

<b>Application Number</b>	<b>Date of Appln</b>	<b>Committee Date</b>	<b>Ward</b>
137399/FO/2023	4th Aug 2023	14 Dec 2023	Ardwick Ward

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

**Location** Land Bounded By Upper Brook Street, Cottenham Street & Kincardine Road, Manchester, M13 9TD

**Applicant** McLaren Property (UBS 1) Ltd, & Kadans Science Partner 8 UK Ltd

**Agent** Neil Lucas, AshtonHale

## **EXECUTIVE SUMMARY**

The application proposes a 6 to 9 storey building for Sci-Tech with associated commercial uses and a 9 to 23 storey purpose building student accommodation (PBSA) building with associated commercial space. Public realm and parking would be created.

114 objections (form 78 households) have been received. Councillors Muse and Abdullatif object.

### **Principle of the proposal and the schemes contribution to regeneration**

The development is in accordance with national and local planning policies, and the scheme would bring significant economic, social and environmental benefits. This is a brownfield, previously developed site. The proposal would deliver a key component of the Oxford Road Strategic Regeneration Framework Guide (SRFG).

This proposal is one element of a wider masterplan for this section of Upper Brook Street. 20,038 sqm Sci-Tech building would be delivered at the site in an area which has been identified as a priority for employment. PBSA is required to ensure delivery of the employment opportunities at the site. This has been independently tested as necessary. The PBSA meets the planning policy requirements set out in policy H12 of the Core Strategy.

Community and commercial opportunities would be created including a community centre and retail space. This would support the Brunswick neighbourhood and provide infrastructure for the new residents and workers of the proposal.

0.9 acres of public realm would be created including new trees and planting improving on site biodiversity. The development would be car free with the exception of accessible spaces.

**Economic** The development value is £65 million and would create 826 temporary and full time equivalent jobs every year of construction. Local labour Proposal would ensure local people benefit. 545 direct and indirect jobs would be created when the sci-tech building becomes operational with a GVA worth £20.6 million per annum. 92 direct and indirect jobs when the PBSA is operational with a GVA worth £5.4 million per annum. A range of employment opportunities from high quality Sci-Tech and PBSA jobs together with attracting student to the City

**Social** This proposal would redevelop a vacant, low quality brownfield site in a strategic regeneration location meeting the objectives of the SRFG and acting as a catalyst for further regeneration. 737 bedspaces would support the student accommodation pipeline of which 20% would be affordable. 0.9 acres of accessible public realm would be created including areas of play space. A community centre, retail and café would be created. There would be enhanced linkages, public realm and green infrastructure for all.

**Environmental** This is a highly accessible area where walking and cycling would be encouraged through enhanced, safe pedestrian links and new cycling infrastructure. Areas of play and recreation would contribute to well being. Green infrastructure and trees would be provided alongside public realm. This would a net gain in biodiversity at the site by 84%. A total of 0.9 acres and 74 trees would be planted. Sustainable drainage would manage surface water. The provision of high quality buildings would improve the appearance of Upper Brook Street.

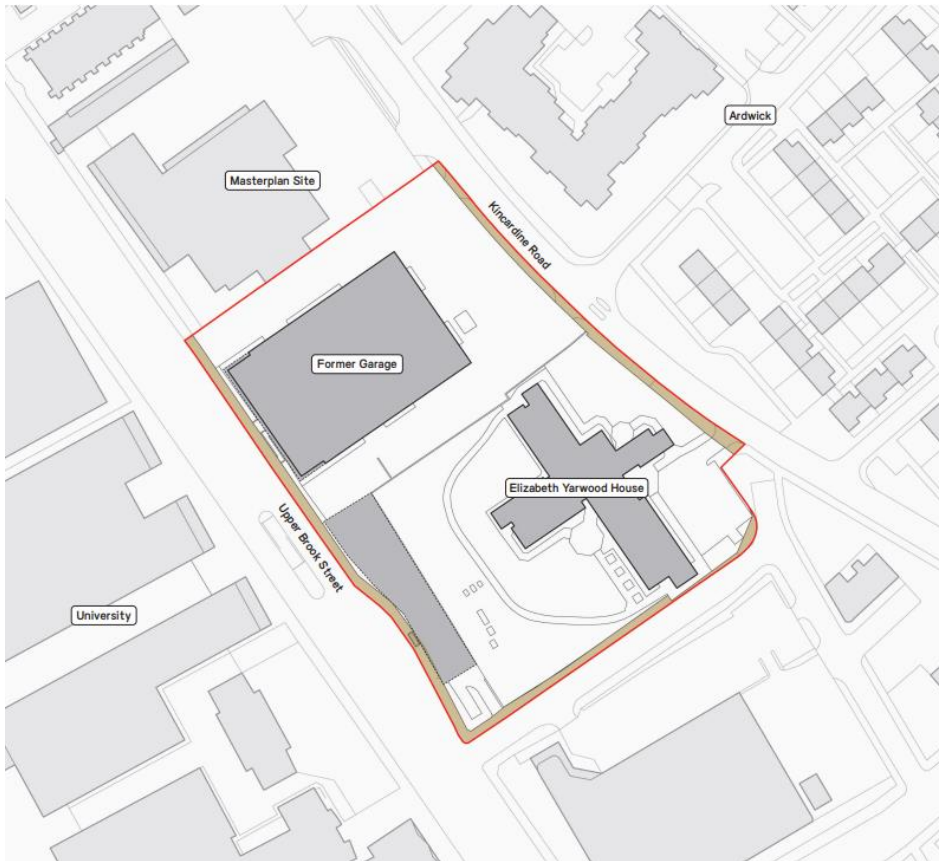
**Impact on the historic environment** This would be a significant new building which would impact on a number of listed buildings. It would cause a low level of less than substantial harm which would be outweighed by the benefits of the scheme. In particular, the public realm would enhance the setting to the listed chapel.

**Impact on local residents** There would be impacts on daylight/sunlight and overlooking. Construction impacts would not be significant and can be managed to minimise the effects on residents and local businesses. Noise outbreak from plant and the commercial unit would meet relevant standards. It is, however, acknowledged that this is a significant development in close proximity to a well established residential community. The scale of the development and building would be noticeable to the existing community. This is an area where change is expected and this proposal would bring significant benefits to the city economically, socially and environmentally.

A full report is attached below for Members consideration.

## **Description**

This 1,084 ha site is to the south of the former Williams site (which is the subject of planning application 137401/FO/2023) and forms part of a larger masterplan to bring forward a comprehensive development in this area. It is bounded by Upper Brook Street, Cottenham Street and Kincardine Road.



### ***Location plan***

The northern part of the site (former Citroen site) is partially used as a temporary pay and display car park and is accessed from Upper Brook Street and Kincardine Road. The rest of the site was occupied by Elizabeth Yarwood Court.

Significant investment in housing and infrastructure through a Public Finance Initiative has transformed Brunswick over the last decade with new and refurbished homes, green spaces and public realm. The prevailing character is two and three storey dwellings, however, there are mid rise apartment buildings on Brunswick Street. Garside Gardens is an enhanced green space at the heart of the community.

There is 6 storey PBSA scheme at Kincardine Court. The University of Manchester campus, is on the opposite side of Upper Brook Street. The site is approximately 1 km from Oxford Road Train Station and within walking distance to a variety of services and amenities, particularly on Oxford Road.

The site is in Flood Zone 1 and 2 and a critical drainage area. It is in the Manchester Air Quality Management Area (AQMA) where air quality conditions are poor.

The speed limit on Upper Brook Street is 30mph. There are 'No Waiting At Any Time' and 'No Loading' (7am-7pm) restrictions on sides of the street. The speed limit on Cottenham Street is 20mph with 'No Waiting At Any Time' restrictions along the majority of its length although limited waiting parking bays are on its southern side (Permit Holders or Max. 3-hours).

Kincardine Road is 20mph and is one-way northbound with contraflow cycle lane between Brunswick Street and Whitekirk Close. Pay & Display parking bays are provided past the Whitekirk Close junction (Permit Holders or Max. 3-hours) with additional limited waiting bays further north towards Hanworth Close. The remaining Kincardine Road carriageway has 'No Waiting At Any Time' restrictions

The nearest listed buildings are the Grade II\* former Unitarian Chapel and Grade II Mawson Hotel which are 80 metres and 30 metres from the site respectively. There are trees and vegetation on site but are none are protected.

The proposal is being progressed jointly by partners with experience in student accommodation and life sciences.

This application should also be read in conjunction with planning application 137401/FO/2023 for the erection of three 12/14/29 storey buildings to be used for Purpose Built Student Accommodation and three 5/7/9 storey buildings for Science and Innovation uses.

The site is part of the same masterplan and part of the delivery of objectives of the Strategic Regeneration Framework.



***The application site with the wider masterplan area***

The combined benefits that would be delivered as part of these planning applications is as follows:

- 650.3212 sqm of life science accommodation;

- 1720 student bedrooms;
- Active ground floor community and commercial uses including new community centre, medical facility, retail store, café and shops;
- 3 acres of high quality public realm including new public square (adjacent to the listed chapel), 150 new trees and new linear park opposite Whitekirk Close;
- Improvements to Kincardine Road and Upper Brook Street in the form of enhanced pedestrian and cycle infrastructure and improved connectivity, new pedestrian crossings and traffic calming measures.

This would create in the region of 5800 new jobs (direct and indirect) – 1900 construction jobs and 3600 jobs when the development is fully operational.

## Planning History

Planning permission was granted at Elizabeth Yarwood Court for a residential development associated with the Brunswick PFI (101664/FO/2013/N2).

In July 2021, the City Council Executive endorsed the removal of this site from the PFI and repositioned it in the Strategic Framework at Upper Brook Street.

## The Proposal

All remaining buildings would be demolished. The main components of this proposal are as follows:

- **Sci-Tech Building:** A 20,038 sqm building to form laboratory and office space with ground floor commercial including café, meeting suites and secure cycle and changing facilities. The building would be 6 storey to Kincardine Road and 9 storeys to Upper Brook Street. An atrium at the centre of the building would provide breakout space.
- **Purpose Built Student Accommodation:** 737 student bedrooms, with 288 studios and 449 cluster bedrooms in a variety of cluster sizes, with student amenities, management suite and commercial/community space. The PBSA would comprise two buildings with a central core. A 23 storey block would be created to Upper Brook Street with a 9 storey block to Kincardine Road.
- **Community Centre:** A community centre of 293 sqm would be created on the ground floor of the PBSA building. This would be a multi purpose space for the whole community with an active frontage to Kincardine Road.
- **Landscaping and public realm:** New spaces would be created around the buildings including a new route between Kincardine Road to Upper Brook Street.

The Sci-Tech building would be a mix of metal and red/brown bricks. The PBSA would be masonry with a buff brick to Upper Brook Street and a red brick to Kincardine Road. There would be glazed curtain walling and decorative metal work at the ground floor of both buildings which would activate the public realm.

Approximately 0.9 acres of public realm would be created at the site and there would be a roof terrace amenity space at first floor level of the PBSA building. 7 accessible on-street parking spaces would be created. Secure and accessible cycle provision would be created for both the Sci-Tech and PBSA buildings.

Deliveries to the Sci-Tech building would be from a secure service yard from Cabot Street. The PBSA building would be serviced via an on street loading bay along Kincardine Road. A management strategy would be put in place to manage taxi, deliveries and other servicing requirements created by students. This is considered in detail in the report.

1.2% of the PBSA accommodation would be wheelchair accessible with a further 4.5% capable of adaptation.

### **The planning submission**

This planning application has been supported by the following information:

- Design and Access Statement
- Planning Statement
- Tall Building Statement
- Statement of Community Involvement
- Community Benefit Statement
- Student Need Assessment
- Transport Statement
- Travel Plan
- Flood Risk and Drainage Assessment
- Environment Statement
- Site Investigation Report
- Air Quality Assessment
- Energy Statement
- Circular Economy Statement
- Utilities Statement
- Crime Impact Assessment
- Acoustic Assessment
- Archaeology Assessment
- Ecology Assessment
- BNG Assessment
- Arboricultural Survey
- TV and Radio Reception Impact Assessment
- Broadband Connectivity Assessment
- Viability Assessment

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

- Townscape, Visual and Built Heritage;
- Socioeconomics;
- Wind Microclimate;

- Daylight, Sunlight and overshadowing;
- Climate Change; and
- Transportation.

**Land Interest** The City Council has an interest in the site as landowner and Members are reminded that they must disregard this and exercise their duty as Local Planning Authority only.

## 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 and an EIA development. A Site notice was displayed. Local residents and businesses have been notified over an extensive area.

## Local residents/public opinion

114 objections (form 78 households) have been received. The comments can be summarised as follows:

- The proposal fails to demonstrate how a 9 to 23 storey development overlooking 3 storey residential properties (including outdoor spaces) would prevent overshadowing, blockage of light and privacy;
- It is unclear why no vehicle impact assessment was carried out yet cars are being dispersed to local car parks. The proposed plans for this development include no regular parking space.
- The TRICS output data is from 2013-19 and predates New Brunswick residential regeneration/development including new local road layouts & relevant impact
- The locally available parking sites referred to (for example the University of Manchester Car park D or Aquatics car park) currently have longstanding cues to serve the local traffic including existing University of Manchester staffs and students; thus it is unclear how they would accommodate more dispersed traffic generated by this proposed development.
- No evidence was provided in support the assertion that the only vehicle trips to the development will be servicing, deliveries, and emergency vehicles;
- Comparison with other smaller cities like Coventry or Portsmouth provided on transport assessment are less relevant on face value as they contradict with Manchester City Councils own experience from adjacent area i.e the high density of large institutions along the Oxford Road Corridor;
- The likely detrimental effect of this proposed development on local parking and local traffic therefore needs local evidence-based exploration and appropriate remedial actions to proposed plans.
- This is an inappropriate location for a high density building / PBSA;
- it is unclear how a proposed 23-storey tall building - more than three times taller than the height of the existing tallest adjacent high-rise buildings can be a "bridge" rather than being an eyesore blockage.
- This location is also outside of the "city centre and fringe area" where such higher density buildings including PBSAs are encouraged. This would also push the student accommodation in the neighbourhood beyond the council-

recognised "tipping point" of 10% & within short distance of existing student accommodation.

