the Station, which forms a further key arrival point. The station dominates the view to the right and frames views towards the site. The view is dominated by /London Road, infrastructure at the station entrance and a mixture of building types and styles, including London Road Fire station.

The proposal would form a new feature and rise above the low rise buildings. It would form a striking feature and the masonry grid would be legible. The proposal would form a new feature which would contribute positively to the visual amenity of the area.

View 2: Piccadilly Station Taxi Rank (existing left image) (proposed right image)

View 3: Piccadilly Station Platform 13 and 14 is dominated by rail infrastructure including platform, tracks and overhead wires. The elevated position of the view provides an open skyline. The London Road fire station is visible.

The proposal would form a new feature and the well detailed masonry elevations would have a positive impact. The red brick would complement other buildings in this part of the conservation area. The development would be seen in the context of the Fire Station but it would remain legible and understood.



View 3: Piccadilly Station Platform 13 and 14 (existing left image) (proposed right image)

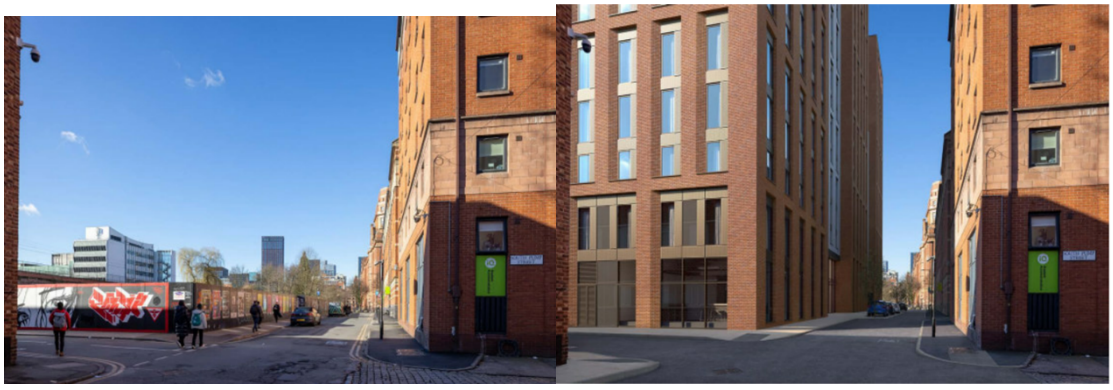
View 4: Sculptured Wall, London Road looks along Altrincham Street/railway viaduct from London Road. The grade II sculptural wall is visible in the foreground and is partially obscured by trees. The grade II Manchester South Junction and Altrincham railway viaduct forms the southern boundary.

The proposal would change the view noticeably with the development seen above the viaduct. The red brick would complement the viaduct and other buildings. The three distinct blocks are evident and would be a positive addition to the city skyline.

View 4: Sculptured Wall, London Road (existing left image) (proposed right image)

View 5: View west along Granby Row along Granby Row in the Whitworth Street conservation area. The grade II Sackville Street building is visible in the distance, obscured by trees. The modern buildings along Echo Street are evident with the hoarding around the site. Circle Square can be seen in the distance.

The proposal would change the view significantly. It would be to the back of the footway and activate the street edges. Public realm improvements along Granby Row, includes street trees and would improve conservation area. High quality facades, including deep window reveals, would be visible.



View 5: View west along Granby Row (existing left image) (proposed right image)

View 6: looks from the northern edge of Vimto Park in the Whitworth Street conservation area. It is framed by the grade II Sackville Street building which channels views of the site along Granby Row. The vacant site provides an open aspect and the temporary hoarding is evident beyond the trees.

The proposal would provide a new feature in the centre of the view removing the vacant site. Its stepped nature provides interest as it steps away from the park. The high quality elevations are evident and the tone of the brick work complements adjacent buildings.

View 6: Vimto Park (existing left image) (proposed right image (cumulative))

View 7: University of Manchester, Altrincham Street looks from an open area in north campus, close to the southern boundary of the Whitworth Street conservation area. The edge of the view is defined by the Railway viaduct which is visible through trees. There are University buildings on the right.

The proposal would form a new feature and would be highly visible. The upper portions of the building, with the 3 blocks, would clearly be legible including the stepping of the height. The building would form the backdrop to the viaduct and increase the sense of enclosure. The brick contrasts with the façade of the university building and would represent a positive addition.

View 7: University of Manchester, Altrincham Street (existing left image) (proposed right image)

View 8: Granby Row/Samuel Ogden Street looks east along Granby Row from the junction with Samuel Ogden Street and is in the Whitworth Street conservation area. It is framed and channelled by the grade II listed Orient and Granby House. Contemporary buildings are to the left. Vimto gardens is at the top of the view.

The proposal would be a modern feature that terminates the view. It would not affect the overall appreciation of the buildings and their heritage value remains legible and understood. The proposal would be read as a contemporary feature and complement other buildings in its high quality elevations.

View 8: Granby Row/Samuel Ogden Street (existing left image) (proposed right image (cumulative))

This would be a large and significant development visible from various views. The overall impact would be beneficial. The impact of the height would not be unduly harmful and in the majority of instances, would be positive.

There would be some impact where it would clearly be seen in the same context as heritage assets. However, this would not affect the significance of the listed buildings and conservation areas a whole which would remain legible and understood.

Any harm that does occur would be low level and outweighed by the substantial regeneration benefits that the development would deliver. This is considered in detail elsewhere in the report.

Impact of the historic environment and cultural heritage

The site is vacant and surrounded by a solid hoarding. It is in the Whitworth Street conservation area and 10 listed buildings would be affected: London Road Police and Fire Station (Grade II*), The Shena Simon 6th Form College (Grade II), Granby House (61-63 Granby Row) (Grade II), Orient House (65-67 Granby Row) (Grade II), Sculptural Wall, London Road (Grade II), Former Goods Yard Office to Piccadilly Station (Grade II), Train shed to Piccadilly Station (Grade II), Institute of Science and Technology (Grade II), Manchester South Junction and Altrincham Railway Viaduct (Grade II), Mintierna House (Grade II), Minshull House (Grade II), Regency House with Barclays Bank and 46 Sackville Street (Grade II).

A heritage statement and a detailed design and access statement examine the significance of the above heritage assets and the impact of the proposal on the setting of surrounding listed buildings and conservation area.

Impact on the conservation areas and listed buildings

London Road Police and Fire Station (Grade II)* occupies a large triangular site, arranged around a central courtyard. It is Edwardian Baroque style with red brick, terracotta and brown faience. The roof is a complex system of turrets, cupolas and an off central main tower. Its plan is large and irregular arranged around a central courtyard. The ground floor has large square windows and the second and third floor a giant colonnaded screen. The building is appreciated from the immediate street scene in order to appreciate its mass and secretive features and has a positive

impact on the setting of the conservation area. The significance of the building therefore lies in its aesthetic value as well as historical value associated with its former use.

The proposal would be highly visible in the setting of the listed building, views 1, 2 and 3, particularly from London Road/Store Street junction and the raised area at Piccadilly Approach. It would be evident in views from Fairfield St and Aytoun St.

The high-quality grid façade and materials and the stepped massing would provide a suitable contrast to the listed building and would be understood alongside other nearby modern developments. The listed building is robust in a highly urban context where significant change has already taken place. There would be a modest change to the setting of the listed building resulting in a low level of harm.

The Shena Simon 6th Form College (Grade II) is the former Manchester Central School to the north west. It is in the French Renaissance style with four storeys of red brick and terracotta dressings. The corner turret is a landmark at the corner of Whitworth and Chorlton Street. The building encloses Sackville Gardens and has historical value as a purpose built educational building. It is best experienced from Chorlton Street where its principal elevations can be appreciated and understood.

The proposal would be visible from Chorlton Street when looking in the context of the Shena Simon building with the upper portions of the building visible. The listed building would, however, remain legible and understood in its context within an already mixed urban grain and character.

Granby House (61-63 Granby Row) (Grade II) is to the west and was originally a packing warehouse now residential apartments. It is 6 storeys and constructed in red brick with Portland stone dressings which is evident across the conservation area. It has a high aesthetic significance due to its lunettes and art nouveau details. It provides a strong building line to Granby Row.

The proposal would be visible along Granby Row within its setting (View 8). The listed building would remain legible and understood as a whole within the conservation area.

Orient House (65-67 Granby Row) (Grade II) is to the west and is a former packing warehouse. It has a steel frame construction clad in white faience and 9 storeys. It also provides a sense of enclosure on Granby Row. The front elevation is symmetrical with two outer projecting bays framing seven central bays articulated with large scale colonnade of fluted ionic columns. It is best experienced along Granby Row.

The proposal would be visible on Granby Row in the setting of the listed building (View 8). The listed building would remain legible and understood as a whole within the conservation area with the proposal in the distance terminating the views along Granby Row.

Sculptural Wall, London Road (Grade II) is to the south east and its Brutalist design has artistic and architectural interest. It is 68 metres long and 5 metres high and

forms a buffer zone of prefabricated concrete panels slotted into concrete columns along London Road. It is a rare example of sound buffering as a way to separate people from noise. The structure is best appreciated from London Road.

The proposal would not impact on the setting of the listed structure which would remain legible and understood from London Road.

Former Goods Yard Office to Piccadilly Station (Grade II), Train shed to Piccadilly Station (Grade II) is to the east and its remaining principle elevation is constructed of sandstone ashlar in a renaissance style with pilasters and a pedimented doorway that encloses the eastern side of London Road. The remainder of the building is now encompassed within the modern late 20th century elevation. The building is best experienced from London Road and contributes to the significance of the railway station function.

The proposal would be visible within its context but it is a building and context which has already been subject to much change. The proposal would have limited impact of the legibility of the listed building and its setting.

Train shed to Piccadilly Station (Grade II) is to the north east and is constructed of cast iron columns supporting a large glazed roof above a brick undercroft. The structure is of historical interest.The site and development is not visible from the listed building and has no impact.

Institute of Science and Technology (Grade II) is to the north west and is designed in the French Renaissance style over five floors and is constructed of red brick with red stand stone and terracotta dressings. The main entrance on Sackville Street has a large projecting bay, finished with an elaborate gable and framed with polygonal corner piers. Its scale dominates Sackville Street in the conservation area.

The development would not be visible and has no impact.

Manchester South Junction and Altrincham Railway Viaduct (Grade II) is a long viaduct with well detailed bridges, some of which are highly decorative in Gothic style ironwork. The 224 brick arches include skew arch which adjoins Vimto gardens and connects to Piccadilly station. The tallest arches are between Piccadilly and Oxford Road station including those adjacent to the site. The condition of the site provides an artificial view of the viaducts. Vimto Gardens allows the scale and design of the Viaduct to be appreciated nearby.

The proposal would for a large structure (as evidence within views 4 and 7). The viaduct would remain legible and understood in this area as well as other locations along its length. There would be a modest change to the setting of the listed building resulting in a low level of harm.

Mintierna House (Grade II) is a former red brick 4 storey Shipping warehouse with a façade of coursed sandstone rubble. The principal façade has rusticated quoins and sill bands to the upper floors with a moulded cornice and low parapet.

Minshull House (Grade II) is a 3 storey 19th century canal warehouse, constructed from red brick with English garden wall bond, with sandstone dressings. It is best experienced from Chorlton Street.

The proposal would be partially visible, rising above the Institute of Science and Technology. This would change the character of the view and would have a marginal impact on the setting of Mintierna House and Minshull House, though the appreciation of their principal facades would remain legible and understood.

Regency House with Barclays Bank (Grade II) is a 5 storey former shipping or packing warehouse with an iron frame with sandstone ashlar and red brick dressings. There is a large octagonal lantern above the corner, and the doorway has a segmental couplet on coupled brackets.

46 Sackville Street (Grade II) is a 4 storey red brick building with Flemish bond and sandstone dressings and a slate roof. It has a rectangular plan and has Romanesque features. These buildings are best appreciated from Whitworth Street and Sackville Street

The proposal is not visible from the listed building and has no impacts.

Whitworth Street Conservation Area the site has a negative impact on the setting of the conservation area. The proposal provides the opportunity to enhance the setting of the conservation area through the introduction of a high quality building and public realm improvements. The proposal would reinstate built form to Granby Row and activate the street edge responding to the historical pattern of development in the area. The proposal would also re-activate the frontage with Vimto Gardens. The proposal would also help frame views towards Piccadilly Station. Its scale and massing would provide a distinctive and varied roofline in the conservation area. The red brick would complement the historic buildings in this part of the conservation area whilst the use of the white GRC responds to the use of terracotta and other lighter materials found on these buildings.

The scale of the impact and the impact on the significance of the heritage assets would in most instances result in a low level of less than substantial harm to their setting and significance as defined by paragraph 202 of the NPPF. The main heritage assets affected are London Road Police and Fire Station and the Viaduct with all other instances being a minimal impact on the setting or legibility of the asset.

There would be heritage benefits from developing this vacant site in the setting of these heritage assets with enhancements through high quality design and place making. As directed by paragraph 202 of the NPPF, it is now necessary to consider whether the required public benefits would outweigh this harm. These public benefits will be considered in detail below.

Assessment of Heritage Impact

The proposal would create instances of less than substantial harm as defined within the NPPF. Any level of harm should be outweighed by the public benefits that would be delivered in accordance with the guidance provided in paragraph 202 of the

NPPF. In assessing the public benefits, consideration has been given to para 8 of the NPPF which outlines the three dimensions to achieve sustainable development: economic, social and environmental.

The City Centre is the primary economic driver in the City Region and the City Centre must continue to provide commercial and residential developments to meet demand in line with section 6 of the NPPF which states that 'significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.

The redevelopment and regeneration of this brownfield site is in line with Council policy and would deliver 1224 student bedrooms in a highly sustainable area.

The key views demonstrate that the development would have a largely beneficial impact although in some of the views, there are listed building within the conservation area where localised impacts would arise due to its scale.

The building would be large but would not be out of context with other tall buildings in the area. There would be heritage benefits from the removal of a vacant site in the conservation area.

The proposal would be high quality and comprise modern architecture and materials by an experienced architectural team.

The public realm would be enhanced with improvements to the footways around the site including the planting of 4 street trees. The proposal would provide green roofs for biodiversity and water management. This would be an energy efficiency and low carbon development.

Significant economic and social benefits include the creation of approximately 185 construction jobs for the duration of the construction. The GVA associated with these jobs would be £64.8 million to the Greater Manchester economy and £57.5 million to the Manchester economy.

196 beds would be available at an affordable rend to meet the needs of all Manchester's students. A portion of the bedrooms would be fully accessible.

1224 students which would live at the site are expected to spend £4 million annually.

The development would be low carbon. An all electric system would benefit from a decarbonising grid. There would be solar panels, air source heat pumps for renewable energy. 313 cycle spaces would also be provided in a secure area within the building.

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

It is considered, therefore, that, notwithstanding the considerable weight that must be given to preserving the setting of the listed buildings and conservation areas as required by virtue of S66 and S72 of the Listed Buildings Act, the harm caused would

be less than substantial and would be outweighed by the public benefits of the scheme and meet the requirements set out in paragraph 202 of the NPPF.

Impact on Archaeology

GMAAS have advised that the previous archaeological investigations carried out as part of the 2017 permission did not reveal any archaeology of any significance and no further investigations are now required.

Visual amenity

The proposal would develop a vacant, hoarded site in a conservation area and deliver a high quality building, improved street level environment, active frontages, improvements to the public realm and street trees.

This proposal seeks to evolve the previous approval in 2018 (18267/FO/2017), amended in 2019 (122732/JO/2019) with a similar height, mass and appearance. The concept of three buildings stepping up in height from Vimto Park to London Road remains. A 4.5m easement to the Altrincham railway is retained. The permitter block arrangement is proposed with active frontages. There would be two courtyards facing the viaduct.

Ground floor layout

A lower ground floor would contain the buildings facilities management systems, two cycle stores and the refuse storage area. The ground floor would accommodate the student amenity spaces, reception and management spaces. The main entrance would be on Granby Row. The ground floor contains 5 activity areas, focussing on

arrival and welcome, wellness, individual and group focus and social & games. This offers students a choice from private to group spaces.