- The design and density of the proposed PBSA is to the detriment of the character of the area and would likely significantly cripple the privacy, security and quality of life of residents and neighbours;
- This would be a monstrous site and would make the area over populated and unsafe for children.
- The resources and public spaces are already heavily accessed and used. there is already increase in crime with the recent new buildings.
- Having a new development with student accommodation for over a thousand students in my view is irresponsible to climate control as well. the only people to benefit from this would be the developers who do not even live in inner cities.
- The office development is of ghastly architecture and out of touch with the landscape. The city centre has lots of underutilised office accommodation;
- This proposal would force local residents out through gentrification
- Manchester has barely any hint of suitable green spaces in the city centre as a result of poor development strategy by the council let alone the outskirts, and this scheme is no different to the most controversial of office towers and far out of character to the character of Manchester's landscape
- Gartside Garden was designed for residents not students;
- Introducing students into the area would disrupt the delicate balance of the community and potentially lead to numerous issues for both the existing residents and the students themselves. Introducing a significant influx of university students would undermine the family housing in the area. The lifestyle of students, with their irregular schedules, social activities, and potentially noisy behaviour, may clash with the established routines and tranquillity of the area.
- This plan will undoubtedly make daily parking struggles worse for residents due to the influx of students;
- The proposal is likely to exacerbate the issue of anti-social behaviour, as is evident from the current usage of Gartside Gardens by students.
- The development has several very high-rise buildings in a relatively small plot of land. The density of the masterplan is far too high and it is not in harmony with the surrounding community.
- The park will be full of people and the quiet community streets will be filled with more cars and pedestrians.
- The foreseeable social, environmental and security issues will have a negative impact on the value of existing properties.
- There are many new houses in this community. There was a requirement that the homes were not an investment. However, the new development will damage the pleasant living environment that has been built up by the residents, the S4B office and the council.
- The developers have planned several very tall buildings which are very close to each other in the small plot of land. The tall buildings will block sunlight to the Gartside Gardens especially in the afternoon when the sunshine comes from the west side.
- The closure of Inchley Road would effect how residents use the area;
- There would be impacts from taxis, deliveries and takeaway drivers as a result of the student population;



- Elevated traffic volume inherently escalates the risk of traffic-related incidents, especially concerning the safety of children playing in the nearby park.
- There would be an increase in air pollution as a result of increased traffic
- Rooftop terraces, including event stages, could disturb the tranquillity of the neighbourhood.
- The influx of residents, particularly a substantial student population, has not been adequately considered in terms of access to medical facilities and commercial establishments for daily necessities. The proposed community spaces and convenience stores are likely to be overwhelmed by the surge in demand, thus failing to provide the intended community benefits.
- The potential impact on daylight, sunlight, and privacy for the residents on Mawson Road, Skerry Close, Haymans Walk, and Hanworth Close is a significant concern;
- The redirection of traffic due to the closure of Inchley Road would burden roads like Mawson Road and Skerry Close, increasing the likelihood of accidents and endangering children.
- The proposed 10-year construction phase raises significant apprehensions. Not only would this extended period impact the mental well-being to the local community, but it would also contribute to air pollution, further jeopardizing health
- The proposed community spaces outlined in the development plans are geared towards accommodating the incoming students and works and not the local community;
- Brunswick doesn't require integration with the University campuses,. This neighbourhood thrives as a place made up of family homes;
- The absence of designated parking spaces would inevitably push these vehicles onto our residential streets, exacerbating an already strained system.
- With the substantial influx of residents, loading bays will see more vehicles - especially taxis, deliveries, and takeaway riders. This surge will render the roads more perilous, not to mention the pathways and pedestrian zones that will contend with delivery bikes.
- Offering so few disabled bays for this new population is a grossly inadequate provision, prompting more vehicles to clog streets.
- The lack of affordable housing within this development sends a clear signal that its primary aim is financial gain by luring affluent students, rather than addressing the pressing housing concerns facing the City;
- There is a real worry that foundations to nearby residential properties would be impacted during the works;
- There will be increased dust and air pollution during and after the construction stage;
- There will be an increase in traffic through the estate, not enough public transport and it will not be possible to find parking spaces with so many new residents.
- The size and architectural design of the proposed building are in stark contrast to the existing aesthetics of our neighbourhood. The prevailing low-rise structures in the area contribute to its distinct character, and the proposed accommodation's scale and style would undoubtedly disrupt this cohesive visual identity that our community values.
- The initial two consultations were not advertised sufficiently, as many people complained they did not receive the notification;

- The development would result in overcrowding of the area. The density is too high;
- The height of the buildings is excessive; parts of Brunswick will have severe impact with loss of daylight and sunlight to them. Most of the estate will be overlooked and local people will not be able to enjoy privacy in their gardens or homes;
- We will have a long period of construction with all the negatives - noise, dust, vibration, deliveries, increase in vehicles, diversions;
- The moving in and out of the students will create a huge disruption for the residents.
- It does not provide a sufficient retail space for Aldi/Lidl size supermarket, that the residents want.
- There will be car parking problems, as Brunswick is close to the city centre, University, and hospitals, it is impossible to predict with certainty that the office workers of the proposed buildings and the students will adhere to the "car-free" idea of the development.
- The character of the area will be negatively affected, because this is a tight knit community where people know their neighbours and care for the area, while there is no incentive for the students to be involved in Brunswick community life;
- Family accommodation is needed in the area not student accommodation;
- The impact of the proposed development on the local landscape and ecological habitats cannot be ignored. The construction of such massive structures will inevitably disrupt the delicate balance of the environment, potentially causing irreversible harm to indigenous flora and fauna.
- Having separate air quality assessments for sites positioned right next to each other is nonsensical and undermines the validity of each assessment's methodology;
- The surge in deliveries associated with this development, coupled with the closure of Inchley Road and the conversion of Kincardine Road into a one-way route, could create a logistical nightmare. Traffic congestion not only affects our daily lives but also contributes to pollution and diminished air quality, impacting our environment in negative ways.
- The proposed development's encroachment upon the surrounding landscape could compromise the integrity of the cherished Gartside Gardens, a small local park that holds immense value for our community. This green space serves as a tranquil oasis for residents of all ages, providing a place for relaxation, recreation, and connection with nature. The proposed development's impact on the park's ecological balance, increased noise pollution, reduced accessibility, and potential degradation of the park's ecological balance would erode the essence of our community and its unique character.
- The means of access, parking, servicing, traffic generation, and highway safety aspects of this development raise serious red flags. The estimated influx of 50-60 vehicles on a daily basis during the 7.5-year building phase will undoubtedly strain the local infrastructure, lead to traffic congestion, and compromise the safety of pedestrians and cyclists. Furthermore, the significant increase in population density resulting from the 1837 student accommodations will exacerbate these issues and create a hazardous environment for all;

- Current parking constraints, effective Monday to Friday between 8 am and 6 pm, coupled with substantial demand from local attractions such as the O2 Apollo, Manchester Museum, Aquatics Centre, and the city centre, have already stretched parking availability thin. This situation is particularly acute during evenings and weekends. The proposed development's inadequate parking facilities would further exacerbate the already limited parking space, disproportionately affecting the area's primarily elderly residents and families;
- Proposed 3 acre open space- is actually walkways to access and egress the buildings by its residents and will not provide any wider public gain other than thoroughfare use. This is not an open space like Gartside Gardens or any true open space.
- uncertain for the future of Chinese supermarket Wing Hing Lung and Tai Wu restaurant
- Additional consideration to be given to litter, waste and recycling with such a large contingent being added to the population.
- Families here need a supermarket (e.g. an Aldi or Lidl), not a convenience store (we've already got one of those), and more green space dedicated to families - not students.
- The loss of all the green space around Elizabeth Yarwood court is a tragedy in Manchester where we have so little green space in the city already
- How will this impact the protected bats that reside in Brunswick and Gartside gardens?
- f increasing that population with over 1,800 students, is a huge population growth in the local community, which would be overwhelming for the area;
- The closure of Inchley road will cause traffic problems across Ardwick, as we will have to travel through the estate to be able to leave it. This will add extra time to my commute to work and generally will impact every journey I take to and from our house. At times when students are starting/ finishing tenancies (at least twice a year) there will be an influx of traffic across the estate
- the length of construction is extremely concerning with a proposed timeline of over 7.5 years minimum. That will cause a lot of disturbance and huge pressure on the residents in this area over an extremely long period.
- impact in demand for the Manchester Royal Infirmary, dentist and GP facilities, and pharmacy services. All of these are already overstretched and unable to keep up growth from existing households.
- a dramatic incursion of the University Industry into the Brunswick community which will have an inevitable, profound and permanent effect upon the character of the neighbourhood
- The sharp rise in the number of residents will also cause an increase in the crime rate in the neighbourhood.
- Science and Innovation uses and ground floor community uses may seem appealing on the surface, but they are not in alignment with the existing character of the neighborhood
- Affordable housing. It is unclear why the land that was previously designated by the Council for affordable housing has been redirected for this project. Transparency is needed to understand the implications of this decision for our community.
- Life sciences may test on animals, this is not welcomed in a community setting.

- Heritage - impact on the setting of the Grade II\* listed Chapel building. The chapel's 'sense of place', and listed building setting, and the extensive refurbishment of the rose windows, stonework and brickwork undertaken to retain visual amenity, is being eroded as a result of these proposed developments, principally as a result of siting, scale, massing. The scale of the proposals will undoubtedly have a significant impact on the setting of the Chapel which is considered to result in substantial harm to the setting of this Grade II\* listed building. It is important that the listed building is read/experienced through appropriate new development siting, scale, design and materials to ensure it remains the most visually prominent element in views along Upper Brook Street. This has not been achieved, with no space for the listed building 'to breathe' on its south and eastern elevations.
- The visuals only include a red line scale for the buildings to the north and east of the Chapel as part of the "Cumulative Masterplan." View 1: View from north corner of Upper Brook Street / Booth Street East junction does not cover the whole masterplan in detail, it cannot be relied upon as a substantial assessment of impacts for the whole scheme; its relevance is limited to the southern site;
- The mitigation of harm is described as the "stepped massing" and "general uplift of townscape." As described above, it is not considered that the "stepped massing" is a robust enough response to mitigate harmful heritage impacts alone. Additionally, the existence of new buildings and public realm alone is not enough to describe a benefit. Whilst elements of the scheme, such as the public realm for example, could be argued as enhancing the significance of the asset, it is difficult to see how the tall buildings around it seek to preserve and enhance the significance of the asset beyond giving it new neighbours.
- Design/Scale/Massing on the Grade II\* listed Chapel building. The significant scale and massing immediately adjacent to The Chapel which impacts on existing and future enjoyment of the building.
- There is a general concern about noise levels during what will be a long construction period and the effect this will have on the operation and student amenity/wellbeing levels of the existing student accommodation at The Chapel.
- Daylight/Sunlight/Overshadowing on the Grade II\* listed Chapel building. The proposed scheme has a broadly BRE compliant effect upon the Daylight and Sunlight amenity within the Chapel. However, there are 5 rooms located on the third floor - three studio apartments, one bedroom, and a LKD - which will lose a noticeable amount of sky visibility (NSL), and which is in excess of BRE guidance.

**Councillor Abdigafar Muse (Ardwick Ward)** supports the opposition of residents who have spoken with a unified voice against the proposal with their concerns rooted in the love for the community and a desire to preserve its character, integrity, and quality of life. A summary of the concerns are below:

*Tower Height Disruption:* A 23-storey building poses a significant threat to the very essence of the area. It would disrupt the visual harmony of the community and infringe upon the privacy and peaceful coexistence that residents hold dear.

*Density and Overcrowding:* 737 student bedrooms is a serious concern. Such density is disproportionate to the existing infrastructure and character of the area. It would lead to overcrowding, strain local resources, and diminish residents quality of life.

*Community Use Insufficiency:* The 293sqm for community use would not provide meaningful benefits. Any development should enhance the well-being and communal spaces of residents.

*Parking Chaos:* The absence of a comprehensive parking plan is deeply troubling. A lack of sufficient parking spaces will result in traffic congestion, making it increasingly difficult for current residents to park and navigate streets.

*Infrastructure Preparedness:* The proposal would not upgrade or expand infrastructure to accommodate the influx of residents and students. This would burden schools, healthcare facilities, public transportation, and sewage systems.

*Extended Construction Disruption:* The lengthy construction period would subject residents to years of noise, dust, and inconvenience. It is unreasonable to expect our community to endure such a prolonged disruption.

**Councillor Anna Abdullatif (Ardwick)** objects and believes there are ramifications and precedent for other residential neighbourhoods in the City. Residents and neighbourhoods we create and nurture should be our priority. The proposal has not changed despite the feedback and objections from Councillors and residents.

The Brunswick estate has seen huge redevelopment over the last 10 years, with investment to create good homes, strong communities and a safe and cohesive area. It is a low rise residential area, that is heavily populated, with inadequate amenities for its population. The residents do not believe that the community space, cafe and shops for community use proposed would be accessible, affordable or even what they want to see. Students and staff would engulf these small added amenities which add no real value to local people.

The smaller PBSA scheme on Kincardine Road has created huge issues for local residents in accessing facilities in the park.

Local people feel that they are being deprioritised over the demand for student accommodation. PBSA does not resolve the issue as a city we have for student accommodation. These sites are not responding to the need for affordable student accommodation that is required, and that students need.

This proposal includes a 41 storey building and a 23 storeys block overlooking homes and gardens in an estate where the highest building does not exceed 15 storeys, and the majority are low rise family home. The excessive heights and density proposed are completely out keeping with the local area, or the work that has been done for years to create the type of neighbourhood that it has become.

Concerns around overshadowing and light being blocked to the park and homes are a huge concern and should not be minimised when taking into account the height and density proposed.

Residents shared with me the fact that there are covenants in homeownership around renting to students and for short term lets, disallowing residents from doing so, as it destabilises communities. Yet the proposal is for 2000 students completely shifting the character of the area.

The area has continually been dealing with parking issues yet this site proposes a no parking scheme, with the assumption that students won't own cars and those who'll be working on the site, will utilise the public transport system. This is completely naive and unworkable, and even if only a small number of those living or working in the new site had a vehicle it would exasperate an existing issue.

Many students park in the estate to get to lectures. Despite transport, people who work locally in town, the university or hospital park in the estate, which is why there is a parking issue in Ardwick. It is completely unrealistic to propose a no car scheme for a development of this size.

There are roughly 1,800 homes in the Brunswick estate, and this proposals will bring into the area at least 1,800 students and thousands more staff working across the site. This population increase in this small area, is simply not realistic and would engulf and destabilise the local community.

The impact of these proposals on residents mental health and their concerns over a huge development like this taking over their life over the near decade that it would take to complete this site. Not only the impact of the construction, but what a site like this would do to the closely knit community.

There are also concerns over the air quality assessments being submitted for both sites, which use a different methodology and have different mitigations for what is in principle, one large site being developed. Air quality is a major concern in the local area, and this development, does not adequately respond to this issue.

**Highway Services** 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. Seven accessible bays would be created. A comprehensive package of highway improvement works are proposed which would minimise the impacts of the proposal. A Servicing/deliveries strategy would be required along with travel plan and construction management plan should be agreed by planning condition.

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

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

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

**Neighbourhood Services (Trees)** advise that a 10 plus landscape management plan should be put in place and if any trees dies within a 10 year period they should be replaced.

**Greater Manchester Ecology Unit (GMEU)** further bat survey information is recommended for an existing building. Vegetation should not be removed in bird nesting season and this should be a condition. A methodology should be agreed to remove invasive species and protect hedgehogs. The biodiversity net gain is welcome and this should be monitored as part of the development. The bat emergence survey is satisfactory.

**Natural England** no objection. The proposal would not have significant adverse impacts on statutorily protected nature conservation sites or landscapes.

**Environment Agency** no objection.

**Historic England** no comments.

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

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

**Sport England** no objection.

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

**Aerodrome Safeguarding** no objections subject to an informative in respect of cranes and that during construction and a condition to agree a strategy to prevent birds being attracted to the PV array.

**Manchester Metropolitan University** no comments.

**University of Manchester** the proposal should not rely on the University's car park D being available for public parking as this may change in the near future. The University is concerned about student wellbeing and affordability in relation to student accommodation. The development looks heavy on studios which doesn't help with affordable options. If a percentage of affordable units is to be delivered consideration of how the allocations policy would work. Will there be safeguards to ensure completion of the delivery of the rest of the scheme if the accommodation is the first phase, as they would have concerns if students find themselves living in a partially developed site.

**Active Travel England** there are indicative ambitions from the applicant to enable active travel to be the preferred mode of travel for residents. Further details and

clarity should be provided on the expansion of cycle parking at the site with details of how the development would improve (and contribute to) the active travel network.

## **The Development Plan**

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

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

The relevant policies within the Core Strategy are as follows:

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

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

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

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

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

**Policy SP1 Spatial Principles** the proposal would help to create a neighbourhood where people choose to be and provide modern accommodation for students together and accommodation for Science technology. 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 and growing demand for accommodation for Sci-Tech. The impact on local residents has been assessed and the historic context understood.



**Policy EC1 Employment and Economic Growth in Manchester** the proposal includes a 20,038 sqm Sci-Tech building with laboratory and office space. The site is accessible to all forms of transport and infrastructure and would help to diversify employment, support economic growth and create jobs. The Sci-Tech building would have synergy with the Universities. The development would meet current environmental standards minimising its impact on climate change.

**Policy EC3 The Regional Centre** well connected employment generating uses including offices and other commercial development is encouraged. The proposal would provide 20,048 sqm of Sci-Tech accommodation and 737 student bedrooms. This proposal would meet the growing demand for high specification office and laboratory accommodation and contribute to the supply of student accommodation, close to higher education provision.

**Policy CC1 Policy Primary Economic Development Focus : City Centre and Fringe** the site is in the City Fringe where a variety of high quality accommodation types, sizes and foot-plates will be encouraged to boost investment by local, national and international businesses. High density buildings and commercial led mixed use schemes are suitable with a particular emphasis on offices. This proposal is wholly consistent the principles of this policy providing a high density sci-tech building which would support employment in The Corridor.

**Policy CC2 Retail** the proposal would provide amenities to support existing and proposed residents and workers. There would be a community offer.

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

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

**Policy CC7 Mixed Use Development** the active ground floor would provide amenities for the existing community and users at the site.

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

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

**Policy CC10 A Place for Everyone** the proposals would complement the ongoing regeneration of the City. It would be fully accessible with a portion of the studios and clusters being adapted for those with accessibility requirements. 7 on street accessible parking spaces would be created.

**Policy EC8 Central Manchester** the proposal would provide 20,038 sqm of Sci-tech accommodation in close proximity to The Corridor. This would help support economic growth and create job opportunities.