Image of the development from Granby Row

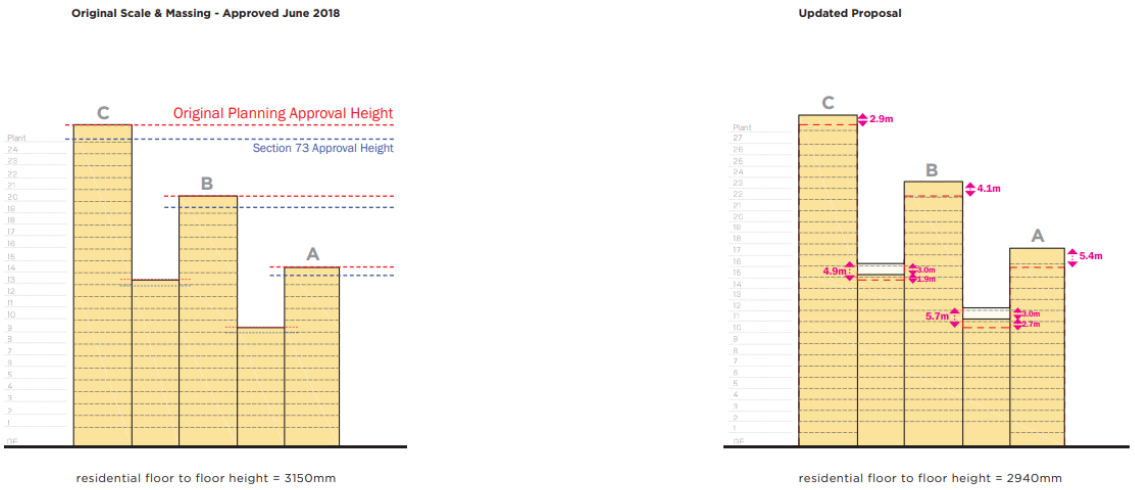
The upper floors contain studio and cluster accommodation in groups of 5 or 6 bedrooms. Bedrooms face into the courtyard spaces with kitchen spaces at the end. Each core provides a fire fighting stair and 2 lifts in a protected fire compartment.

The stepped mass allows external spaces to be created at roof levels. Blue roofs would provide attenuation of surface water before it is discharged to the local sewage network. Solar panels are proposed on Blocks A, B and C with remaining space occupied by plant rooms, staircase cores and external plant equipment zones.

Roof plan showing blue and green roofs and position of the solar panels

Building A and the link blocks take reference from the heights of the nearby Sackville Street Building. Building B and C provide a gradual increase in height.

The number of storeys is increased by three on all blocks. The height of the ground floor and each floor to floor height would minimise the overall increase in height and the top floors are set back. The increase in height in comparison with the heights current permission, is shown below.



Proposed height versus the current planning permission

The increase in height would be: building A 5.4m; building B 4.1m; and building C 2.9m

These heights are acceptable within the setting of the conservation area. There are no objections to the changes in height from Historic England.

The façade design is predominately red brick which complements the tone and materiality of the conservation area.

The regular façade rhythm and vertical grouping of windows would emphasise the height of these taller buildings. Changes to the façade would emphasise the ground floor which is expressed in a two bay module in glazing with masonry pillars. The upper floors have a 3 bay module which express the buildings height. The upper level of the top floor has a full-height roof parapet.

Granby Row elevation

The lower elements would be clad in glass reinforced concrete (CRG), in sandstone white which would reference the modernist buildings at the University of Manchester North Campus. This provides a clear contrast to the tall masonry elements.

The windows create a strong vertical and horizontal emphasis to the building. Slim frame opening window with decorative anodised metal ventilation screens would be positioned in deep masonry or GRC reveals. The window reveals to the south are chamfered, allowing additional sunlight, whilst providing visual interest.

Bay study for the masonry and CGR

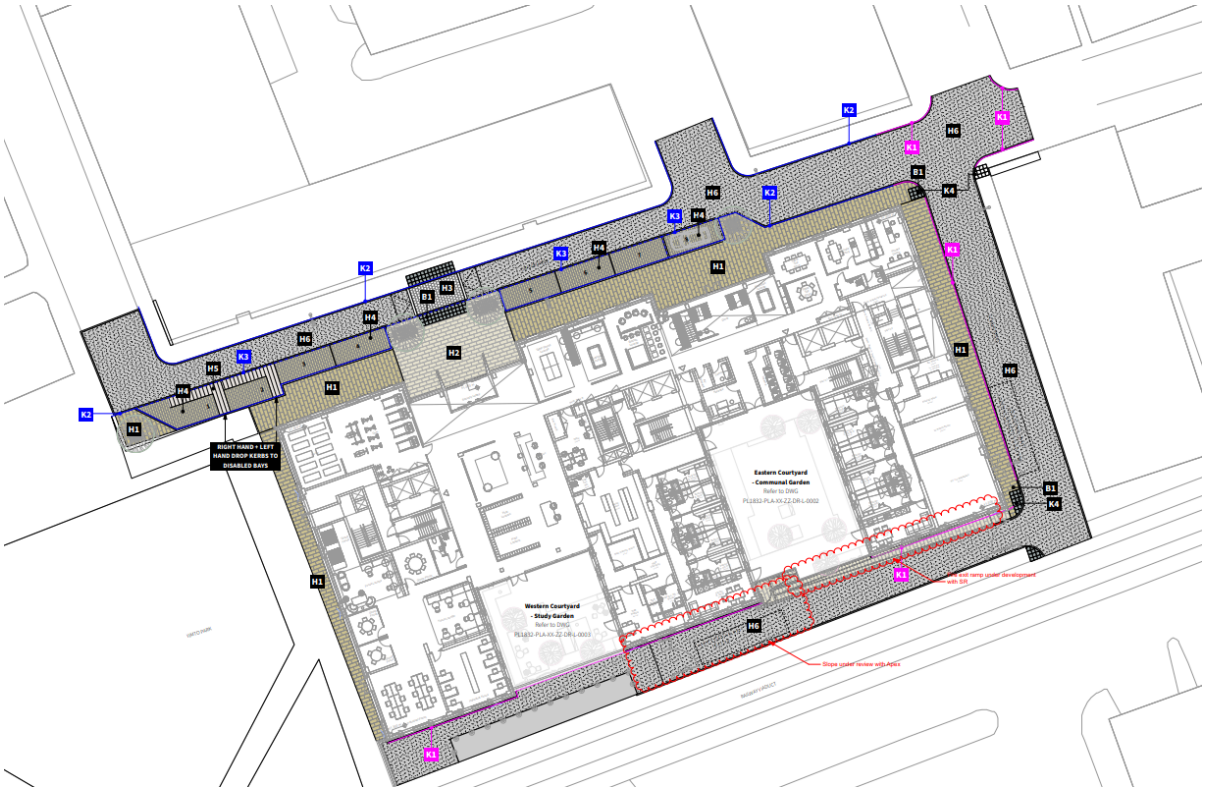
The stepping to the height of the building and the lower elements to the main building would provide variety to the form and be a positive addition to the area. A simple grid form with regular window arrangement, deep reveals and slim profile windows would provide a modern interpretation of older buildings in the area. Masonry and CRG facades would also complement the materials.

Conditions would that they are acceptable and the design is delivered to the required standard together with retention of the project architect (which would be secured by a Legal Agreement).

Image from Piccadilly Train Station

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

The footways around the site that are in a poor condition would be resurfaced in Yorkstone and would enhance the pedestrian environment and complement the conservation area. Four street trees would be planted on Granby Row



Hard and soft landscaping proposals

A communal garden would be created between block A and B. This would be a flexible and active space that can be adapted for outdoor cinema, fitness classes and social gatherings. Planting would be provided with a pergola for privacy and shelter.

Image of the social courtyard space

A study garden would be created between blocks B and C and offer a more peaceful space for study and relaxation. Raised planters would have low hedges for privacy.

Image of the study courtyard space

Five green roofs would be on the link building of block A-B on levels 1, 11 and 1 and levels 15 and 16 of block B-C. The roofs would be planted with a wildlife friendly species which would create habitats for birds and insects.

Green and blue roofs image

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

A transport statement notes that all sustainable transport modes are nearby. This would be a car free development apart from two accessible bays on Granby Row. There would be a loading bay for servicing.

313 cycle parking spaces and 8 short-stay cycle spaces would be provided externally. Long stay cycle parking will be provided in two secure stores in the basement of Blocks A and B. The cycle provision should be monitored as part of a travel plan.

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

A loading bay would be provided on Echo Street. Loading could take place on Echo Street and Granby Row in accordance with waiting restrictions. It has been demonstrated that the vehicle sizes can manoeuvre in this space.

Public realm improvements are proposed along Granby Row and Echo Street. The footway on the southern side of Granby Row would be widened and a e. A raised table would help to calm traffic and aid pedestrian movements. The surfaces would be improved.

A management plan should be agreed to manage pick up and drop off on the highway, particularly at the start and end of the academic year. This would also

ensure that taxi (uber) and deliveries such as Deliveroo are managed to minimise disruption to residents. **DO WE KNOW WHAT THIS WOULD ENTAIL?**

A review of traffic regulation orders may be necessary surrounding the site, to ensure parking associated with the development does not impede the free flow of traffic along Granby Row and Echo Street.

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

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

Accessibility

The principle building entrance is via a continuous pavement along Granby Row with step free access. A loading bay is located outside of the main entrance which could be used for taxi pick up and drop off. Access to the loading bay would be managed by the on-site facilities management team who would assist in the management of this area to ensure it remains available at all times.

All floors are accessible by lift. A number of studios and cluster rooms could be adapted to meet specific needs of a disabled person. The studios would be converted on a demand basis and can be made fully accessible to wheel chair users with an accessible bathroom.

Impact on Ecology

An ecological appraisal concludes that the development would not cause significant or unduly harmful impacts to local ecology. Future lighting proposals should be designed to ensure there would be no impact on potential bat roosts in the adjacent viaduct and should be a condition. The planting, trees, street trees and green roofs would enhance green infrastructure, biodiversity and the ecological value. A condition would agree final details to comply with policy EN9 of the Core Strategy and ensure a biodiversity gain at the site.

Effect of the development on the local environment and existing residents

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

Sunlight and daylight

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

The BRE guidelines have been used to provide a method for assessing daylight – Vertical Sky Component (VSC), No Sky Line (NSL) and Average Daylight Factor (ADF) methods. For sunlight, the approach considers the Annual Probable Sunlight

Hours (APSH) for a reference point on a window i.e. if a window point can receive at least 25% APSH, then the room should still receive enough sunlight.

The following properties were assessed:

- London Road Fire Station;
- Fairfield House;
- Lambert House;
- Stonebridge House; and
- Warehouse One.

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

It should also be noted that hotels and student accommodation as typically viewed as having a lower sensitivity to changes in daylight.

London Road Fire Station a total of 21 windows serving 11 hotel rooms were assessed for daylight. 11 (52%) of the 21 windows met the VSC criteria. The remaining 10 windows would experience a reduction of between 20-30%. All 11 rooms met the NSL criteria. The impact on the Fire Station would be acceptable on the basis that the magnitude of the impact would be within an acceptable range particularly as these are hotel bedrooms, which have a lesser requirement for daylight.

There was no requirement to assess sunlight impacts on this property.

Fairfield House 185 windows to 112 rooms were assessed for daylight. 88 (48%) would meet the VSC criteria. 20 a reduction of between 20-30%, 12 a reduction of between 20-30% and 65 a reduction in excess of 40%.

82 rooms (73%) would meet the NSL criteria. 9 rooms would experience a reduction of between 20-30%, 3 a reduction of between 30-40% and the remaining 18 rooms a reduction in excess of 40%.

Fairfield House is student accommodation. 51 windows that do not meet the criteria are bedrooms and 46 are kitchens which account for 22% of the windows assessed. 24 rooms which do not meet the NSL daylight criteria are bedrooms together with 6 communal kitchens (which represents 5% of the rooms assessed).

30 rooms were assessed for sunlight. 12 (40%) would meet the criteria for both winter and annual PSH. 1 room would experience a reduction in excess of 40% for annual PSH. For winter PSH, 18 rooms would experience a reduction in excess of 40%.

Daylight and sunlight to this property would be affected but there is a lesser requirement for daylight as it is student accommodation and a proportion are bedrooms. The impacts would not warrant refusal of this application.

Lambert House 160 windows to 137 rooms were assessed for daylight. None would meet the VSC criteria with 6 window experiencing an alteration of between 20-30%, 15 experiencing a reduction of between 30-40% and the remaining 139 windows experiencing a reduction in excess of 40%.

6 (4%) of the 137 rooms assessed would meet the NSL criteria with 9 rooms experiencing a reduction of between 20-30%, 7 experiencing a reduction of between 30-40% with the remining 115 rooms experiencing a reduction in excess of 40%.

132 of the rooms which do not meet the VSC criteria serve bedrooms and 28 to communal kitchens. 127 rooms which do not meet the NSL criteria are bedrooms with 10 communal kitchens.

7 rooms were assessed for sunlight at this property. 2 (29%) of the 7 rooms would meet the criteria for both winter and annual PSH. 5 would experience a reduction in excess of 40% and 4 rooms would experience a reduction in excess of 40% for winter PSH.

Daylight and sunlight to this property would be affected but there is a lesser requirement for daylight as it is student accommodation and a proportion are bedrooms. The impacts would not warrant refusal of this application.

Stonebridge House 75 windows to 26 rooms were assessed for daylight. 65 (87%) would meet the VSC criteria for daylight. 9 would experience an alterations of between 20-30% and the remainder a reduction of between 30-40%.

All 26 rooms meet the NSL criteria for daylight.

It is noted that there are impacts on daylight to this property. However, given its in occupation as student accommodation, there is a lesser requirement for daylight. The impacts would not warrant refusal of this application.

There was no requirement to assess sunlight impacts on this property.

Warehouse One 50 windows to 16 rooms were assessed for daylight. 13 (26%) met the VSC criteria for daylight. 4 would experience a reduction of between 20-30%, 7 a reduction of between 30-40% and the remainder a reduction in excess of 40%.

8 (50%) of the 16 rooms assessed for NSL met the criteria. 2 would experience a reduction of between 20-30%, 1 a reduction of between 30-40% and the remainder a reduction in excess of 40%.

It should be noted that only 10% of the windows and 43% of the rooms meet the VSC and NSL daylight criteria currently.

16 rooms were assessed for sunlight. 7 (44%) met the criteria for both winter and annual PSH. 1 would experience a reduction of between 20-40% and 2 a reduction in excess of 40% for annual PSH. 7 would experience a reduction in winter PSH in excess of 40%.

It is noted that there are impacts on daylight to this property. However, given its in occupation as student accommodation, there is a lesser requirement for daylight. The impacts would not warrant refusal of this application.

Vimto Park would continue to receive direct sunlight to 95.79% of its area with the development in place. It would continue to receive two hours of direct sunlight on 21 March to in excess of 50% of its area meeting the criteria for sun hours on the ground. The impact on Vimto Park is therefore considered to be acceptable.

Solar Glare

A solar glare assessment examines impacts on adjacent road and rail routes. 19 locations and 3 train lines were assessed and considered the solar reflections from glazing on these locations.

5 locations and 3 train lines were considered in detail with the proposal having a negligible effect on the other 14 locations.

The locations and rail were as follows:

- Downing Street – pedestrian crossing;
- Downing Street – junction with Mancunian Way on ramp;
- Granby Row – junction with Sackville Street;
- Hulme Street – junction with Oxford Road;
- Pollard Street – junction with Great Ancoats Street
- Eastbound trains towards Piccadilly;
- Westbound trains towards Oxford Road (via platform 13)
- Westbound trains towards Oxford Road (via platform 14).

The impacts are considered below:

Downing Street – pedestrian crossing there would be a modest impact on the traffic lights for drivers at this junction. Alternative traffic signals can be used by driver and reflections would occur above a drivers visor cut off line. The refection's would also occur outside peak travel times.

The location of this view, and the relatively minor occurrence of the glare, would not give rise to any unduly harmful impact or safety concerns that would warrant refusal.

Downing Street – junction with Mancunian Way on ramp Alternative traffic signals can be used by driver and reflections would occur above a drivers visor cut off line. The refection's would also occur outside peak travel times.

The location of this view, and the relatively minor occurrence of the glare, it is not considered that this would give rise to any unduly harmful impact or safety concerns that would warrant refusal.

Granby Row – junction with Sackville Street no signals at this junction would be affected with the majority of the refection's occurring above the drivers visor line which would mitigate against the majority of the effects. This junction is covered by trees which would provide some shade when the trees are in leaf.

The location of this view, and the relatively minor occurrence of the glare, would not give rise to any unduly harmful impact or safety concerns that would warrant refusal.

Hulme Street – junction with Oxford Road the refection's would occur for very short periods of the day. Currently the sun path sits within the direct field of view of the driver which would be partially obscured when the development is in place resulting in less refection's.