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

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

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

1. Sites should be in close proximity to the University campuses or to a high frequency public transport route which passes this area.
2. The Regional Centre, including the Oxford Road Corridor, is a strategic area for low and zero carbon decentralised energy infrastructure. Proposed schemes that fall within this area will be expected to take place in the context of the energy proposals plans as required by Policy EN 5.
3. High density developments should be sited in locations where this is compatible with existing developments and initiatives, and where retail facilities are within walking distance. Proposals should not lead to an increase in on-street parking in the surrounding area.
4. Proposals that can demonstrate a positive regeneration impact in their own right will be given preference over other schemes. This can be demonstrated for example through impact assessments on district centres and the wider area. Proposals should contribute to providing a mix of uses and support district and local centres, in line with relevant Strategic Regeneration Frameworks, local plans and other masterplans as student accommodation should closely integrate with existing neighbourhoods to contribute in a positive way to their vibrancy without increasing pressure on existing neighbourhood services to the detriment of existing residents.
5. Proposals should be designed to be safe and secure for their users, and avoid causing an increase in crime in the surrounding area. Consideration needs to be given to how proposed developments could assist in improving the safety of the surrounding area in terms of increased informal surveillance or other measures to contribute to crime prevention.
6. Consideration should be given to the design and layout of the student accommodation and siting of individual uses within the overall development in relation to adjacent neighbouring uses. The aim is to ensure that there is no unacceptable effect on residential amenity in the surrounding area through increased noise, disturbance or impact on the streetscene either from the proposed development itself or when combined with existing accommodation.
7. Where appropriate proposals should contribute to the re-use of Listed Buildings and other buildings with a particular heritage value.

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

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

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

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

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

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

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

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

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

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

**Policy EN9 Green Infrastructure** trees and vegetation would be removed. New and enhanced landscaping and public realm, including improved connectivity, would include over 74 trees.

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

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

**Policy EN16 - Air Quality** the proposal would be highly accessible by all forms of public transport, reduce reliance on cars and minimise emissions from traffic. It would not compromise air quality. There would be no on site parking with 7 accessible bays created on street. The secured cycle storage would encourage cycling. Dust suppressions measures would be used during construction.

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

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

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

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

**DM2 ‘Aerodrome safeguarding’** the proposal would not impact on aerodrome safety subject to informative relating to cranes and birds being attracted to the PV array.

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

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

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

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

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

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

**Saved policy DC20 Archaeology** 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**

#### **Places for Everyone**

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

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

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

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

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

The relevant policies in the Plan are as follows:

**Objective 1: Meet our housing need** – this proposal would provide 7737 student bedrooms. Providing student accommodation in a sustainable location is an essential component of the City’s housing strategy.

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

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

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

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

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

Objective 7: Playing our part in ensuring that Greater Manchester is a more resilient and carbon neutral city-region – This low carbon development includes PV panels with improved biodiversity through 74 trees, planting and bird and bat boxes.

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

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

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

Policy JP-Strat1: Core Growth Area- The development would support economic growth. The 736 student bedrooms and 20,038 sqm of Sci-Tech accommodation would support the student accommodation pipeline and employment and economic growth. It would create job during construction and when in operation.

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

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

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

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

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

Policy JP-H3: Type, Size and Design of New Housing – The proposal would include 288 studios and 449 cluster bedrooms in a variety of cluster sizes together with student amenities, management suite and commercial/community space.

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

Policy JP-G9: A Net Enhancement of Biodiversity and Geodiversity – There would be 74 trees, planting and bird and bat boxes which would increase biodiversity.

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

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

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

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

Policy JP-C4: Streets for All – The upgrade of the footways and cycleways would support an integrated network of street and improve permeability and accessibility to the Brunswick, the city centre and the Oxford Road Corridor.

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

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

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

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

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

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

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

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

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

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

### **Manchester Residential Quality Guidance (2016)**

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

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

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

Make it Manchester;



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

### **City Centre Strategic Plan 2015-2018 (March 2016)**

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

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

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

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

### **Manchester Strategy (January 2016)**

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

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

Amongst other matters, the vision includes:

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

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

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

The Upper Brook Street (UBS) site is identified within the SSF as being a ‘Future Development Opportunity’ with scope for increased density. Mixed commercial uses in line with the overarching spatial strategy are a priority. The site is directly adjacent to the UoM estate (to the west) that is identified as being a cluster for activity and growth within the Science, Research and Innovation sectors.

There is a finite quantum of land and therefore availability of space to grow within the Oxford Road Corridor and there is a need to protect key sites for the delivery of commercial space. The UBS site represents a transformational opportunity.

The site is therefore strategically very important in terms of its scale, locational advantages and capacity to accommodate the larger, flexible floorplate commercial buildings that will provide the right type of product to continue the strong and sustained economic growth of the Oxford Road Corridor and wider City Region.

This SRFG establishes a long-term strategy to guide development of the site as an employment-led destination, ensuring that land is safeguarded for employment-generating uses in the identified growth sectors. The UBS site will be an employment-led masterplan, the primary use will be commercial and workspace buildings, which are designed to facilitate the further commercialisation of research in the science, technology and engineering sectors.

New buildings are needed that provide large, flexible floorplates that are capable of accommodating the full range of facilities operators in these sectors require, but which are flexible in design and are capable of accommodating small and medium-sized enterprises. There may be an opportunity for taller buildings if it can be demonstrated that this would be in compliance with planning policy including Core Strategy Policy EN2 Tall Buildings.

Active ground frontages are key, with a range of supporting uses that should be incorporated to promote vibrancy and a sense of community.

The predominant use at the UBS site must be employment-generating and commercial in nature. However, where it is in line with the adopted Development

Plan, Oxford Road Corridor Strategic Vision and SSF and clearly linked to the delivery of the employment offer, an element of residential use may be appropriate.

In order to support residential use on the UBS site, MCC must therefore be satisfied that proposals will contribute to the economic regeneration of the city and that the residential use is of a scale that ensures that economic uses on the UBS site will be maximised. Residential use would not be supported as a free-standing proposal; it would only be considered by the LPA as part of a scheme that delivers employment-generating uses.

There would only be scope for new PBSA, if it can be demonstrated that this is in full compliance with Core Strategy Policy H12, and will help to unlock employment-generating commercial uses across the wider UBS site.

In the event that a case can be made for PBSA, the most appropriate location would be as part of a cluster adjacent to the existing schemes at the former Unitarian Chapel and nearby Kincardine Court.

The scale and density of building form should maximise the transformational opportunity that it presents in accordance with the Oxford Road Corridor SSF, whilst also successfully integrating the residential community to the east and educational and commercial uses to the west.

The UBS is not an appropriate location for tall buildings. A general height datum of between 6 and 10 commercial storeys or, subject to demonstrating that the scheme is otherwise Development Plan compliant and would result in a high quality development, number of residential or PBSA storeys to achieve equivalent height, is considered to be appropriate for the UBS site where it fronts Upper Brook Street.

Scale should step down to the eastern edge of the UBS site, with a maximum of 6 storeys fronting Kincardine Road and responding to the lower scale of residential dwellings within the Brunswick Estate and the upgraded Gartside Gardens, and without adversely affecting sunlight penetration and therefore the amenity value of this important green space.

The form and siting of new development around the Grade II\* Listed former Unitarian Chapel and Grade II Listed Mawson Hotel should be carefully considered and enhance their setting and establishing new visual connections. Adjacent to the former Unitarian Chapel, there should be a maximum building height of 4 commercial storeys or, subject to demonstrating that the scheme is otherwise Development Plan compliant and would result in a high quality development, number of residential or PBSA storeys to achieve equivalent height. Within this part of the masterplan, new buildings should be of a human scale and create a balanced townscape setting for the adjacent new public realm proposals, thereby helping to achieve a distinctive sense of place.

This is of critical importance, as it will ensure that the quality of a key area public realm and green space is protected in terms of amenity and access to sunlight.

Scale should step up to the north and west, corresponding to the buildings in the UoM estate and focusing height where it will have less impact in terms of overshadowing on existing and proposed buildings and public realm.

At the northern end of the site, there is an opportunity for a prominent building, in the context of the masterplan, to mark a key movement node linking the UoM campuses to the south of the Mancunian Way beyond to the regeneration areas of Circle Square, North Campus and Mayfield.

This plot, which is positioned closest to the city centre, has a narrow configuration which would not lend itself to the flexible office layouts, proposed elsewhere within the masterplan. It is considered that this site would lend itself to high quality residential development, likely to be professionally managed build to rent or for sale accommodation, which would support the diversification and enhancement in the quality of the residential offer. The site is capable of accommodating an accent building, provided that: it is of a high architectural quality, which will help to positively transform the townscape; makes a positive contribution to place making, fully integrated with the wider masterplan; and, delivers affordable housing in line with Manchester City Council's policy.

A new square, adjacent to the former Unitarian Chapel, would provide a generous set-back from the building, which will enhance its setting whilst also ensuring that this important character building is celebrated and successfully contributes to place making within the masterplan area. The creation of this public realm should provide a high quality environment that could facilitate potential for additional scale to be accommodated on the key east to west movement intersection along Inchley Road.

A prominent building in this location would need to be of a high quality design, which responds appropriately to the striking architecture of the former Unitarian Chapel. An additional nodal point, and potential for a more prominent building form, would be at the corner of the prominent junction of Upper Brook Street and Brunswick Street; the direct relationship of this plot with the grand buildings enclosing Brunswick Park make it an appropriate setting for a prominent building with more of a civic scale.

Height at this point would also set up a strong visual link with the parade of buildings along Brunswick Park to Whitworth Hall.

Where landmark locations are identified within the Illustrative Masterplan, there may be an opportunity for taller buildings if it can be demonstrated that this would be in compliance with planning policy including Core Strategy Policy EN2 Tall Buildings.

In all cases, for all densities of development, it will be a requirement that new public and private spaces are of the highest quality. In addition, buildings of more significant scale will be expected to achieve a commensurately more generous relationship to public space and an enhanced overall contribution to place making

The proposal would deliver a mixed use development with 20,038 sqm of Sci-Tech accommodation. In order to deliver this, PBSA accommodation is required. The viability of the proposal has been tested in order to ensure that the quantum of PBSA is the minimum required to deliver the employment use at the site.

It is acknowledged that the scale of the buildings are taller than envisaged. In line with the SRFG the tallest elements of the scheme have been positioned onto Upper Brook Street whilst the lower elements are adjacent to the Brunswick neighbourhood. Detailed consideration is given to the appropriateness of the taller elements within this report including impacts on the adjacent listed buildings.

New public realm and connectivity would enhance the area in line with the SRFG.

## **Corridor Manchester**

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

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

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

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

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

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

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

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

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

The proposal would provide with a range studio and cluster 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.

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

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

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

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

- Wellbeing, Safety and Security: purpose built accommodation should consider the welfare and wellbeing of students as a major factor, in both design and management.
  - 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 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
  - There is currently no planning policy requirement within the development plan to provide affordable student accommodation.

However, the high cost of PBSA is an important issue that has been raised by student bodies, Manchester Universities and this Executive report. The provision of affordable student accommodation is necessary and essential in terms of meeting need and demand going forward. The applicant has proposed 20% affordable accommodation as part of this proposal and this would be secured by way of a legal agreement.

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

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

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

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

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

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

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



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

20,028 sqm of Sci-Tech accommodation would be created at the site to support a growing demand for such accommodation in the City. This would support economic growth, attract investment and created jobs.

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

pace to ensure the long term maintenance of newly placed trees and that existing trees are retained wherever possible (paragraph 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 weight should be given to: development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or outstanding or innovative design which promote high levels of sustainability, or help raise the standard of design more generally in an area so long as they fit in with the overall form and layout of their surroundings (paragraph 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 soil, 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 appropriately remediated.

Paragraph 185 outlines that decisions should ensure that no development is appropriate for its location taking into account the likely effects of pollution in health, living conditions and the natural environment.

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 place during the construction process. There would be a travel plan and access to public transport for occupants of the development.

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

**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:

- Townscape, Visual and Built Heritage;
- Socioeconomics;
- Wind Microclimate;
- Daylight, Sunlight and overshadowing;
- Climate Change; and
- Transportation.

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 Fringe and Regional Centre should accommodate significant employment development which would help support the long term economic success of the City (Policies EC1 and EC3 of the Core Strategy). 'The Corridor' in particular has been identified to deliver growth and employment. (Policy EC8).

This site is of strategic importance because of its scale, locational advantages and capacity to accommodate large, flexible floorplate commercial buildings. Bringing these sites forward is a strategic priority. The scheme would deliver a high-quality employment led development.

Brunswick is a thriving residential community. The proposal would deliver a large amount of accommodation next to this community but has sought to contribute to and support it through the provision of community facilities and active ground floor uses, new public realm and enhanced connectivity.

The laboratory and office space and ground floor commercial uses would generate 545 direct and indirect jobs and a GVA of £20.6 million per year to the local economy. Employment opportunities would range from graduate and non graduate roles including lab technicians, researchers, business support, manufacturing and marketing.

This employment space would strengthen the role of the Oxford Road Corridor as a major employment area leading to further commercialisation of research in the science, technology and engineering sectors in close proximity to research facilities at the Universities. This is a unique opportunity of national significance to counterbalance innovation led growth that has been occurring in the South East.

As directed by the NPPF (paragraph 81), significant weight should be given to proposals for economic growth and productivity such as this.

The principle of Sci-Tech development is therefore acceptable in principle providing employment generating office, laboratory and research space at the City Fringe in line with policies SP1, EC1, EC3 and EC8 and objectives of the Oxford Road Corridor SRFG.

In order to deliver the economic, social and environmental opportunities of the Sci-Tech component, PBSA is required to make the scheme viable and deliverable. The SRFG states that PBSA would only be supported provided full compliance with policy H12 of the Core Strategy and it is evidenced that it is necessary to unlock employment generating uses. 737 bedspaces would be created with a mix of studios and cluster beds, supported by amenity spaces.

A viability statement to assess whether the PBSA proposed is the minimum required to unlock and deliver the employment use which are the priority for this site. This report has been independently tested on behalf of the City Council and confirms that the amount of PBSA is necessary to realise the employment benefits at the site.

In order to ensure that the employment elements of this development are delivered first, and that of planning application 137401, it is necessary to secure a mechanism that the employment buildings are delivered before the first occupation of the PBSA elements of these developments.

Alongside the need for PBSA to support the viability of the scheme, additional accommodation and infrastructure is needed in the City. This site was included in the PBSA pipeline in the May 2023 Executive Report. Consideration of the compliance with policy H12 is considered elsewhere in this report.

The proposal includes ancillary and community uses and public realm. These are an essential component of the SRFG, which requires active ground floor uses, and would also ensure that the proposal integrates and supports the area. It includes the provision of a community centre, café and retail space and follows local engagement. The community centre would be a multi use space which the community could use variety of activities including exercise classes, group meetings, youth clubs and any other local community function. The provision of these ancillary uses is in line with policies SP1 and CC7 of the Core Strategy which seeks to ensure mixed use development which contribute positively to the regeneration of local areas.

The proposal would deliver significant social, economic and environmental benefits.

#### *Economic*

- £65 million development value;
- 826 temporary and full time equivalent jobs every year of construction. Local labour Proposal would ensure local employment benefits;
- 545 direct and indirect jobs when the sci-tech building becomes operational with a GVA worth £20.6 million per annum;
- 92 direct and indirect jobs with the PBSA building becomes operational with a GVA worth £5.4 million per annum;
- Range of employment opportunities from high quality Sci-Tech and PBSA jobs together with attracting student to the City

#### *Social*

- Removal and redevelopment of a vacant, low quality brownfield site in a strategic regeneration location meeting the objectives of the SRFG and acting as a catalyst for further regeneration at the wider Upper Brook Street site;
- Community space (293 sqm) for use by the Ardwick community;
- Provision of 737 bedspaces to meet the student accommodation pipeline;
- Provision of commercial space and café;
- Enhanced linkages, public realm and green infrastructure to be used by all members of the community.

#### *Environmental*

- Redevelopment of a brownfield site in a highly sustainable area;
- Efficient use of the site with a development of appropriate density;

- Provision of green infrastructure and new trees alongside new public realm;
- Increase in biodiversity at the site by 84%;
- Introduction of sustainable drainage to manage surface water;
- Improvements to pedestrian and cycling infrastructure;
- 74 new trees planted across the site alongside planting and hard landscaping works;
- Provision of high quality buildings improving the appearance of the local area and along Upper Brook Street.