Pollard Street – junction with Great Ancoats Street drivers can rely on alternative traffic lights on the left side of the road to safely respond to this junction with refection's only visible for a matter of seconds. Once the development is in place, the refection's would be significantly less intense than at present and the majority of the refection's occur outside of peak time travel.

Eastbound trains towards Piccadilly refection's would predominately occur above the drivers visor line which would mitigate the majority of the effects. The sun path sits above the field of view of a driver and once the building is in place it would partially obscure the direct view of the sun and reduce its intensity. Given that a train would be in motion along the track, the potential effects would only occur momentarily result in no long term adverse effect.

Westbound trains towards Oxford Road (via platform 13) refection's would predominately occur above the drivers visor line which would mitigate the majority of the effects. The sun path sits above the field of view of a driver and once the building is in place it would partially obscure the direct view of the sun and reduce its intensity. Given that a train would be in motion along the track, the potential effects would only occur momentarily result in no long term adverse effect.

Westbound trains towards Oxford Road (via platform 14) refection's would predominately occur above the drivers visor line which would mitigate the majority of the effects. The sun path sits above the field of view of a driver and once the building is in place it would partially obscure the direct view of the sun and reduce its intensity. Given that a train would be in motion along the track, the potential effects would only occur momentarily and result in no long term adverse effect.

Overlooking

The proposal is separated from existing developments by the road network and the distances between the surrounding developments would be acceptable.

(b) TV reception

A TV reception survey has concluded that there is likely to be minimal impact on digital television services or digital satellite television services but should any arise it could be mitigated through antenna upgrade or realignment of the transmitter. A condition would require of a post completion survey to be undertaken to verify that this is the case and that no additional mitigation is required.

(c) Air quality

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

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

The assessment of the air quality impacts when complete has focused on the predicted impact of changes in ambient nitrogen dioxide (NO2) and particulate matter with an aerodynamic diameter of less than 10 μm (PM10) and less than 2.5 μm (PM2.5) at key local locations. The magnitude and significance of the changes have been referenced to non-statutory guidance issued by the IAQM and Environmental Protection UK (EPUK).

The construction and operational impacts have been considered.

The main contributors to air quality conditions would be from construction. dust, particulate matter and pollution concentrations generated on site, particularly from exhaust emissions from traffic, plant and earthworks. Nearby homes are likely to experience impacts from dust from construction and earthworks. The air quality report identified that there are larger apartment buildings within a 20-50 metre radius of the site and other properties and buildings up to 200 metres away that would be affected by construction vehicles accessing the site. There are also likely to be cumulative impacts from other nearby developments which will be under construction at the same time.

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

With appropriate mitigation in place, such as dust suppression measures, no idling of vehicles, avoidance of diesel or petrol powered plant, speed restrictions on unpaved roads, and the implementation of a Construction Logistics Plan and Travel Plan, the

impact on local air quality should be minimised. These measures would be secured through the construction management plan condition.

Although the completed development would generate traffic, it would not create new impacts on air quality conditions (NO2, PM10 and PM2.5). It would be a car free development with 313 cycle spaces and 8 short-stay cycle spaces. A travel plan would encourage public transport use and reduce vehicle trips. The proximity of the University campuses means the site is ideally located for walking and cycling.

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

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

(d) Wind environment

A wind assessment has examined potential effects and in particular, wind flows that would be experienced by pedestrians and the influence on their activities. The assessment considered mitigation measures to minimise these impacts.

A Computational Fluid Dynamics (CFD) analysis assessed the effects of the proposal on existing wind conditions, the conditions with the development in place and the cumulative scenario with other committed developments. Scenarios, including existing conditions, have been modelled to determine the wind speeds at the site and the impact on pedestrian comfort and safety.

The pedestrian safety and comfort for current wind conditions, shows that most locations are safe. The proposal would have a minimal impact on pedestrian safety with conditions and no mitigation is required.

Noise and disturbance

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

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

The report assesses external noise sources on the proposed accommodation. The main sources of noise would be from the traffic, and other noise, on nearby roads and the railway line. The accommodation would have to be acoustically insulated to mitigate against noise sources.

It is anticipated that mechanical ventilation and appropriate glazing would achieve the necessary noise criteria. Further information is required about measures together with a verification/post completion report prior to the first occupation of the studios and commercial accommodation.

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

Waste strategy and servicing management

There would be bins with carry handles for the three main waste streams and a food caddy for food waste in every apartment. Student would take their waste via lifts to the bin stores. Refuse collection would be made on a daily basis. The number of refuse containers for each block is as follows:

- Block A and B – space for 19 x Eurobins and 4 x 240litre foodbins.
- Block C - space for 9 x Eurobins and 3 x 240litre foodbins

The bin storage is in excess of the forecast daily demand. There is space for bulk collection, such as furniture. The on-site management company would be responsible for taking the bins out for collection on Echo Street.

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

Water quality, drainage and flood risk

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

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

Designing out crime

The development would bring vitality to this area and more active frontage. It is recommended that a condition requires the CIS to be implemented in full to achieve Secured by Design Accreditation.

Impact of rail infrastructure

Network Rail have provided comments on conditions and an informative which seek to protect the rail infrastructure from damage and obstruction during construction and conditions are recommended.

Ground conditions

Previous industrial uses increase the likelihood of land contamination being present that may impact on the water environment. There are no unusual or complex contamination conditions. A detailed risk assessment remediation strategy is required with conditions relating to the methods for pilling or other foundation design in order to ensure that there is no unacceptable impact on ground water.

Dust suppression measures should be agreed as part of the construction management plan.

The implementation of the remediation strategy should be confirmed through a verification report to verify that all the agreed remediation has been carried out. This approach should form a condition of the planning approval in order to comply with policy EN18 of the Core Strategy.

Construction Management

The construction programme would last for approximately 2.5 years and include ground works and utility diversions, foundations, frame construction, façade cladding and internal fit out.

All HGV traffic would use A57 (Mancunian Way), turn left onto the A6 (London Road) and left onto Granby Row. A one way system would be in place, with vehicles exiting the site on Altrincham Street and back onto the A6.

A servicing strategy would be in place to avoid congestion and clashes with other vehicles.

Dust mitigation measures would be employed in the interest of air quality and plant and equipment would be fitted with silencers and would take place during working hours only. Construction waste management would be in place at all times.

The work would take place close to homes and businesses and comings and goings are likely to be noticeable. However, these impacts should be only associated with the length of the construction, are predictable and can be mitigated against. A condition requires a construction management plan to be agreed which would include

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

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

Aerodrome safeguarding

There would be an impact on the airport radar which would require mitigation. This would be secured by a condition with an informative about the use of cranes.

Legal Agreement

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

The applicant has offered the affordable housing voluntarily. Members are advised that affordable housing is not required to make this development acceptable, and is being offered on a wholly voluntary basis by the applicant, this is not a material planning consideration and Members should not take this into account in the determination of this planning application.

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

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

Conclusion

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

The proposal represents a significant investment within the Oxford Corridor and is wholly consistent with planning policies for the site (policy H12) and would help realise regeneration benefits and meet demand for student accommodation in a sustainable location. Significant weight should be given to this (paragraph 80 of the NPPF).

The design would set high standards of sustainability (paragraph 131 of the NPPF). A comprehensive travel plan and improvements to the pedestrian and cycling

environment would exploit the city centre location and support walking, cycling, tram, rail and bus journeys to the site (paragraphs 103, 105 and 111 of the NPPF).

The site would be car free (except for disabled and servicing provision) which would minimise emissions.

Careful consideration has been given to the impact of the development on the local area. There would inevitably be impacts in terms of the use and the scale of the building on light, noise, air quality, water management or wind conditions. However, none of these impacts would be unusual in a city centre context and mitigation measures are in place to help to address them. Waste can be managed with recycling prioritised. Online deliveries and taxis would be managed to minimise impacts on the residential neighbourhood.

There would be some localised impacts on the historic environment (to the conservation area and nearby listed buildings) with the level of harm being considered low, less than substantial and significantly outweighed by the public benefits which would delivered as a consequence of the development socially, economically and environmentally. The proposal therefore accords with paragraphs 193, 194 and 196 of the NPPF and sections 66 and 72 of the of the Planning (Listed Building and Conservation Areas) Act 1990.