The development would be consistent with the regeneration frameworks for this area including the City Centre Strategic Plan, The Corridor Manchester framework and the Oxford Road SRFG. The proposal would complement and build upon the City Council's current and planned regeneration initiatives. The proposal is therefore considered to be consistent with the Core Strategy policies SP1, EC1, EC3, EC8 H12, CC1, CC3, CC4, CC7, CC8, CC10, EN1 and DM1 together with the NPPF. As such, it is necessary to consider the potential impact of the development.

### **Principle of Student accommodation and compliance with Policy H12**

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

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

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

There has been a recent planning appeal decision at the Usdaw Union Offices on Wilmslow Road. This followed refusal of proposals to redevelop the site for PBSA (425 bedspaces). The site is immediately adjacent two storey terraced homes on the Fallowfield Brow. Amongst the reasons for refusal was one relating to the potential of the development to give rise to impacts on residential amenity by reason of noise, disturbance and general activity associated with the comings and goings and occupation of the development.

Whilst the appeal was dismissed on other grounds, the Planning Inspector concluded that the provision of PBSA would operate in a manner that contrasts with Houses in Multiple Occupation, in that it would be more effectively managed and would limit the potential for late night activities and associated noise, crime and anti-social behaviour. The Inspector reasoned that whilst outside of the application site it would be more difficult to manage behaviour, if this was attributable to its occupiers, those who manage the proposal could be approached by the relevant authorities. It was

also considered in that case that the proposed student management plan would include measures that seek to keep such noise and disturbance to a minimum.

The applicant understands and acknowledges the concerns of local residents. Management strategies would be used to minimise the impacts on students including move in and move out strategy, food and parcel delivery strategy and management plan for the use of the public realm and external areas.

The PBSA building would be energy efficient and low carbon. It includes renewable technology with solar panels. There would be a 22.1% reduction in carbon over Part L 2021 this equates to 40.6% 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. There would be secure, on site cycle provision together with enhanced pedestrian and cycle infrastructure and connectivity.

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

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

Significant employment would be created during construction and in operation. There would be a new community centre for use by local residents. The site would be safe and secure and meet Secured by Design principles.

The proposal would include studio and cluster accommodation. 1% of the accommodation would be fully wheelchair accessible with a further 4% being capable of adaption should this be necessary.

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

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

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

The applicant provides and manages student accommodation and has extensive experience of developing large PBSA 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 fully comply with the requirements of policy H12 and with the detailed criteria in the December 2020 and May 2023 Executive reports and 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 Guide 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.

20% of 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. It should be recognised though that the high cost of PBSA is an important issue that has been raised by students bodies and Manchester Universities and was identified as a key issue in the reports to the Executive. The provision of affordable student accommodation is necessary and essential in terms of meeting need and demand going forward.

The provision of the affordable rented accommodation would be secured by a legal agreement.

### **Climate change, sustainability and energy efficiency**

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

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

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

The building would be all electric and would benefit from a decarbonising grid. The proposal includes renewable technology including air source heat pumps and solar panels. A 200 sqm PV array is proposed on the roof.

The use of on-site renewables and low carbon technologies would reduce the site-wide CO2 emissions of the development.

The proposal would achieve a 40.6% improvement over the Building Regulations Part L 2013. The development complies with Policy EN6 of Manchester City Council's Core Strategy, which stipulates that non-domestic development should achieve a minimum 15% improvement over Building Regulations Part L 2010. It would be a 22.1% improvement over the Building Regulations Part L 2021 Target Emission Rate.

The Sci-Tech building would be BREEAM Excellent and aims to reach Outstanding in the PV array can be maximised. The proposal has also been assessed under WELL.

There would be significant tree and planting which would improve biodiversity over existing conditions together with managing surface water.

### **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 (3<sup>rd</sup> Edition) 2013.

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

- View 1 from north corner of Upper Brook Street / Booth Street East junction
- View 2 from east end of pedestrianised section of Brunswick Street
- View 3 from junction of Brunswick Street and Kincardine Road
- View 4 from northeast side of the Mawson Hotel on Kincardine Road
- View 5 south from Upper Brook Street / Grosvenor Street junction
- View 6 from Gartside Gardens
- View 7 from northeast end of Balsam Close
- View 8 from Rudcroft Close 'Orchard'
- View 9 from Brunswick Village block at southeast end of Sylvia Pankhurst Way
- View 10 from west side of junction between Upper Brook Street and Plymouth Grove View 11 from Brunswick Park
- View 12 from west end of Wilton Street
- View 13 from Rumford Street public realm

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

View 1 is from the north corner of Upper Brook Street/Booth Street East. It is dominated by the former Unitarian Chapel (Grade II\*). This vacant site compromises the setting of the listed building, including low quality building associated with the former car shown room, overgrown vegetation and poor quality boundary treatment. The carriageway of Upper Brook Street, heavily trafficked road, is also dominant. The opposite side of Upper Brook Street has been improved over recent years with development by the University of Manchester. Nick Everton House, a 13 storey student accommodation building, terminates the view.

The proposal would be a dominant feature and replace the vacant site with high quality architecture and scale responding to the taller buildings on the opposite side of Upper Brook Street and too the south. The public realm would enhance the view. The overall effect is of benefit to the street scene adding interest and vitality.

The development would introduce scale within the setting of the listed chapel. The tallest element is set away from its roofline to ensure the Chapel remains legible and understood. The buff brick to the PBSA block complements the materials of the Chapel and along with the enhancement to the public realm, would minimise the effect on the listed building and its setting.

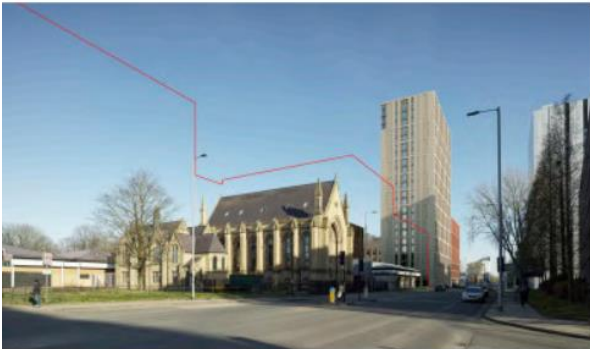
The cumulative effected of the development of the adjacent site (137401) would further strengthen the built form to Upper Brook Street. This would add more development in the setting of the listed building which would obscure the Chapel along certain sections of Upper Brook Street. This is considered further in the assessment of this planning application.



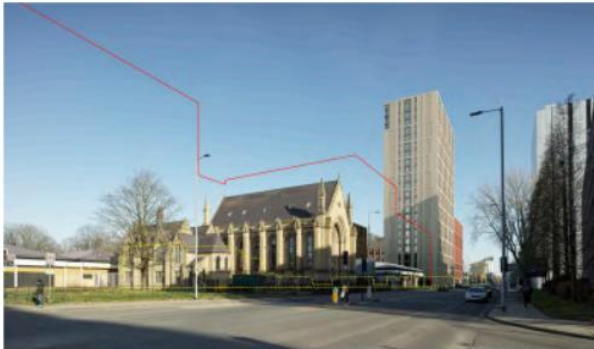
6.1a Baseline photos of view



6.1b Proposed Development



6.1c Proposed Development + Cumulative Masterplan



6.1d Proposed Development + Cumulative + Cumulative Consented

**View 1 from north corner of Upper Brook Street / Booth Street East junction (existing top; proposed and cumulative; bottom)**



View 2 is from the east end of Brunswick Park as it exits the University Campus. The area has recently been pedestrianised with public realm improvements including the introduction of a park. Upper Brook Street dominates the view with the Tai Wu restaurant, W H Lung supermarket and former car showroom. The steep pitched roof of the Former Unitarian Chapel (Grade II\*) is visible to the north at some distance.

The proposal would be positive addition to the street scene and replace the vacant showroom with a building of scale and high quality architecture. The creation of public realm and a park on Thorburn Walk, which aims to draw people from Brunswick Park into the site, would improve connectively to the Brunswick area and the University Campus.

The scale of the proposal would result in a significant change to the street scene. This would complement development on the opposite side of Upper Brook Street offering a significantly enhanced street scape with active frontages and public realm.

The development would obscure the rear half of the chapel roof which would result in a degree of harm to its setting. Public realm would be evident in the street scene which would improve the area and the setting of the listed building.

The cumulative impact of planning application 137401 is evident and would significantly improve the visual amenity of Upper Brook Street through the introduction of high quality buildings and public realm.



6.2a Baseline photos of view



6.2b Proposed Development



6.2c Proposed Development + Cumulative Masterplan



6.2d Proposed Development + Cumulative + Cumulative Consented

***View 2 from east end of pedestrianised section of Brunswick Street (existing top; proposed and cumulative; bottom)***

View 3 is from Kincardine Road and comprises low rise domestic buildings in Brunswick, and the upper floors of Kincardine Court. The listed Chapel is visible, but is obscured by trees and sits in the backdrop of the large University buildings.

The Mawson Hotel (Grade II) is most prominent building in the view and appears isolated. The Sir Henry Royce Institute behind its roofline reduces the prominence of the chimney stacks. The grey zinc clad Alan Turing Building infills the townscape gap between the two buildings whilst the Schuster and George Kenyon Buildings rise up and puncture the roofline.

The proposal would significantly change the scale of buildings in the view and provide a new focal point. The proposal would be more prominent but would have a high quality appearance and contribute positively to the place making of the area adding activity and interest to the street scene.

The stepping of the massing upwards towards Upper Brook Street ensures the tallest element is set away from the domestic scaled properties in Brunswick and the listed building with the taller element sited towards the University Campus. New connections would improve permeability to Brunswick.

The view of the listed chapel would be obscured and a new backdrop would be provided to the Mawson Hotel. This would result in a low level of harm which is considered elsewhere in the report. This is mitigated by the reinstatement of built form around the listed buildings, reintegrating them into the local context, introducing high quality buildings and public realm and removing a vacant, poor quality site.

The cumulative impact of planning application 137401 would increase the building form in the view and provide active and enhanced routes within Brunswick.



6.3a Baseline photos of view



6.3b Proposed Development



6.3c Proposed Development + Cumulative Masterplan



6.3d Proposed Development + Cumulative + Cumulative Consented

***View 3 from junction of Brunswick Street and Kincardine Road (existing top; proposed and cumulative; bottom)***

View 4 is from Kincardine Road where low rise buildings are evident including the former Elizabeth Yarwood Court and the former car dealership buildings which are vacant and have a negative impact on the street scene. There are taller buildings on the west side of Upper Brook Street including the Engineering Campus, Sir Henry Royce Institute and the Alan Turing Building. The listed chapel is visible.

The proposal would have a significant and transformational effect and the removal of the vacant site and poor quality buildings would have a positive effect. Public realm would enhance Kincardine Road and improve connections and infrastructure in Brunswick. The architectural response and scale of the buildings place the tallest elements on Upper Brook Street. Active frontages would bring natural surveillance and interest to the area. The frontage of the listed chapel would be obscured whilst its rear half would remain visible and appreciated as part of the proposal.

The cumulative impact of planning application 137401 would provide a balanced form of development to Kincardine Road and activate the length of the road.



6.4a Baseline photos of view



6.4b Proposed Development



6.4c Proposed Development + Cumulative Masterplan

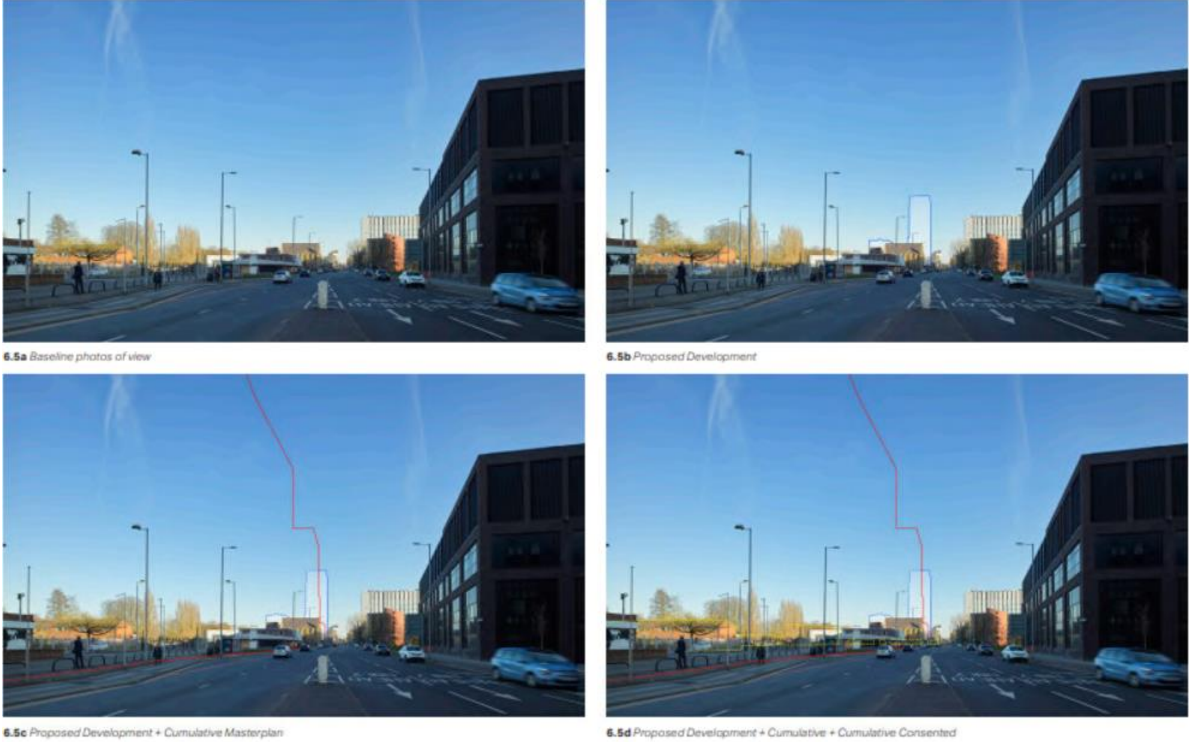


6.4d Proposed Development + Cumulative + Cumulative Consented

***View 4 from northeast side of the Mawson Hotel on Kincardine Road (existing top; proposed and cumulative; bottom)***

View 5 is from Upper Brook Street and highlights the dominance of the road network, dividing the University Campus from Brunswick. University buildings are to the west. On the eastern side are the poor quality buildings and features of the application site. The listed chapel is a positive feature but appears isolated and surrounded by poor quality environment. Nick Everton House terminates the view, appearing a similar height as the chapel as it is a significant distance away.

The full scale of the PBSA building is evident and would be read in context with the Sir Henry Royce Institute and Nick Everton House. The high quality architecture and materiality would be evident which would have a positive visual impact alongside the public realm improvements. The listed chapel would remain evident in the view albeit this would be lost as a result of the cumulative impact of planning application 137401.



***View 5 south from Upper Brook Street / Grosvenor Street junction (existing top; proposed and cumulative; bottom)***

View 6 is from within Gartside Gardens which has been enhanced as part of the Brunswick PFI and has a strong presence along Kincardine Road and offers a high quality amenity space for the community. Kincardine Court is to the south of the gardens. The former car showrooms are visible through the tree coverage. The pitched roof of the listed chapel is evident in the dense tree coverage as are buildings in the University Campus.

The proposal would be prominent and would rise above the tree canopy. The proposal would reduce open views across the site from within the gardens. The public realm improvements and improved connectivity along Kincardine Road would enhance the setting of the Gardens but would not be entirely legible in this view.

The massing of the taller PBSA block would be set well away from the listed chapel roof. Given its limited visibility, and the presence of a taller contemporary building in the immediate backdrop of the chapel, the impact on the listed building would be negligible.

It is acknowledged that the magnitude of the cumulative impact on Gartside Gardens increases alongside the development proposed as part of planning application

137401 forming a large, dominant development along Kincardine Road. The massing of the two proposals has been designed so the tallest elements are set away from Gartside Gardens and the local community whilst active frontages, public realm and improved connections enhance the area.



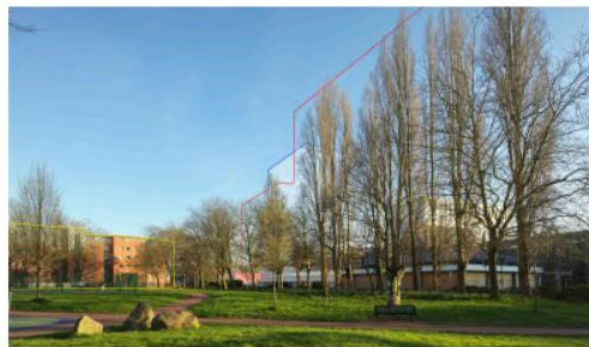
6.6a Baseline photos of view



6.6b Proposed Development



6.6c Proposed Development + Cumulative Masterplan



6.6d Proposed Development + Cumulative + Cumulative Consented

***View 6 from Gartside Gardens (existing top; proposed and cumulative; bottom)***

View 7 is from Balsam Close, a small residential street within the PFI area. The development on the street is one of the more recent developments in the area as part of ongoing regeneration. The dwellings frame the views through the neighbourhood towards the University Campus which terminate the view with the Alan Turing and Schuster Buildings at lower level and the George Kenyon Building rising up behind to the right.

The proposal would rise above existing low rise buildings. The Sci Tech building and rear block of the PBSA would sit within the established roofline. However, the distance from the application site has the effect of making the development appear more dominant in the view. The linear park at 'Thornburn Walk' would directly align with Balsam Close creating an enhanced link and help to integrate with the area.



6.7a Baseline photos of view



6.7b Proposed Development



6.7c Proposed Development + Cumulative Masterplan



6.7d Proposed Development + Cumulative + Cumulative Consented

***View 7 from northeast end of Balsam Close (existing top; proposed and cumulative; bottom)***

View 8 is a small area of public realm created as part of regeneration activity in Brunswick. It is adjacent to 1970s, two storey pitched roof homes. The taller Sir Henry Royce Institute is just evident behind the ridge line of the houses.

The proposal would be seen above the roofline of the homes. The Sci Tech building and rear block of the PBSA building would not be visible. The front block of the PBSA building would appear behind the roofline of the homes but given the relative distances would not loom over or dominant the view or the homes. The architecture and materiality would add visual interest.

There would be a minor cumulative impact as a result of the proposals associated with planning application 137401. The two developments would form a cohesive musing to the backdrop of the view.



6.8a Baseline photos of view



6.8b Proposed Development



6.8c Proposed Development + Cumulative Masterplan



6.8d Proposed Development + Cumulative + Cumulative Consented

**View 8 from Rudcroft Close 'Orchard' (existing top; proposed and cumulative; bottom)**

View 9 is from the Brunswick Village block, a modern grey brick four storey block which sits on the corner of Brunswick Street and Sylvia Pankhurst Way. The proposal has no effect on this view.



6.9a Baseline photos of view



6.9b Proposed Development



6.9c Proposed Development + Cumulative Masterplan



6.9d Proposed Development + Cumulative + Cumulative Consented

**View 9 from Brunswick Village block at southeast end of Sylvia Pankhurst Way (existing top; proposed and cumulative; bottom)**

View 10 is dominated by Upper Brook Street. It has been improved through the erection of three storey townhouses associated with the Brunswick PFI. The five storey Michael Smith building can be seen. The listed chapel is in the far distance along with taller buildings in the city centre. This view highlights the contrasting character between the east and west sides of Upper Brook Street.

The proposal would be significant and rise above the low rise townhouses. The massing of the front PBSA block would follow the context for large-scale buildings at the University campus extending along the west side of Upper Brook Street. The high quality architecture and improved public realm would be evident.

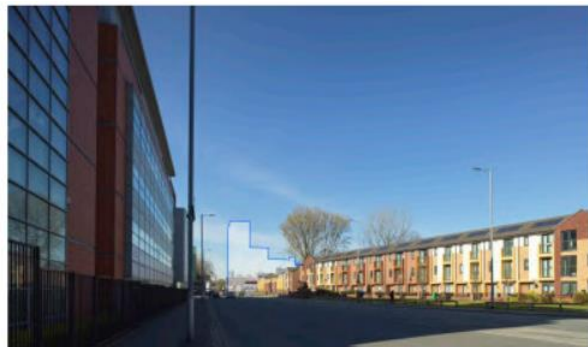
The proposal would terminate the view, introducing significant development and obscuring the presence of built form in the city centre. The front PBSA building would sit within the established roofline of the large-scale contemporary University buildings, owing to its distance and their position closer in the foreground.

The contrasting relationship with the domestic townhouses in the foreground would be mitigated in part by the heavily trafficked road. The chapel would be obscured but the magnitude of change would be minimal given its more contained nature following the 19th century development of the area and its lack of prominence in the existing street scene.

The cumulative effect with planning application 137401 would further enhance the visual improvements to Upper Brook Street established by this application.



6.10a Baseline photos of view



6.10b Proposed Development



6.10c Proposed Development + Cumulative Masterplan



6.10d Proposed Development + Cumulative + Cumulative Consented



**View 10 from west side of junction between Upper Brook Street and Plymouth Grove (existing top; proposed and cumulative; bottom)**

View 11 is from Brunswick Park, which connects Oxford Road and Upper Brook Street. It is framed by mid-rise modern University blocks including the Roscoe and Schuster Buildings whilst the Tai Wu restaurant and W.H. Lung Supermarket on Upper Brook Street are visible. The proposal would not affect the view.



6.11a Baseline photos of view



6.11b Proposed Development



6.11c Proposed Development + Cumulative Masterplan



6.11d Proposed Development + Cumulative + Cumulative Consented

**View 11 from Brunswick Park (existing top; proposed and cumulative; bottom)**

View 12 is from the pedestrianised Wilton Street which leads to the public realm at this part of the University campus. It extends to meet Upper Brook Street following the development of the Alan Turing building. In the foreground it is framed by the Kilburn Building with a façade of alternating brown brick panels and glazed slots with the taller University Place with larger yellow brick panels framing glazing. The view reflects the townscape character of this part of the University with differing large-scale modern and contemporary buildings unified by areas of public realm.

The PBSA building would introduce built form into the view, this is entirely in context with the contemporary architecture and massing and would have a negligible effect.



6.12a Baseline photos of view



6.12b Proposed Development



6.12c Proposed Development + Cumulative Masterplan



6.12d Proposed Development + Cumulative + Cumulative Consented

***View 12 from west end of Wilton Street (existing top; proposed and cumulative; bottom)***

View 13 is from public realm in the University Campus. The Sir Henry Royce Institute and Alan Turing Buildings frame the view with the glazed and white clad façade to the north rising up to 10 storeys, set higher than the grey zinc clad building four storey building. The differing scale and architectural treatment typifies the large-scale contemporary blocks across the campus and are unified by shared public realm which continues between the two buildings to Upper Brook Street where the view is terminated by Kincardine Court.

The PBSA building would be visible and symptomatic of framed views from the University campus, where large-scale buildings of differing footprints, heights and architectural character sit alongside one another and are revealed in views as people pass through the public realm.



5.13a Baseline photos of view



6.13b Proposed Development



5.13c Proposed Development + Cumulative Masterplan



6.13d Proposed Development + Cumulative + Cumulative Consented

***View 13 from Rumford Street public realm (existing top; proposed and cumulative; bottom)***

This large and significant development would be visible in many views. The height would inevitably have an impact in the area and in some instances, particularly along Upper Brook Street this would be positive.

The scale of the buildings on Upper Brook Street would complement the buildings at the University Campus. The improved public realm and connections would enhance the appearance of the site.

There would be some impact where the proposal is seen in the same context as heritage assets. This would not affect the significance of the listed buildings as a whole, which would remain legible and understood.

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

There would be impacts on the Brunswick Neighbourhood (view 3, 4, 6 and 7), particularly views from in the area and in and around Gartside Gardens and Kincardine Road. The tallest element of the proposal is on Upper Brook Street ensuring that the lower elements are closest to the existing residential areas. The improved connections and public realm would enhance the site.

## **Impact of the historic environment and cultural heritage**

The site is largely vacant and contains a surface car park, buildings associated with the car dealership and residential development. Two listed buildings would be affected; The Mawson Hotel, Frances Street (Grade II) and Former Unitarian Chapel, Upper Brook 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 their setting.

### *Impact on the listed buildings*

*The Mawson Hotel, Frances Street (Grade II)* the building's primary significance is derived from the architectural and historic interest of its ground-floor plan form, its purpose design as a pub and the survival of historic fabric. Its rarity in Manchester as a surviving 1930s 'local' pub also adds significance. Historic interest also lies in its association with the Tetley Brewery and its preferred architects (Bramley & Smith). Its significance is reduced by the non-sympathetic replacement doors and windows, whilst the functional rear elevation and 20th-century flank walls are of no particular interest. Its historic setting has been completely lost and it appears isolated from the surrounding neighbourhood.

Views 3 and 4 illustrate that the proposal would be highly visible and seen in the same context as the listed building. The proposal would develop a vacant and poor quality site in the setting of the listed building and provide a new backdrop, at a greater scale.

The impact would be reduced as the tallest elements are on Upper Brook Street and the masonry façade would provide a high quality backdrop. The improved public realm and street scene would give the listed building a context which is lacking and allow it to be integrated into its surroundings. The listed building is robust and would remain legible and understood in an area where change is necessary. The change to the setting of the listed building would cause a low level of harm.

*Former Unitarian Chapel, Upper Brook Street (Grade II\*)* the building significance is derived from the chapel, both in the overall visual impact of its surviving and restored exterior, particularly as viewed from the north and west, and in its association with the great 19th-century architects Barry and Pugin.

It is believed to have been one of England's earliest Non-Conformist places of worship built in the Gothic style and the country's first purpose-built Unitarian chapel. Further historic interest is derived from the chapel and Sunday school's, providing an insight into the size, wealth, social diversity and ambition of industrialising Manchester's 19th-century Non-Conformist community, a community that also created the adjacent Non-Conformist burial ground (now Gartside Gardens).

The main chapel building also has an important impact on Upper Brook Street, forming a prominent addition to the street scene. The sympathetic nature of its external restoration maintains its visual presence, although its significance is reduced by the loss of its internal fabric

The chapel historically has always been surrounded by densely packed buildings and streets which have been eroded over the year and cleared. The current open views are a more recent phenomenon.

The proposal would erode some of the open views (both long and short range view 1, 2 and 5)), particularly along Upper Brook Street. This would, in part, obscure the pitched roof of the chapel and its side elevations. These open views are not representative of the setting of the listed building which would have been historically surrounded by low rise dense buildings. The proposal would re-create a tight urban grain around it. This would obscure long range views of its side elevation and roof, the listed building would remain legible and understood in its immediate context where its materiality and detailing would be evident. The removal of the vacant site would be a positive change to the listed building.

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.

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 site has been identified as an opportunity to accommodate significant employment which would help support the long term economic success of the City. The City must continue to meet demand for developments such as this in order to meet demand for employment generating uses and student accommodation. 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 20,038 sqm building to form laboratory and office space and 737 student bedspaces.

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

The buildings would be large but would not be out of context with other taller buildings along Upper Brook Street. There would be heritage benefits from the removal of a vacant site within the setting of the listed buildings. 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 and the creation of 3 acres of usable public realm and improved connections. The proposal would be an energy efficiency and low carbon.

Significant economic and social benefits are associated with this scheme. The project has a development value of £65 million and would create 826 temporary and full time equivalent jobs every year of construction. 545 direct and indirect jobs when the sci-tech building becomes operational with a GVA worth £20.6 million per annum together with 92 direct and indirect jobs with the PBSA building becomes operational with a GVA worth £5.4 million per annum. A Community space (293 sqm) would be provided for use by the Ardwick community.

There would also be environmental benefits with 74 trees planted with planting and recreational spaces and an 84% increase in biodiversity. There would sustainable drainage to manage surface water.

The development would be low carbon. An all-electric system would benefit from a decarbonising grid. There would be solar panels, for renewable energy. 185 cycle spaces would be provided for the PBSA and 82 spaces for the Sci-Tech building all secure area within the buildings.

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 any buried remains of mid to late 19<sup>th</sup> century Villas and garden plots that have survived later development impacts would be of negligible significance and offer limited potential to further knowledge and understanding of the development site. There is no requirement to seek any further investigations at the site prior to development commencing.

### **Visual amenity**

The proposal would develop a prominent, vacant site. Along with the proposal being considered under planning application 137401, they would deliver laboratory and office space for Sci Tech and PBSA in high quality buildings, improved street level environment, active frontages, public realm improvements and street trees.

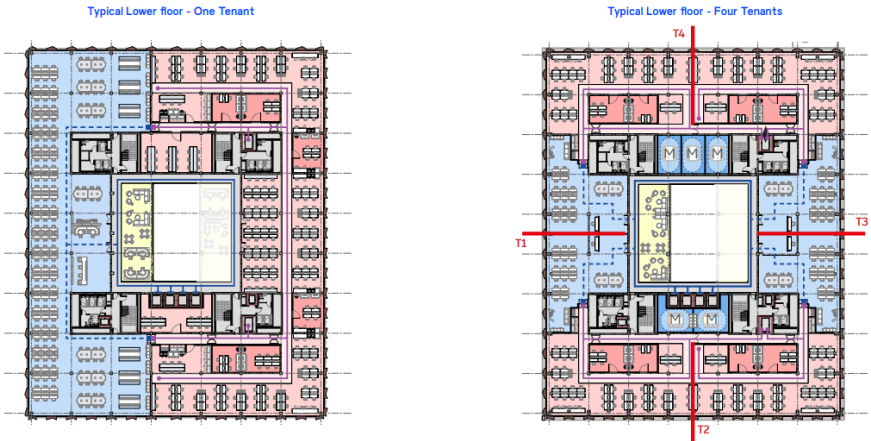
There would be publicly accessible uses on the ground floor of each building, activating the public realm and providing a range of community-facing uses.

This planning application would deliver two buildings and the wider master plan would deliver 5 buildings as part of the delivery of the SRFG.



**Layout of buildings 1 and 2**

The sci-Tech building would provide laboratory and office space and ancillary accommodation. The floorplates could to be occupied by one tenant or split up to a maximum of four tenants with a 60/40 ratio between laboratory and office space.



***Potential Sci-Tech layout (one tenant left; four tenants right)***

A central atrium to all floors would form break out spaces and meeting rooms. There would be a café on the ground floor.



***Section through the Sci-Tech building including central atrium***

A PV array and air source heat pumps would be installed to the roof to provide some renewable.





***Roof plan for Building 1***

The PBSA block would contain bedrooms, student amenities, management suite and ancillary spaces. The PBSA is arranged in two parallel elements linked on the ground floor with indoor and outdoor amenities. The building includes a commercial retail unit and community centre. The main entrance would be on Thornburn Walk.

Student amenities are on the ground floor, first floor, and top floor of the Upper Brook Street block. The ground floor amenity space provides the opportunity to students to work in quiet areas individually or in groups, relax, socialise or play with other residents. Students have access to gym, games room, private dining rooms, cinema and laundry facilities. The ground floor amenity space spreads to a central pavilion on the first floor with access to roof terrace over Thornburn Walk. Recreational space on the top floor could be used for small events or as a study space.

The Community Centre would be a flexible spaces to host activities for all ages. The retail space would support local businesses such as café, bookshop, grocery etc.,

Studios are located in the Upper Brook Street block with clusters on Kincardine Road. Kitchens in the clusters are located on the short elevations. There would be 6-bed to 8-bed clusters on Kincardine block and two 7-bed clusters on Upper Brook St.

Two accessible studios are provided on the first, eighth, seventeenth and eighteenth floor. One accessible cluster bedroom is provided in the Kincardine block on the second floor providing a total of 1.2% accessible rooms.

A further 33no. rooms could become accessible providing a total of 5.7% accessible rooms overall with 28. enlarged studios and 5 enlarged cluster rooms and kitchens.