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

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

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

Recommendation **Minded to Approve** subject to the signing of a section 106 agreement to secure the provision of affordable rented accommodation, that private waste collections would take place for the perpetuity of the development and secure the project architect.

Article 35 Declaration

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

Reason for recommendation

Conditions to be attached to the decision

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

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

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

ECHO-SRA-ZZ-B1-DR-A-02099 Rev P05, ECHO-SRA-ZZ-02-DR-A-02102 Rev P06, ECHO-SRA-ZZ-03-DR-A-02103 Rev P06, ECHO-SRA-ZZ-04-DR-A-02104 Rev P06, ECHO-SRA-ZZ-05-DR-A-02105 Rev P06, ECHO-SRA-ZZ-06-DR-A-02106 Rev P06, ECHO-SRA-ZZ-07-DR-A-02107 Rev P06, ECHO-SRA-ZZ-08-DR-A-02108 Rev P06, ECHO-SRA-ZZ-09-DR-A-02109 Rev P06, ECHO-SRA-ZZ-10-DR-A-02110 Rev P06, ECHO-SRA-ZZ-11-DR-A-02111 Rev P06, ECHO-SRA-ZZ-12-DR-A-02112 Rev P06, ECHO-SRA-ZZ-13-DR-A-02113 Rev P06, ECHO-SRA-ZZ-14-DR-A-02114 Rev P06, ECHO-SRA-ZZ-15-DR-A-02115 Rev P06, ECHO-SRA-ZZ-16-DR-A-02116 Rev P06, ECHO-SRA-ZZ-17-DR-A-02117Rev P06, ECHO-SRA-ZZ-18-DR-A-02118 Rev P06, ECHO-SRA-ZZ-19-DR-A-02119 Rev P06, ECHO-SRA-ZZ-20-DR-A-02120 Rev P06, ECHO-SRA-ZZ-21-DR-A-02121 Rev P06, ECHO-SRA-ZZ-22-DR-A-02122 Rev P06, ECHO-SRA-ZZ-23-DR-A-02123 Rev P05, ECHO-SRA-ZZ-24-DR-A-02124 Rev P06, ECHO-SRA-ZZ-25-DR-A-02125 Rev P06, ECHO-SRA-ZZ-26-DR-A-02126 Rev P06, ECHO-SRA-ZZ-27-DR-A-02127 Rev P06, ECHO-SRA-ZZ-RF-DR-A-02128 Rev P05, ECHO-SRA-ZZ-RF-DR-A-02129 Rev P02, ECHO-SRA-ZZ-RF-DR-A-02130 Rev P02, ECHO-SRA-ZZ-XX-DR-A-02301 Rev P02, ECHO-SRA-ZZ-XX-DR-A-02302 Rev P04, ECHO-SRA-ZZ-XX-DR-A-02303 Rev P02, ECHO-SRA-ZZ-XX-DR-A-02304 Rev P02, ECHO-SRA-ZZ-XX-DR-A-02305 Rev P02, ECHO-SRA-ZZ-XX-DR-A-02401 Rev P02, ECHO-SRA-ZZ-XX-DR-A-02402 Rev P02, ECHO-SRA-ZZ-

XX-DR-A-02403 Rev P02,

All of the above documents were received by the City Council, as Local Planning Authority, on the 2 May 2023

ECHO-SRA-ZZ-00-DR-A-02100 Rev P11, ECHO-SRA-ZZ-01-DR-A-02101 Rev P09, ECHO-SRA-ZZ-XX-DR-A-02201 Rev P07, ECHO-SRA-ZZ-XX-DR-A-02202 Rev P08, ECHO-SRA-ZZ-XX-DR-A-02203 Rev P07, ECHO-SRA-ZZ-XX-DR-A-02204 Rev P08, ECHO-SRA-ZZ-XX-DR-A-02205 Rev P08, ECHO-SRA-ZZ-XX-DR-A-02206 Rev P08, ECHO-SRA-ZZ-XX-DR-A-02501 Rev P04, ECHO-SRA-ZZ-XX-DR-A-02502 Rev P04 and ECHO-SRA-ZZ-XX-DR-A-02503 Rev P04

All of the above documents were received by the City Council, as Local Planning Authority, on the 18 July 2023

Supporting information

Archaeological Desk-Based Assessment Prepared by TEP, Air Quality Impact Assessment Prepared by Miller Goodall, Noise and Vibration Impact Assessment Prepared by Miller Goodall, Transport Assessment Prepared by Vectos, Framework Travel Plan Prepared by Vectos, Economic Benefit Statement Prepared by Turley, Phase 2 Additional Ground Investigation Prepared by Curtins, Phase 2 Site Investigation Prepared by Curtins, Remediation Strategy Prepared by Curtins, Summary of UXO Works Prepared by 1st Line Defence, Flood Risk Assessment and Drainage Strategy Prepared by Curtins, Ecological Assessment Prepared by Penny Anderson Associates, Design and Access Statement Prepared by Sheppard Robson Blue Green Infrastructure Strategy Prepared by Plan-it IE, Waste Management Strategy Prepared by Vectos, Broadband Connectivity Assessment Prepared by Pager Power, TV Reception Survey Prepared by Pager Power, Crime Impact Statement Prepared by Greater Manchester Police, Environmental Standards Statement and BREEAM Pre-Assessment Report, Prepared by Turley Sustainability Circular Economy Statement Prepared by Turley Sustainability, Facility Management Strategy Prepared by iQ, Building Services Strategy Prepared by Waterman Statement of Community Engagement Prepared by Turley Strategic Communications, Fire Strategy Statement Prepared by OFR Arboricultural Note Prepared by Plan-it IE, Energy Statement and Overheating Report Prepared by Waterman, Interim / Outline Construction Management Plan Prepared by iQ / Cumming, Planning and Tall Building Statement Prepared by Turley and PBSA Assessment of Need Prepared by Cushman Wakefield

All of the above documents were received by the City Council, as Local Planning Authority, on the 2 May 2023

Phase I Preliminary Risk Assessment (ref: 065374-CUR-00-XX-RP-GE-80001-P01) received by the City Council, as Local Planning Authority, on the 26 June 2023

Environmental Statement

- Socio-economics and human health (Chapter 6) Prepared by Turley Economics

- Climate Change (Chapter 7) Prepared by Turley Sustainability
- Noise and Vibration (Chapter 12) Prepared by Miller Goodall
- Built Heritage (Chapter 8) Prepared by Turley Heritage
- Townscape and Visual (Chapter 9) Prepared by Plan-it IE
- Daylight, sunlight and overshadowing (Chapter 10) Prepared by GIA
- Wind microclimate (Chapter 11) Prepared by WSP

ES Technical Appendices

- Heritage Statement Prepared by Turley Heritage
- Townscape and Visual Impact Assessment Prepared by Plan-it IE
- Sunlight / Daylight / Overshadowing / Solar Glare Assessment Prepared by GIA
- Wind Micro-climate Assessment Prepared by WSP

The ES was received by the City Council, as Local Planning Authority, on the 2 May 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) No vegetation clearance shall take place during the optimum period for bird nesting (March - September inclusive) unless nesting birds have been shown to be absent, or, a method statement for the demolition including for the protection of any nesting birds is agreed in writing by the City Council, Local Planning Authority. Any method statement shall then be implemented for the duration of the demolition works.

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

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

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

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

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

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

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

5) a) Prior to the commencement of the development, details of a Local Labour Proposal, in order to demonstrate commitment to recruit local labour for the duration of the construction of 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 Labour Proposal means a document which includes:

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

(b) Within one month prior to construction work 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 shall be submitted for approval in writing by the City Council as Local Planning Authority.

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

6) Prior to the commencement of the development, the method for piling, or any other foundation design using penetrative methods, for that phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented during the construction of the development.

Reason - Piling or any other foundation using penetrative methods can result in risks to potable supplies (pollution/turbidity, risk of mobilising contamination) drilling through different aquifers and creating preferential pathways. It is therefore necessary to demonstrate that piling will not result in contamination of groundwater. In addition, pilling can affect the adjacent railway network which also requires consideration pursuant to policies SP1, EN17 and EN18 of the Manchester Core Strategy (2012).

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

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

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

8) Notwithstanding the details submitted on the Flood Risk Assessment and Drainage Strategy Prepared by Curtins received by the City Council, as Local Planning Authority, on the 2 May 2023, (a) the development shall not commence until a scheme for the drainage of surface water from that phase of the new development shall be submitted for approval in writing by the City Council as the Local Planning Authority. This shall include:

- A finalised drainage layout showing all components, outfalls, levels and connectivity;
- Maximised integration of green SuDS components (utilising infiltration or attenuation) if practicable;
- A feasibility assessment and engineering details of the Green / Blue Roof.
- Details of surface water attenuation that offers a reduction in surface water runoff rate in line with the Manchester Trafford and Salford Strategic Flood Risk Assessment, i.e. at least a 50% reduction in runoff rate compared to the existing rates with the aim of reducing to the Greenfield runoff rates, as the site is located within Conurbation Core Critical Drainage Area;
- An existing and proposed impermeable areas drawing to accompany all discharge rate calculations.
- Runoff volume in the 1 in 100 year, 6 hours rainfall shall be constrained to a value as close as is reasonable practicable to the greenfield runoff volume for the same event, but never to exceed the runoff volume from the development site prior to redevelopment;
- Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event with allowance for 45% climate change in any part of a building;
- Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements). Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site.
- Progression through the drainage hierarchy shall be evidence based and supported by site investigation. Results of ground investigation carried out under Building Research Establishment Digest 365. Site investigations should be undertaken in locations and at proposed depths of the proposed infiltration devices. Proposal of the attenuation that is achieving half emptying time within 24 hours. If no ground investigations are possible or infiltration is not feasible on site, evidence of alternative surface water disposal routes (as follows) is required.
- Where surface water is connected to the public sewer, agreement in principle from United Utilities is required that there is adequate spare capacity in the existing

system taking future development requirements into account. An email of acceptance of proposed flows and/or new connection will suffice.
- Where surface water is connected to the ordinary watercourse, agreement in principle from Manchester City Council as Lead Local Flood Authority is required. Please note that all new connections to the watercourses shall comply with reduction of flows to Greenfield runoff rates. An email of acceptance of proposed flows and/or new connection will suffice.
- Where surface water is connected to ordinary watercourse, any works within or adjacent to the watercourse that would affect it would require consent from Manchester City Council as Lead Local Flood Authority. Consent applications can be arranged by contacting the Lead Local Flood Authority.
- Evidence from an appointed structural engineer, that the proposed works will not impact the structural integrity of the potentially existing circa 900mm culvert within close proximity to the works.
- CCTV survey and routing plan of existing drainage system to understand condition, capacity, connectivity.
- Hydraulic calculation of the proposed drainage system, including all engineering parameters.
- Construction details of flow control and SuDS elements

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

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

9) The ground conditions shall be carried out in accordance with the Phase I Preliminary Risk Assessment (ref: 065374-CUR-00-XX-RP-GE-80001-P01) received by the City Council, as Local Planning Authority, on the 26 June 2023 and Phase 2 Additional Ground Investigation Prepared by Curtins, Phase 2 Site Investigation Prepared by Curtins, Remediation Strategy Prepared by Curtins and Summary of UXO Works Prepared by 1st Line Defence received by the City Council, as Local Planning Authority, on the 2 May 2023.

The remediation of the site shall be carried out in accordance with the approved 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 EN17, EN18 and DM1 of the Manchester Core Strategy (2012).

10) If, during the development, contamination or conditions not previously identified as part of the agreed documents within condition 9 are found to be present at the site (or in the monitored vicinity) then no further operations shall be carried out until a strategy which details how this unsuspected circumstance shall be dealt with has been submitted for approval in writing by the City Council, as Local Planning Authority. The approved strategy shall then be implemented and then verified as required by condition 20.

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

11) Prior to the development hereby approved being brought into first use, and following completion of the remediation strategy approved as part of condition (9), a Completion/Verification Report shall be submitted for approval in writing by the City Council as Local Planning Authority. This shall demonstrate that the completion of works has been carried out in accordance with the approved remediation strategy and has been effective. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.

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

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

For the avoidance of doubt the scheme shall include the following:

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

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

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

13) The development shall be carried out in accordance with the Environmental Standards Statement and BREEAM Pre- Assessment Report Prepared by Turley Sustainability received by the City Council, as Local Planning Authority, on the 2 May 2023.

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

Reason - In order to minimise the environmental impact of the development pursuant to policies SP1, T1-T3, EN4-EN7 and DM1 of the Core Strategy and the principles

contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

14) 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 SIX months of the buildings hereby approved being first occupied.

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

15) (a) prior to the first occupation of the development hereby approved details of a hard and soft landscaping scheme (including appropriate materials specifications and street trees) shall be submitted for approval in writing by the City Council as Local Planning Authority.

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

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

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

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

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

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

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

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

18) Prior to any above ground works, a scheme of acoustic insulation for the non residential areas (gym, lounges, cinema room, karaoke room) shall be submitted for approval in writing by the City Council, as Local Planning Authority.

Where entertainment noise is proposed the LAeq (entertainment noise) shall be controlled to 5dB below the LA90 (without entertainment noise) in each octave band at the facade of the nearest noise sensitive location, and internal noise levels at structurally adjoined residential properties in the 63HZ and 125Hz octave frequency bands shall be controlled so as not to exceed (in habitable rooms) 47dB and 41dB (Leq,5min), respectively

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

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

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

19) (a) Prior to any above ground works, a scheme for acoustically insulating the proposed student accommodation against noise from Granby Row and any other noise sources shall be submitted for approval in writing by the City Council as Local Planning Authority.

There may be other actual or potential sources of noise which require consideration on or near the site, including any local commercial/industrial premises such as Manchester Central and bars/music venues within the Great Northern complex and surrounding roads.

The potential for overheating shall also be assessed and the noise insulation scheme shall take this into account.

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

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

Living Rooms (daytime - 07.00 - 23.00) 35 dB L_{Aeq}

Gardens and terraces (daytime) 55 dB L_{Aeq}

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

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

The approved noise insulation and ventilation scheme shall be completed before the first occupation of the residential accommodation within phase B/C of this development.

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

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

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

20) The waste management strategy shall be carried out in accordance with Waste Management Strategy Prepared by Vectos received by the City Council, as Local Planning Authority, on the 2 May 2023. The details of the approved scheme shall be implemented as part of the first occupation of the student accommodation and shall remain in situ whilst the use or development is in operation.

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

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

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

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

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 (2012).

23) Prior to any above ground works, a Crime Impact Statement shall be submitted for approval in writing by the City Council, as Local Planning Authority. The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a Secured by Design accreditation.

Reason - To reduce the risk of crime pursuant to policies SP1 and DM1 of the Core Manchester Strategy (2012) and to reflect the guidance contained in the National Planning Policy Framework.

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

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

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

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

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

26) The development hereby approved shall be carried out in accordance with the Framework Travel Plan Prepared by Vectos received by the City Council, as Local Planning Authority, on the 2 May 2023.

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

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

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

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

27) Prior to the first occupation of the student accommodation hereby approved, the cycle store and provision of 313 cycle stands as indicated on drawing ECHO-SRA-ZZ-B1-DR-A-02099 P05 received by the City Council, as Local Planning Authority, on the 2 May 2023 shall be implemented and made available for the occupants of the development. The cycle store shall remain available and in use for as long as the development is occupied.

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

28) Prior to the first occupation of the student accommodation element of the development, a detailed car parking (drop off and pick up), servicing, taxi and and deliveries strategy shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include details of the management arrangements for moving in and out times, taxi pick up and drop off and food and online deliveries and any other associated management and operational requirements. The approved strategy, including any associated mitigation works, shall be implemented and be in place prior to the first occupation of the student accommodation element and thereafter retained and maintained in operation.

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

29) Prior to the first occupation of the student accommodation hereby approved a scheme of highway works and details of footpaths reinstatement/public realm for the development shall be submitted for approval in writing by the City Council, as Local Planning Authority.

This shall include the following:

- Improvements to the public realm and footway improvements including the provision of street trees along Granby Row;
- Creation of layby to Echo Street and associated Traffic Regulation Orders (TROs);
- Creation of two disabled bays along Granby Row and associated Traffic Regulation Orders (TROs);
- Review of existing Traffic Regulation Orders and any modifications required to ensure free flowing traffic;
- Widening of the footway along the southern side of Granby Row;
- Installation of a raised table for traffic calming

Improvements to the public realm including details of materials (including high quality materials to be used for the footpaths and for the areas between the pavement and building line) and tree planting and soft landscaping where appropriate.