An east west route would also be created between Upper Brook Street and the Brunswick area known as 'Thorburn Walk'



**Image of Thornburn Walk**



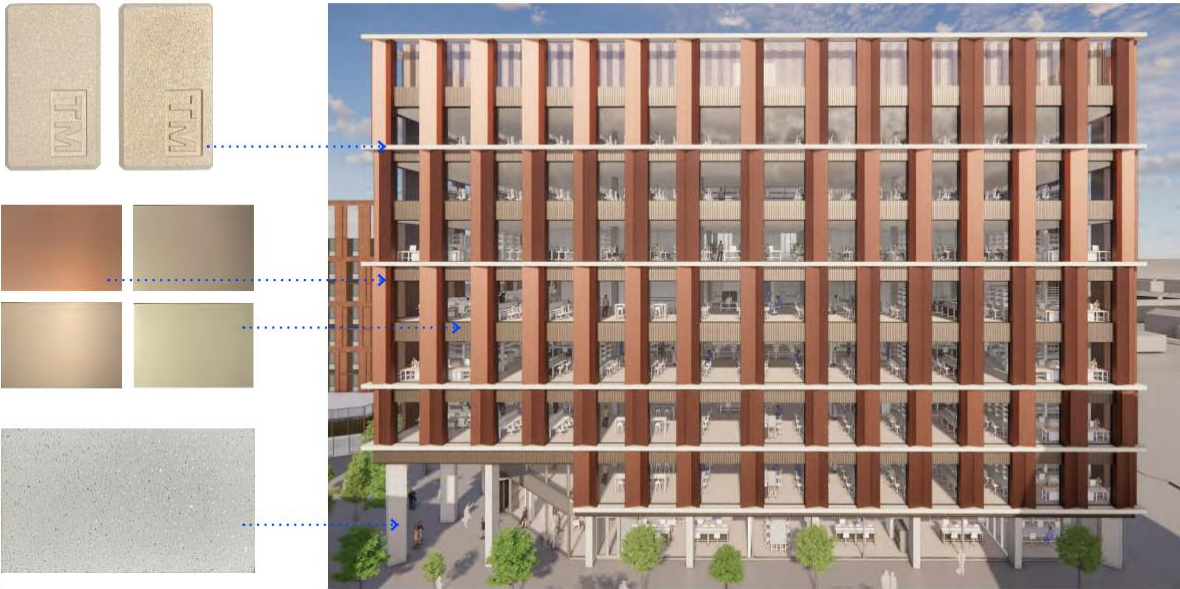
**Ground floor layout**

The SRFG notes that where landmark locations are identified in the Illustrative Masterplan, there may be an opportunity for taller buildings if it can be demonstrated that this would be in compliance with planning policy including Core Strategy Policy EN2 Tall Buildings. The SRFG identifies that the location of the PBSA building could accommodate a landmark location.

The proposal places the height on Upper Brook Street opposite the University. The height and scale reduces significantly to Kincardine Road where it faces low rise homes. The 'Sci-Tech building' (building 2) would be 6 storeys to Kincardine Road and 9 storeys along Upper Brook Street in line with the SRFG. The 'PBSA' (building 1) would be 9 storeys to Kincardine Road and 23 storeys to Upper Brook Street.

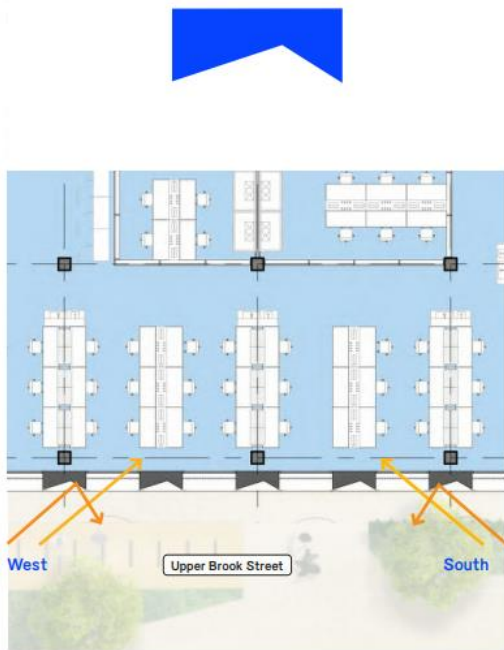
The PBSA block would be a tall building but this is located where a building of scale can be accommodated in order to deliver the objectives of the Framework. The proposal would improve the street scape on Upper Brook Street and with planning application 137401, respond to the scale of development at the University. The buildings fronting onto Kincardine Road are lower where closer to low rise homes.

The façade design for the Sci-Tech Building would have a grid format with solid spandrels, anodised cladding and stone horizontal plinths. The anodised cladding would be in red/brown tones. The panel design and angels would provide a reflective building. A textured concrete would be used at the lower floors.



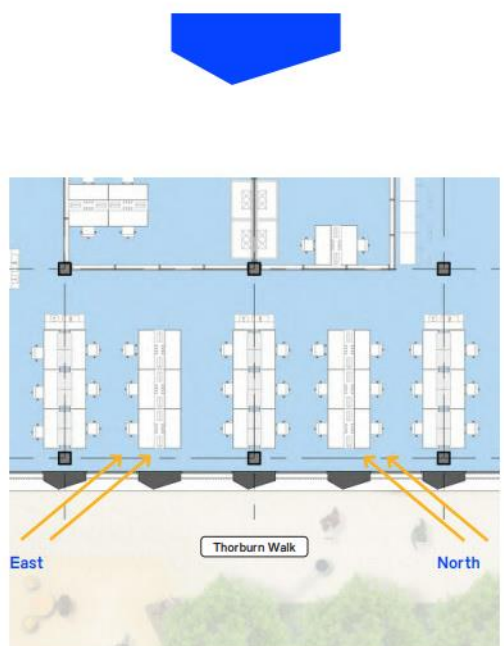
**Material palette for the Sci-Tech building**

The façade to Upper Brook Street and Cotterham Street would have vertical shading to manage solar gain. The panel would have a W shaped profile.



***Façade to Upper Brook Street and Cotterham Street***

The façade panel to 'Thornburn Walk' and Kincardine Road has been modified to maximise the amount of light into internal spaces and reduce heat loss. These facades would have a V profile.



***'Thornburn Walk' and Kincardine Road***

The four main entrances are recessed, with the two corner entrances pulled back further to improve circulation and views into the public realm.



**Building entrances**

A plant screen would be located at levels 5 and 8 would be perforated folded metal to match the colour of the main façade.



**Plant screen**



***Elevation to Upper Brook Street***



***Elevation to Kincardine Road***



**Side elevations**



***Image of the Sci-Tech Building from Upper Brook Street***

The PBSA building would be predominantly masonry with a buff brick to the Upper Brook Street element and a red brick to the Kincardine Road element.

A single course soldier course brick head is proposed with a metal perforated vent located in the soffit. A deep brick reveal would provide interest to the elevations. A decorative metal panel to the side of the window would provide ventilation.

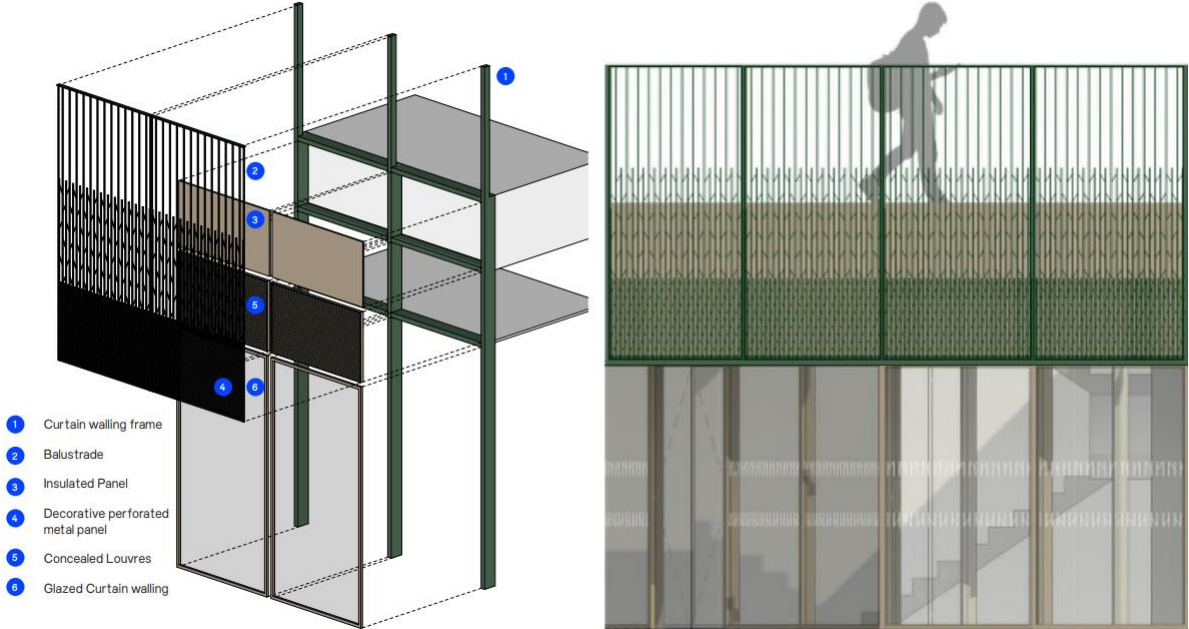


***Bay studies (Kincardine Road left) (Upper Brook Street right)***

The ground floor would be primarily glazed curtain walling to activate the ground floor façades and promote transparency between the public realm and amenity spaces.



A decorative panel would conceal a louvred ceiling zone. The roof terrace balustrade would continue the vertical elements of the decorative panel below to create a seamless transition between the levels. The colour combination of green and bronze.



**Ground floor entrance**



**Elevation to Kincardine Road**



***Elevation to Upper Brook Street***



***Elevation to Thorburn Walk***



***Side elevation***



***Image of the PBSA and Sci-Tech Building to Upper Brook Street***

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).

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

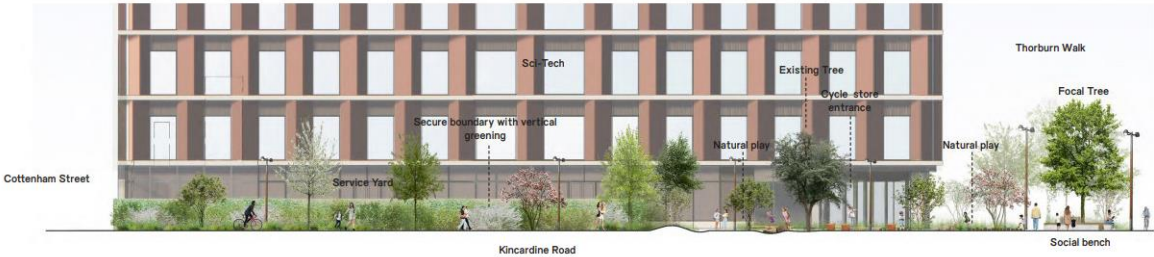
The landscaping and public realm strategy addresses Kincardine Road; Thorburn Walk, Upper Brook Street and Secondary routes.



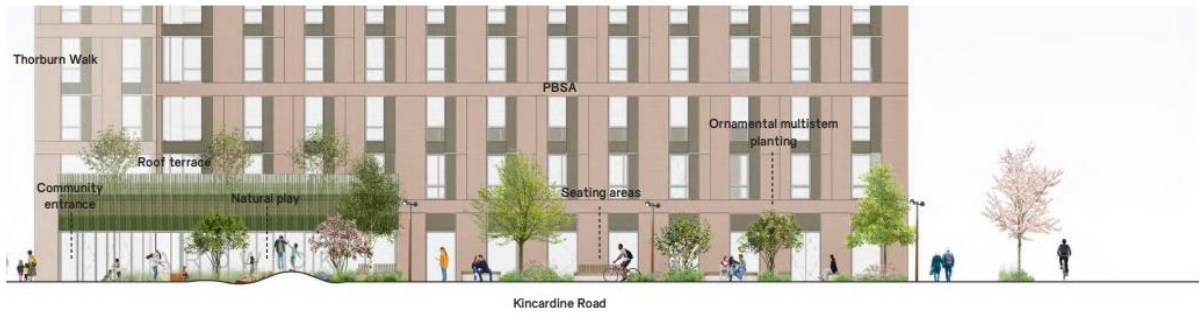
**Landscaping scheme**

*Kincardine Road*

There would be trees, shrub and herbaceous planting, with seating on Kincardine Road. A pedestrian path would be created with play spaces. 7 accessible spaces would be created. A service area for the Sci-Tech building would be screened with landscaping and boundary treatment.



**Sci-tech building Kincardine Road**



**PBSA building Kincardine Road**

*Thorburn Walk*

Thorburn walk would be a new route connecting Kincardine Road and Upper Brook Street with small garden spaces, open lawns and seating. These spaces could accommodate community activities. Planting, mixed material surfacing and paths would create green and vibrant space.



*Thorburn Walk*

*Upper Brook Street*

Would be more formal in character with areas of planting. Tree planting would provide a buffer to the busy road network and a enhanced pedestrian environment.



**PBSA building Upper Brook Street**



## ***Sci-tech building Upper Brook Street***

### *Secondary Routes*

Secondary routes to the north and south of the site would provide access between Kincardine Road and Upper Brook Street. There would be planting on Cottenham Street. Both routes will allow for emergency vehicle access and occasional service access to internal plant rooms.

A roof terrace at first floor level on the PBSA building would provide a private recreational space for students. It would have shrub and herbaceous planting, seating and a pergola.



### **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 7 accessible bays on Kincardine Road. There would be a loading bay for servicing.

There would be 185 cycle spaces for the PBSA (25% provision), 82 cycle spaces for the Sci-Tech building and 34 spaces in the public realm. 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.

Two loading bays would be provided on Kincardine Road for the PBSA. There would be a secure servicing yard for the Sci-Tech building accessed off Cottenham Street.

The arrangements are considered to be acceptable and would require modification to traffic regulations orders along Kincardine Road.

Upper Brook Street and Kincardine Road would be improved and resurfaced and an uncontrolled crossing would be provided on Kincardine Rd south of Whitekirck Close.

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 ensure that taxi (uber) and deliveries such as Deliveroo are managed to minimise disruption to residents.

The applicant acknowledges that the management of students is critical to the success of the proposal. To facilitate these movements, and minimise any impacts, students would need to book a time slot to unload/load their belongings as follows:

- Occupants would book a time slot in advance and are provided with details of where to unload, and where to park;
- On arrival, they will be met by a member of the management team who would check they have arrived at the correct time before allowing them to park and unload;
- Unloading then takes place for the allocated time, it may be appropriate to have a 'holding area' for belongings being unloaded to speed up the process, this could be one of the common areas on the ground floor.
- Drivers leave to park in one of the nearby car parks and then belongings can be moved from the holding area to rooms.

At the end of term the process can be reversed, although it may need to be more flexible as occupants may leave as soon as they have finished with their exams. Typically, this is spread out over several weeks.

A final strategy shall be agreed by planning condition.

It is also acknowledged that food/parcel deliveries require careful management for the PBSA. A strategy would assess the most appropriate delivery drop off point for the deliveries (for example a lobby area or central location for delivery drivers). Clear signage would guide delivery drivers to the designated drop off point. All students would be informed of the arrangements, rules and guidance when moving in. Specific deliveries hours would also be agreed within which deliveries can be made. There would also be a mechanism to review the arrangements as required if.

Comments and observations have been made in respect of the transport assessment and the methodology. An objection has asked why a vehicle impact assessment was not carried out. The scope of the Transport Assessment has been agreed with Highway Services and Transport for Greater Manchester (TfGM). There is no parking provision proposed which would require users to seek out alternative car park or make sustainable travel choices. The traffic surveys do not predict any perceptible increase in traffic trips to the site as a result of the proposal.

In terms of the TRICS data, this is nationally available survey data from comparable site. TRICS is an industry standard database which is used to measure traffic from comparable developments.

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 entrances would be accessible with continuous pavement and step free access and segregated from vehicle traffic. 7 accessible on street car parking spaces would be created which serve both the Sci-Tech and PBSA buildings. There would be secure mobility scooter parking in the buildings.

1.2% of the PBSA accommodation would be fully wheelchair accessible with a further 4.5% capable of adaption should this be required. All upper floors, including roof terraces, would be accessible by lift.

A loading bay is located outside of the main entrance which could be used for taxi pick up and drop off. Access to the loading bay would be managed by the on-site facilities management team who would assist in the management of this area to ensure it remains available at all times.

### **Impact on Trees**

There are 30 individual trees and 3 hedges at the site. 15 trees are category B (Trees of Moderate Quality), 14 trees are category C (Trees of Low Quality) and 1 category U (trees that should not be retained regardless of development). The hedges are category C. 21 trees would be removed. These trees do add value to the site, but the proposal could not be realised if the trees were retained.

74 trees would be planted in mitigation of the trees to be lost. The retained trees would be protected in line with relevant standards.

### **Impact on Ecology**

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

### **Biodiversity**



A modest amount of tree and vegetation would be removed. The public realm and landscaping works, would achieve a net gain in biodiversity of 84%. The planting and landscaping would provide foraging opportunities for birds and bats. 74 trees would be planted alongside low level planting.

## **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:

- Kincardine Court;
- Hardshaw Close;
- Arkley Street;
- Sefton Close;
- Mawson Hotel; and
- 43 Upper Brook Street

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.

The guidance suggests that hotels and student accommodation have a lower sensitivity to changes in daylight.

*Kincardine Court* is a student accommodation building. 91 windows to 79 rooms were assessed for daylight.

For VSC, 15 (17%) windows meet the BRE criteria. 31 experience an alteration between 20-30%, 44 an alteration between 30-40%, and the remaining window in excess of 40%.

For NSL, 40 (51%) rooms would meet the BRE criteria. 16 experience an alteration between 20-30%, 14 an alteration between 30-40%, and 9 in excess of 40%.

The daylight received at Kincardine Court would be materially affected. As this is student accommodation, there is a lesser requirement for daylight than traditional homes. There are other habitable spaces in the buildings for student study. There are several deep, single aspect rooms facing the site. Of the 76 windows that do not meet the VSC criteria, 61 serve bedrooms which have a lesser requirement for daylight leaving 15 living rooms that do not meet the VSC criteria.

39 rooms which do not meet the NSL daylight criteria, 32 are bedrooms and 7 living room/kitchens do not meet the criteria.

The impact on daylight for Kincardine Court are not considered to be of a magnitude to warrant refusal of this planning application.

All 15 rooms assessed for sunlight meet the BRE criteria for annual and winter PSH.

*Hardshaw Close* 43 windows to 23 rooms were assessed for daylight.

For VSC, 4 (9%) meet the BRE criteria. 25 would experience an alteration between 20-30% and the 4 an alteration between 30-40%.

For NSL, 15 (65%) of the 23 rooms would meet the BRE criteria. 7 would experience an alteration between 20-30% and one an alteration between 30-40%.

The windows would continue to retain average VSC daylight levels of 23.17% with the proposal in place, which is within 20% of the 27% VSC target. For NSL daylight, six of the eight rooms that do not meet the target criteria are bedrooms, which are considered as having a lesser requirement for daylight. As such, only two living rooms do not meet the NSL daylight criteria. These windows would continue to receive daylight to 68.9% and 72.1% of their area against a target of 80%. This is considered to be acceptable and not considered to be of a magnitude to warrant refusal of this planning application.

All 9 rooms would meet the BRE criteria for both annual and winter PSH.

*Arkley Street* one window to one room was assessed for daylight. The window met the VSC criteria. The room would not meet the NSL criteria and would experience an alteration of between 30-40%. This room is a bedroom which has a lesser requirement for daylight than other rooms. It would continue to receive daylight to 60.6% of its area which is not considered to be of a magnitude to warrant refusal of this planning application.

There is no requirement to assess the impact on sunlight.

*Sefton Close* 19 windows to 9 nine rooms were assessed for daylight. For VSC, 18 (95%) meet the BRE criteria. A window would be altered by between 20-30%. This serves a living room which is also served by other windows.

The BRE states that where a room is served by multiple windows of the same size the mean VSC for the room overall can be calculated. When the mean VSC is

calculated, the reduction in VSC daylight is 6.3%, which is within the 20% reduction considered acceptable by the BRE. As such, the impact is negligible.

For NSL, all 9 rooms meet the BRE criteria.

4 rooms assessed for sunlight meet the BRE criteria for both annual and winter PSH.

*Mawson Hotel* 27 windows to 14 rooms were assessed for daylight. For VSC, 25 (93%) meet the BRE criteria. The two affected windows experience an alteration between 20-30%. They are reduced by a minor degree.

For NSL, all 14 (100%) rooms would meet the BRE criteria.

5 rooms assessed for sunlight. 4 would meet the BRE criteria for both annual and winter PSH. One room experiences an alteration of greater than 40% in annual PSH. This room does not currently meet the annual or winter PSH criteria and places a high burden on the site to maintain existing levels. The effect is not considered to be of a magnitude to warrant refusal of this application.

*43 Upper Brook Street* 36 windows to 29 rooms were assessed for daylight. The building is used for student accommodation.

For VSC, all meet the BRE criteria.

For NSL, 24 (80%) rooms would meet the BRE criteria. The five affected rooms would experience an alteration in excess of 40%.

There would be a material impact on some of the rooms but as this is student accommodation, there is a lesser requirement for daylight than traditional homes. There are other habitable spaces in the buildings for student study. This building is also a converted chapel. It has several deep, single aspect rooms facing the site which have small windows and the amount of daylight it currently receives is low. Given this is also a listed building, this places inevitable constraints on the property.

These impacts on daylight would not warrant refusal of this application.

All 23 rooms meet the BRE criteria for both annual and winter PSH.

Gartside Gardens was assessed for overshadowing. The amenity area will continue to receive two hours of direct sunlight on 21 March to in excess of 50% of its area with the proposal in place. Therefore, it will meet the BRE criteria for Sun Hours on Ground. The effect on overshadowing to this amenity area would be negligible.

### *Overlooking*

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

(a) TV reception

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

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

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

#### (b) Air quality

The site is in the Greater Manchester Air Quality Management Area (AQMA) where air quality conditions are poor. Roads which may be used for construction traffic and post development are in the AQMA. The site is close to homes, educational establishments, offices, hotel, medical facilities and other commercial uses 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 (NO<sub>2</sub>) and particulate matter with an aerodynamic diameter of less than 10 µm (PM<sub>10</sub>) and less than 2.5 µm (PM<sub>2.5</sub>) at key local locations. The magnitude and significance of the changes have been referenced to non-statutory guidance issued by the IAQM and Environmental Protection UK (EPUK).

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

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

Mitigation measures are proposed such as dust suppression 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, which would minimise the impact on local air quality. These measures would be secured through the construction management plan condition.

The completed development would generate traffic, but this would not create new impacts on air quality conditions (NO<sub>2</sub>, PM<sub>10</sub> and PM<sub>2.5</sub>). It would be a car free development with 82 cycle spaces for the Sci-Tech and 185 for the PBSA. A travel plan would encourage public transport use and reduce vehicle trips. The proximity of the University campuses and the city centre means the site is ideally located for walking and cycling.

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

Comments have been received on the methodology of the air quality assessment. The Air Quality Assessment considers both the PBSA and Sci-Tech buildings and was undertaken in accordance with MCC Air Quality & Planning Technical Guidance alongside the Institute of Air Quality Management (IAQM) and Environmental Protection UK (EPUK) guidance. Cumulative air quality impacts have been considered with regards to planning application 137401.

As the Sci-Tech building does not contain any residential uses, it is not necessary to assess the current air quality conditions on the suitability of that use at the site.

As the PBSA element is a form of residential use, the current quality conditions for nitrogen dioxide (NO<sub>2</sub>) and particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>) do apply and the suitability of that use at the site was considered.

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

Environmental Health concur with the conclusions and recommendations 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.

### (c) Wind environment

A wind assessment has examined potential effects and in particular, wind flows that would be experienced by pedestrians and how this could influence activities. The assessment identified 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.

There are no significant concerns at present regarding pedestrian comfort. Some locations are affected for sitting but of these, only the channel between the Henry Royce Institute and the Alan Turing building is in close enough proximity to the site. Conditions for standing, strolling and business walking are currently acceptable.

An additional three locations around the north of the proposal which is also affected for standing. Landscaping features and bus stops would help to minimise the effects in this location.

Casual seating is planned between proposed buildings which the wind assessment concludes would be unsuitable for sitting without mitigation. The landscaping scheme proposes over 74 trees to would provide coverage from the incoming winds.

### **Noise and vibration**

A noise assessment has considered the noise insulation requirements for the accommodation. The main sources of noise from the development are from the construction activities and plant. Consideration has also been given to 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 would be secured by a condition. The proposal would require plant and details are required prior to first occupation and this would be a condition.

The report assesses external noise sources on the proposal. The main sources of noise would be from the traffic, and other noise, on roads. 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.

Some residents have expressed concern about the impact of students on the local community particularly in respect of anti-social behaviour, litter and waste, and transient noise impacts late at night/early in the morning and how they may unbalance the local community. It should be recognised that students are also residents and must be part of a sustainable community and neighbourhood.

Management plans would seek to minimise disruption as a result of moving days, deliveries, taxi and food and parcel deliveries. There would also be conditions to control external areas such as roof terraces and the public realm to ensure that impacts on residential amenity are minimised.

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

### **Waste strategy and servicing management**

There are separate strategies to address the requirements of the Sci-Tech and PBSA elements of this proposal.



### **Locations of the waste stores**

The Sci-Tech building would have a designated waste area on the corner of the service yard with Cottenham Street, where collections would take place.

The office/laboratory space would require 26 Eurobins for recycling and 25 Eurobins for general waste (51 in total). There may be a requirement for specialist waste stores.

The commercial space would require 3 Eurobins for recycling and 2 for general waste. Final details would be agreed when the end user is known.

The PBSA building would have 2 bin stores on the ground floor of the building. An additional, bin store is provided for the community centre. There would be 53 x 1100 litres of wheeled bins for the PBSA and 2 x 1100 litres of wheeled bins for the

community centre. A total area of 190 sqm is proposed in line with City Council guidance. There would be bins for all waste streams to encourage recycling.

The waste from the bin stores would be taken out for collection onto Kincardine Road via the north west road to the loading bay on Kincardine Road.

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

### **Water quality, drainage and flood risk**

The site is in flood zone 1 and 2 'low to medium probability of flooding' due to the culverted Corn Brook, an ordinary watercourse which is located approximately 100m south from the Site.

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

Modelling demonstrates that the site remains safe during the 1 in 100 year plus 35% climate change design flood event. There is also no displacement of fluvial flood water which could otherwise increase flooding elsewhere.

Surface water runoff from the proposal would be controlled through rain gardens, permeable surfacing, and geocellular storage. The rain gardens and permeable surfacing would provide water quality, amenity and biodiversity benefits.

The drainage strategy has been considered by the City Council's flood risk management team. Further details are required to complete the drainage strategy in order to satisfy the provision of policy EN14 of the Core Strategy which should form part of the conditions of the planning approval. There are no objections from the Environment Agency.

### **Ground conditions**

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

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



## **Construction Management**

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

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

Dust mitigation measures would be employed and plant and equipment would be fitted with silencers and would be used 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 would be noticeable. These impacts can be mitigated through best practice. A condition requires a construction management plan to be agreed which would include details of dust suppression measures, highways management plan and details of use of machinery. Wheel washing would prevent any dirt and debris on the road.

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

## **Fire Safety**

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

## **Aerodrome safeguarding**

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

## **Legal Agreement**

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

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

this planning application. It should be recognised though that the high cost of PBSA is an important issue that has been raised by students bodies and Manchester Universities and was identified as a key issue in the reports to the Executive. The provision of affordable student accommodation is necessary and essential in terms of meeting need and demand going forward.

There would also be a requirement to secure a mechanism to ensure that the Sci-Tech use at this site are delivered before the first occupation of the PBSA elements as outlined under the heading 'Principle of the redevelopment of the site and contribution to regeneration'.

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 site is in an important regeneration area where change and development is expected to take place in line with Council regeneration frameworks (policies SP1 and EC3). The Oxford Road Corridor SRFG Specifically identifies the site for a employment development. A mix of uses would be supported where they are determine necessary to realise the employment opportunities. It is considered necessary in this instance to deliver PBSA at the site to ensure that the employment is delivered. The PBSA would wholly comply with policy H12 of the Core Strategy and add positively to the pipeline of student accommodation in the City.

This should be given significant weight in the planning balance as directed by paragraph 81 of the NPPF.

The impact of the proposal on the Brunswick community requires careful consideration. The comments received regarding anti-social behaviour, litter and waste, and transient noise impacts late at night/early in the morning are relevant issues that need to be managed and mitigated to ensure that they do not unbalance the local community.

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

Active frontages and high quality architecture would make a positive contribution to the street scene together with the removal of this low quality, vacant site. The buildings would be of a high level of sustainability and high quality materials thereby reducing CO2 emissions. Significant, accessible public realm would be provided

Careful consideration has been given to the impact of the development on the local area. The Brunswick neighbourhood is a long-standing residential community which has been subject to ongoing transformation through the Brunswick PFI. This would be a significant development in the area. When the development is complete, it would be noticeable from within the residential area, particularly from Gartside Gardens and surrounding streets.

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

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

There would be some localised impacts on the Whitworth Street conservation area and surrounding listed buildings with the level of harm being considered low, less than substantial and significantly outweighed by the public benefits which would be delivered as a consequence of the development socially, economically and environmentally: S66 of the Listed Buildings Act (paragraph 202 of the NPPF).

### **Other Legislative Requirements**

#### **Equality Act 2010**

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

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

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

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

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

### **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:

#### **Drawings**

Site Plan - Proposed UBS-SRA-ZZ-00-DR-A-02-002 P01 Sheppard Robson received by the City Council, as Local Planning Authority, on the 26 June 2023

General Arrangement PBSA Ground Floor Plan UBS-SRA-SA-00-DR-A-02-600 P01 Sheppard Robson

General Arrangement PBSA First Floor Plan UBS-SRA-SA-01-DR-A-02-601 P01 Sheppard Robson

General Arrangement Second Floor Plan UBS-SRA-SA-02-DR-A-02-602 P01 Sheppard Robson

General Arrangement Eighth Floor Plan UBS-SRA-SA-08-DR-A-02-604 P01  
Sheppard Robson

General Arrangement PBSA Twenty-Second Floor Plan UBS-SRA-SA-22-DR-A-02-608 P01 Sheppard Robson

General Arrangement PBSA Roof Plan UBS-SRA-SA-R1-DR-A-02-609 P01  
Sheppard Robson

External Envelope PBSA - Typical Bay Study - Ground Floor Entrance UBS-SRA-SA-XX-DR-A-02-422 P01 Sheppard Robson

External Envelope PBSA - Typical Bay Study - Ground Floor BOH UBS-SRA-SA-XX-DR-A-02-423 P01 Sheppard Robson

General Arrangement Third to Seventh Floor Plan UBS-SRA-SA-ZZ-DR-A-02-603  
P01 Sheppard Robson

General Arrangement PBSA Typical Ninth to Sixteenth Floor Plan UBS-SRA-SA-ZZ-DR-A-02-605 P01 Sheppard Robson

General Arrangement PBSA Typical Seventeenth to Eighteenth Floor Plan UBS-SRA-SA-ZZ-DR-A-02-606 P01 Sheppard Robson

General Arrangement PBSA Typical Nineteenth to Twenty\_First Floor Plan UBS-SRA-SA-ZZ-DR-A-02-607 P01 Sheppard Robson

General Arrangement - Sci-Tech Building Ground Floor Plan UBS-SRA-ST-00-DR-A-02-500 P01 Sheppard Robson

General Arrangement - Sci-Tech Building First Floor Plan UBS-SRA-ST-01-DR-A-02-501 P01 Sheppard Robson

General Arrangement - Life Sciences Second Floor Plan UBS-SRA-ST-02-DR-A-02-502 P01 Sheppard Robson

General Arrangement - Life Sciences Third Floor Plan UBS-SRA-ST-03-DR-A-02-503 P01 Sheppard Robson

General Arrangement - Life Sciences Fourth Floor Plan UBS-SRA-ST-04-DR-A-02-504 P01 Sheppard Robson

General Arrangement - Life Sciences Fifth Floor Plan UBS-SRA-ST-05-DR-A-02-505 P01 Sheppard Robson

General Arrangement - Life Sciences Sixth Floor Plan UBS-SRA-ST-06-DR-A-02-506 P01 Sheppard Robson

General Arrangement - Life Sciences Seventh Floor Plan UBS-SRA-ST-07-DR-A-02-507 P01 Sheppard Robson

General Arrangement - Life Sciences Eighth Floor Plan UBS-SRA-ST-08-DR-A-02-508 P01 Sheppard Robson

External Envelope Sci-Tech South East Bay Study UBS-SRA-ST-EE-DR-A-02-401 P01 Sheppard Robson

External Envelope Sci-Tech North East Bay Study UBS-SRA-ST-EN-DR-A-02-400 P01 Sheppard Robson

External Envelope Sci-Tech South West Bay Study UBS-SRA-ST-ES-DR-A-02-402 P01 Sheppard Robson

External Envelope Sci-Tech North West Bay Study UBS-SRA-ST-EW-DR-A-02-403 P01 Sheppard Robson

General Arrangement - Sci-Tech Building Roof Plan UBS-SRA-ST-R1-DR-A-02-509 P01 Sheppard Robson

Location Plan UBS-SRA-ZZ-00-DR-A-02-000 P01 Sheppard Robson

Demolition Plan UBS-SRA-ZZ-00-DR-A-02-010 P01 Sheppard Robson

Combined General Arrangement Ground Floor and Public Realm Plan UBS-SRA-ZZ-00-DR-A-02-100 P01 Sheppard Robson

Combined General Arrangement First Floor Plan UBS-SRA-ZZ-01-DR-A-02-101 P01 Sheppard Robson

Site Elevation Proposed - Cottenham Street: South East UBS-SRA-ZZ-EE-DR-A-02-308 P01 Sheppard Robson