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

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

30) Notwithstanding the TV Reception Survey Prepared by Pager Power received by the City Council, as Local Planning Authority, on the 2 May 2023, within one month of

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

Reason - To provide an indication of the area of television signal reception likely to be affected by the development to provide a basis on which to assess the extent to which the development during construction and once built, will affect television reception and to ensure that the development at least maintains the existing level and quality of television signal reception - In the interest of residential amenity, as specified in policy DM1 of Manchester Core Strategy (2012).

31) All windows at ground level, unless shown otherwise on the approved drawings detailed in condition 3 shall be retained as a clear glazed window opening at all time and views into the premises shall not be screened or obscured in anyway.

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

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

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

33) Prior to the first occupations of the development hereby approved a 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 (2012).

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

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

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

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

36) Prior to the first use of the development, details of the siting, scale and appearance of the air source heat pumps to the buildings hereby approved. The air source heat pumps must also comply with the noise criteria as specified in condition 17. The approved details shall then be implemented prior to the first use of the development and thereafter retained and maintained in situ.

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

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

The Operating Schedule shall contain the following details:

a. A scaled layout plan showing the proposed seating area, including layout of furniture and demarcation of the area;

b. Full details of the measures proposed to ensure that the proposed seating area is fully accessible by disabled people;

c. Details of the proposed furniture, including any barriers;

d. A detailed management strategy that includes information on how the proposed external seating area would be managed in terms of potential noise disturbance, additional movement and activity, litter and storage of furniture at night;

e. days and hours of operation.

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

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

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

38) There shall be no opening windows facing the railway, or positioned such that missiles/objects can be thrown onto the railway.

Reason – In the interest of public safety of the adjacent railway line pursuant to policy DM1 of the Manchester Core Strategy (2012).

39) Prior to the commencement of the development, a pre-construction condition assessment should be undertaken for the viaduct adjacent to the site and submitted for approval in writing by the City Council, as Local Planning Authority. Prior to the first occupation of the development, a post-construction condition assessment to demonstrate that no damage or deterioration has occurred. Any mitigation necessary shall be implemented in a timescale to be agreed in writing by the City Council, as Local Planning Authority.

Reason – In the interest of public safety of the adjacent railway line pursuant to policy DM1 of the Manchester Core Strategy (2012).

Informatives

1) Under the Habitat Regulation it is an offence to disturb, harm or kill bats. If a bat is found during demolition all work should cease immediately and a suitably licensed bat worker employed to assess how best to safeguard the bat(s). Natural England should also be informed.

2) The applicant is reminded that, under the Wildlife and Countryside Act 1981 as amended it is an offence to remove, damage, or destroy the nest of a wild bird, while the nest is in use or being built. Planning consent does not provide a defence against prosecution under this act. If a birds nest is suspected work should cease immediately and a suitably experienced ecologist employed to assess how best to safeguard the nest(s).

3) The developer or crane operator must contact Manchester Airports Control of Works Office at least 21 days in advent of intending to erect a crane or other tall construction equipment on the site. This is to obtain a tall equipment permit and to ascertain if any operating restrictions would be required. Any operating restriction that are subsequently imposed by Manchester Airport must be fully complied with.

4) You should ensure that any external wall treatments approved for planning purposes are discussed in full with Building Control to ensure they meet with the guidance contained in the Building Regulations for fire safety. Should it be necessary to change the external facade treatment due to conflicts with Building Regulations, you should also discuss the changes with the Planning team to ensure they do not materially affect your permission.

5) - With a development of a certain height that may/will require use of a tower crane, the developer must bear in mind the following. Tower crane usage adjacent to

railway infrastructure is subject to stipulations on size, capacity etc. which needs to be agreed by Network Rail's Asset Protection prior to implementation. Tower cranes have the potential to topple over onto the railway; the arms of the cranes could oversail onto Network Rail air-space and potentially impact any over-headlines, or drop materials accidentally onto the existing infrastructure. Crane working diagrams, specification and method of working must be submitted for review and agreement prior to work(s) commencing on site.

- Network Rail will need to review and agree all excavation and earthworks to determine if the works impact upon the support zone of our land and infrastructure as well as determining relative levels in relation to the railway. Network Rail would need to agree to the following:

o Alterations to ground levels
o De-watering works
o Ground stabilisation works

Network Rail would need to review and agree the methods of construction works on site to ensure that there is no impact upon critical railway infrastructure. No excavation works are to commence without agreement from Network Rail.

Alterations in loading within proximity of the railway boundary must be agreed with Network Rail.

- Soakaways, as a means of storm/surface water disposal must not be constructed near / within 20 metres of Network Rail's boundary or at any point which could adversely affect the stability of Network Rail's property. Once water enters a pipe it becomes a controlled source and as such no water should be discharged in the direction of the railway.

Storm/surface water must not be discharged onto Network Rail's property or into Network Rail's culverts or drains.

Suitable drainage or other works must be provided and maintained by the developer to prevent surface water flows or run-off onto Network Rail's property. Proper provision must be made to accept and continue drainage discharging from Network Rail's property.

Suitable foul drainage must be provided separate from Network Rail's existing drainage.

Drainage works could also impact upon culverts on developers land. Water discharged into the soil from the applicant's drainage system and land could seep onto Network Rail land causing flooding, water and soil run off onto lineside safety critical equipment / infrastructure; or lead to de-stabilisation of land through water saturation.

- To note are:

The current level of railway usage may be subject to change at any time without prior notification including increased frequency of trains, night time train running, heavy freight trains, trains run at weekends /bank holidays.

Maintenance works to trains could be undertaken at night and may mean leaving the trains' motors running which can lead to increased levels of noise and vibration.

Network Rail also often carry out works at night on the operational railway when normal rail traffic is suspended and often these works can be noisy and cause vibration.

Network Rail may need to conduct emergency works on the existing operational railway line and equipment which may not be notified to residents in advance due to their safety critical nature, and may occur at any time of the day or night, during bank holidays and at weekends.

Works to the existing operational railway may include the presence of plant and machinery as well as vehicles and personnel for project or emergency works.
The proposal should not prevent Network Rail from its statutory undertaking. Network Rail is a track authority. It may authorise the use of the track by train operating companies or independent railway operators, and may be compelled to give such authorisation. Its ability to respond to any enquiries regarding intended future use is therefore limited.

- The scope and duration of any Noise and Vibration Assessments may only reflect the levels of railway usage at the time of the survey.

o Any assessments required as a part of CDM (Construction Design Management) or local planning authority planning applications validations process are between the developer and their appointed contractor.
o Network Rail cannot advise third parties on specific noise and vibration mitigation measures. Such measures will need to be agreed between the developer, their approved acoustic contractor and the local planning authority.
o Design and layout of proposals should take into consideration and mitigate against existing usage of the operational railway and any future increase in usage of the said existing operational railway.

- The developer is to submit directly to Network Rail, a Risk Assessment and Method Statement (RAMS) for all works to be undertaken in proximity of the operational railway under Construction (Design and Management) Regulations, and this is in addition to any planning consent. Network Rail would need to be re-assured the works on site follow safe methods of working and have also taken into consideration any potential impact on Network Rail land and the existing operational railway infrastructure. Review and agreement of the RAMS will be undertaken between Network Rail and the applicant/developer. The applicant /developer should submit the RAMs directly to:

- As the proposal includes works which may impact the existing operational railway and in order to facilitate the above, a BAPA (Basic Asset Protection Agreement) will need to be agreed between the developer and Network Rail. The developer will be liable for all costs incurred by Network Rail in facilitating this proposal, including any railway site safety costs, possession costs, asset protection costs / presence, site visits, review and agreement of proposal documents and any buried services searches. The BAPA will be in addition to any planning consent.

The applicant / developer should liaise directly with Asset Protection to set up the BAPA.

For major works / large scale developments an Asset Protection Agreement will be required with further specific requirements.

AssetProtectionLNWNorth@networkrail.co.uk

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: 136874/FO/2023 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

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

Sport England
Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
Greater Manchester Police
Historic England (North West)
Environment Agency
Transport For Greater Manchester
United Utilities Water PLC
Health & Safety Executive (Fire Safety)
Planning Casework Unit
Manchester Airport Safeguarding Officer
Greater Manchester Ecology Unit
Network Rail
National Amenity Societies
Greater Manchester Archaeological Advisory Service
Work & Skills Team
University Of Manchester
Manchester Metropolitan University

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

Representations were received from the following third parties:

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