Site Elevation Proposed - Thorburn Walk: North West UBS-SRA-ZZ-EW-DR-A-02-311 P01 Sheppard Robson

Combined General Arrangement Cross Section BB UBS-SRA-ZZ-SE-DR-A-02-321 P01 Sheppard Robson

Combined General Arrangement Cross Section AA UBS-SRA-ZZ-SE-DR-A-02-320 P01 Sheppard Robson

Combined General Arrangement Long Section CC UBS-SRA-ZZ-SN-DR-A-02-322 P01 Sheppard Robson

Combined General Arrangement Long Section DD UBS-SRA-ZZ-SS-DR-A-02-323 P01 Sheppard Robson

Combined General Arrangement Typical Lower Level Plan UBS-SRA-ZZ-ZZ-DR-A-02-102 P01 Sheppard Robson

Combined General Arrangement Typical Upper Level Plan UBS-SRA-ZZ-ZZ-DR-A-02-103 P01 Sheppard Robson

Combined General Arrangement Roof Level Plan UBS-SRA-ZZ-ZZ-DR-A-02-104 P01 Sheppard Robson

Landscape General Arrangement 0967-RFM-XX-00-DR-L-0001-P02 Re-form

Landscape Illustrative Plan 0967-RFM-XX-00-DR-L-0002-P04 Re-form

Landscape Sections 0967-RFM-XX-00-DR-L-0003-P02 Re-form

Landscape Sections 0967-RFM-XX-00-DR-L-0004-P02 Re-form

Planting Strategy 0967-RFM-XX-00-DR-L-0005-P02 Re-form

Roof Terrace Level 01 0967-RFM-XX-00-DR-L-0006-P02 Re-form

Roof Terrace Illustrative Plan 0967-RFM-XX-00-DR-L-0007-P02 Re-form

All of the above documents were received by the City Council, as Local Planning Authority, on the 3 August 2023

External Envelope PBSA - Typical Bay Study - Kincardine Block UBS-SRA-SA-XX-DR-A-02-420 P02 Sheppard Robson

External Envelope PBSA - Typical Bay Study - Upper Brook Street Block UBS-SRA-SA-XX-DR-A-02-421 P02 Sheppard Robson

Site Elevation Proposed - Thorburn Walk: South East UBS-SRA-ZZ-EE-DR-A-02-310 P02 Sheppard Robson

Site Elevation Proposed - Kincardine Road: North East UBS-SRA-ZZ-EN-DR-A-02-306 P02 Sheppard Robson

Site Elevation Proposed - Upper Brook Street: South West UBS-SRA-ZZ-ES-DR-A-02-307 P02 Sheppard Robson

Site Elevation Proposed - North West UBS-SRA-ZZ-EW-DR-A-02-309 P02 Sheppard Robson

All of the above documents were received by the City Council, as Local Planning Authority, on the 20 November 2023

### **Supporting information**

Applicants response to transport comments received by the City Council, as Local Planning Authority, on the 20 November 2023

Bat Emergence Survey (ER-06550-02) received by the City Council, as Local Planning Authority, on the 20 November 2023

Design and Access Statement Sheppard Robson, Supporting Planning Statement Avison Young, Tall Building Statement Avison Young, Statement of Community Involvement Avison Young, Community Benefit Statement Avison Young, Student Need Assessment Cushman and Wakefield, Transport Statement (ES Chapter 11 Appendix) Civic Engineers, Travel Plan (ES Chapter 11 Appendix) Civic Engineers, Flood Risk and Drainage Assessment (PBSA) Civic Engineers Flood Risk and Drainage Assessment (Sci-Tech), HRD Environment Statement (Chapters Detailed Below) Avison Young, Site Investigation Report A2 Site Investigation, Air Quality Assessment, BWB Energy Statement (PBSA) Cundall, Energy Statement (Sci-Tech) Wallace Whittle, Circular Economy Statement BWB, Fire Statement Cundall, Utilities Statement (PBSA) Civic Engineers, Utilities Statement (Kadans) HDR, CEMP Roberts Planning Services, Crime Impact Assessment Greater Manchester Police, Acoustic Assessment Cundall, Archaeology Assessment Salford Archaeology, Ecology Assessment Brooks Ecological, BNG Assessment Brooks Ecological, Arboricultural Survey Arbtech, TV and Radio Reception Impact Assessment GTech Surveys, Broadband Connectivity Assessment GTech Survey and Viability Assessment Avison Young.

All were received by the City Council, as Local Planning Authority, on the 3 August 2023

## **Environmental Statement**

### Environment Statement Chapters

Chapter 6: Townscape, Heritage and Visual Impact Donald Insall Associates  
Chapter 7: Socioeconomics Brookdale  
Chapter 8: Wind Microclimate Wilde Analysis  
Chapter 9: Daylight, Sunlight and Overshadowing GIA  
Chapter 10: Climate Change Cundall  
Chapter 11: Transportation June Civic Engineers

The ES was received by the City Council, as Local Planning Authority, on the 3 August 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) The following definitions are applicable in this planning permission as reference on drawing UBS-SRA-ZZ-00-DR-A-02-002 P01 'Site Plan – Proposed' prepared by Sheppard Robson received by the City Council, as Local Planning Authority, on the 26 June 2023

- Plot B – Sci-Tech Building and associated landscaping and public realm
- Plot C – PBSA Building and associated landscaping and public realm



Reason – To allow relevant conditions to be discharged on a plot basis. For the avoidance of doubt this is not a phased planning permission pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

4) 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).

5) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained with the Arboricultural Survey Arbtec received by the City Council, as Local Planning Authority, on the 3 August 2023; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the occupation of the building for its permitted use.

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

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

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

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

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

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

7) Prior to the commencement of a plot of development (excluding demolition), a detailed construction management plan outlining working practices for that plot of

development shall be submitted to and approved in writing by the Local Planning Authority.

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

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

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

The plot of 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).

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

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

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

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

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

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

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

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

10) Notwithstanding the details submitted in the Flood Risk and Drainage Assessment (PBSA) Civic Engineers and Flood Risk and Drainage Assessment (Sci-Tech), (a) the development shall not commence (excluding demolition works) until a scheme for the drainage of surface water from that entire 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, connectivity, and appropriate easements.
- Maximised integration of green SuDS components (utilising infiltration or attenuation) if practicable.
- Details of surface water attenuation that offers a reduction in surface water runoff rate in line with the Manchester Trafford and Salford Strategic Flood Risk Assessment, i.e. at least a 50% reduction in runoff rate compared to the existing rates with the aim of reducing to the Greenfield runoff rates, as the site is located within Conurbation Core Critical Drainage Area. Existing runoff rates must be calculated from the existing drainage infrastructure where feasible.
- 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 connections will suffice.
- Where public sewer assets are located onsite, evidence of agreement in principle from United Utilities to a proposed layout is required. An email accepting a proposed layout (including acceptance of relevant easements, abandonments, diversion plans) will suffice.
- 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.
- Hydraulic calculation of the proposed drainage system;
- 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).

11) a) Notwithstanding the Phase I Ground Investigation Desk Study Upper Brook Street Masterplan, A2 Site Investigation Limited. Reference: 53-57 Upper Brook Street 28723. Date: 25.5.2023. received by the City Council, as Local Planning Authority, on the 3 August 2023, a plot of development shall not commence (excluding demolition works) until the following information has been submitted for approval in writing by the City Council, as Local Planning Authority, to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site

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

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

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

12) If, during the development, contamination or conditions not previously identified as part of the agreed documents within condition 11 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).

13) Prior to a plot of development hereby approved being brought into first use, and following completion of the remediation strategy approved as part of condition (11), 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).

14) Prior to the commencement of a plot of the development, an invasive species management strategy (excluding demolition works) including an updated survey carried out between March and October, shall be submitted for approval in writing by the City Council, as Local Planning Authority,

The agreed management strategy shall be implemented in full for the duration of the development.

Reason -In the interest of managing invasive species at the application site pursuant to policy EN14 of the Manchester Core Strategy (2012).

15) Prior to any vegetation clearance a reasonable avoidance measures method statement for hedgehog shall be submitted for approval in writing by the City Council, as Local Planning Authority,

The agreed method statement shall be implemented in full for the duration of the development.

Reason -In the interest of minimising impact on hedgehogs at the application site pursuant to policy EN14 of the Manchester Core Strategy (2012).

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

The scheme shall include the following:

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

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

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

17) The development shall be carried out in accordance with the BWB Energy Statement (PBSA) Cundall, Energy Statement (Sci-Tech) Wallace Whittle received by the City Council, as Local Planning Authority, on the 3 August 2023.

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

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

18) The Sci-Tech Building (Plot B) 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.

19) (a) Notwithstanding drawings 0967-RFM-XX-00-DR-L-0001-P02, 0967-RFM-XX-00-DR-L-0002-P04, 0967-RFM-XX-00-DR-L-0003-P02, 0967-RFM-XX-00-DR-L-0004-P02, 0967-RFM-XX-00-DR-L-0005-P02, 01 0967-RFM-XX-00-DR-L-0006-P02 and 0967-RFM-XX-00-DR-L-0007-P02 received by the City Council, as Local Planning Authority, on the 3 August 2023, prior to the commencement of landscaping works associated with a plot of the development hereby approved, details of a hard and soft landscaping scheme (including appropriate materials specifications, street trees and provision of 34 cycle spaces within the public realm) shall be submitted for approval in writing by the City Council as Local Planning Authority.

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

If within a period of 10 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

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

20) Prior to the first use of a plot 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 a plot 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).

21) (a) Prior to the first occupation of a plot of the development hereby approved, details of any externally mounted ancillary plant, equipment and servicing shall be submitted for approval in writing by the City Council, as Local Planning Authority. Externally mounted plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5 dB (L<sub>aeq</sub>) below the typical background (LA<sub>90</sub>) level at the nearest noise sensitive location.

(b) Prior to the first use of a plot 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).

22) Prior to any above ground works, a scheme of acoustic insulation for the non residential areas (gym, commercial uses, community spaces) within the PBSA plot of

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

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

(b) Prior to the first use of those spaces within a relevant plot 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).

23) (a) Prior to any above ground works, a scheme for acoustically insulating the proposed student accommodation (Plot C) against noise shall be submitted for approval in writing by the City Council as Local Planning Authority.

There may be other actual or potential sources of noise which require consideration on or near the site, including any local commercial/industrial premises.

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

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

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

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

Gardens and terraces (daytime) 55 dB LAeq



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

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

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

(b) Prior to the first occupation of the student accommodation within plot 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).

24) Prior to any above ground works associated with Plot B 'Sci Tech Building' of the development hereby approved, details of the location of the waste storage and an accompanying waste management strategy shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The approved scheme shall be implemented as part of the first use of Plot B of the 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 Sci-Tech element of the scheme pursuant to policies EN19 and DM1 of the Manchester Core Strategy.

25) Prior to any above ground works associated with Plot C 'PBSA Building' of the development hereby approved, details of the location of the waste storage and an accompanying waste management strategy shall be submitted for approval in writing by the City Council, as Local Planning Authority.

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

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

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

The approved scheme shall be implemented in full for each plot of the development prior to the first use of each plot 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).

27) 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).

28) The development hereby approved shall be carried out in accordance with the Crime Impact Assessment Greater Manchester Police received by the City Council, as Local Planning Authority, on the 3 August 2023.

Each plot of the development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a Secured by Design accreditation.

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

29) (a) Deliveries, servicing and collections including waste collections for the PBSA plot 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

(b) Prior to the first occupation of the Sci-Tech Building (Plot B) hereby approved a detailed deliveries, servicing and collections management strategy shall be

submitted to and approved in writing by the Local Planning Authority. Once approved the strategy should be implemented in full at all times when the Sci-Tech Building is in use

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

30) The student accommodation element of the development (Plot C) 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.

31) The development hereby approved shall be carried out in accordance with the Travel Plan (ES Chapter 11 Appendix) Civic Engineers received by the City Council, as Local Planning Authority, on the 3 August 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 each plot 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).

32) (a) Prior to the first occupation of the student accommodation (Plot C) hereby approved, the cycle store and provision of 185 cycle stands as indicated on drawing UBS-SRA-SA-00-DR-A-02-600 P01 received by the City Council, as Local Planning Authority, on the 3 August 2023 shall be implemented and made available for the occupants of the development. The cycle store shall remain available and in use for as long as the development is occupied.

(b) The number of cycle spaces shall be reviewed annually as part of the travel plan requirements of condition 31 of this planning permission (commencing from the date of this permission). The survey shall be completed within 7 days of each annual review date and the results of the survey provided to the City Council within 7 days thereafter. Any additional cycle spaces identified as part of this review shall be implemented within two months of approval of the annual agreement.

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

33) (a) Prior to the first occupation of the Sci-Tech Building (Plot B) hereby approved, the cycle store and provision of 82 cycle stands as indicated on drawing UBS-SRA-ST-00-DR-A-02-500 P01 received by the City Council, as Local Planning Authority, on the 3 August 2023 shall be implemented and made available for the occupants of the development. The cycle store shall remain available and in use for as long as the development is occupied.

(b) The number of cycle spaces shall be reviewed annually as part of the travel plan requirements of condition 36 of this planning permission (commencing from the date of this permission). The survey shall be completed within 7 days of each annual review date and the results of the survey provided to the City Council within 7 days thereafter. Any additional cycle spaces identified as part of this review shall be implemented within two months of approval of the annual agreement.

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

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

This shall include the following:

- Traffic Regulation Order (TROs) lining refresh along Cottenham Street;
- Provision of seven accessible bays along Kincardne Road including appropriate TRO;

- Exploration of the provision of a car club bay to serve the development including appropriate TRO;
- Footway re-instatement, tactile paving and new dropped kerbs (including creation of 2 metre footways and emergency access);
- Resurfacing of footways to Upper Brook Street and Kincardine Road;
- Measures to restrict parking to the North West and Thornburn Walk via Upper Brook Street to prohibit parking;
- Creation of two loading bays to Kincardine Road including a time limited TRO;
- Amendment to existing TRO on Kincardine Road;
- Creation of an uncontrolled crossing to Kincardine Road just south of Whitekirck Close and extension to Whitekirck close footways;
- modelling assessment for the provisional removal of staggered element of existing Toucan Crossing at Upper Brook Street and associated works if modelling supports its removal;
- Adoption strategy for the works to adopted highway.

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

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

35) Notwithstanding the TV and Radio Reception Impact Assessment GTech Surveys, received by the City Council, as Local Planning Authority, on the 3 August 2023, within one month of the practical completion of a plot of the development, and at any other time during the construction of the development if requested in writing by the City Council as Local Planning Authority, in response to identified television signal reception problems within the potential impact area a study to identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out above shall be submitted for approval in writing by the City Council, as Local Planning Authority. The measures identified must be carried out either before each plot of development is first occupied or within one month of the study being submitted for approval in writing to the City Council as Local Planning Authority, whichever is the earlier.

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

36) 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).

37) 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.

38) Prior to any above ground works, details of the location, size and specification of the accessible bedrooms for the PBSA (Plot C) (minimum of 1.2% of the PBSA accommodation) 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).

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

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

A minimum of one projecting box sign would be acceptable for each commercial use (30mm thickness) and ground floor sign to commercial and community spaces should be situated behind the glass).

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

40) Prior to the first use of Plot B Sci Tech Building 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 Sci-Tech Building and thereafter retained and maintained in situ.

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

41) Prior to the first use of a plot 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 21. The approved details shall then be implemented prior to the first use of the development and thereafter retained and maintained in situ.

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

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

The Operating Schedule shall contain the following details:

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

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

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

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

43) Prior to the first use of the roof terraces associated with Plot C PBSA Building, the opening hours for the roof terrace shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The roof terrace shall only operate in accordance with the roof terrace opening hours.

There shall be no amplified sound or music used at the roof terrace.

Reason – In the interest of residential amenity pursuant to policy DM1 of the Manchester Core Strategy (2012) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

44) Prior to the first use of the commercial units and community space within a plot of the development, details of a scheme to extract fumes, vapours and odours from these spaces shall be submitted for approval in writing by the City Council, as Local Planning Authority (unless no kitchen extraction or cooking facilities are required).

The approved scheme shall then be implemented prior to the first use of each of these spaces and thereafter retained and maintained in situ.

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

45) Prior to the first use of the commercial units and community centre within a plot of the development, a schedule of opening hours shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved hours shall then be implemented and thereafter the uses shall operate in accordance with them.

There shall be no amplified sound or any amplified music at any time within these spaces unless it can be shown as part of condition 22 that there would be no unacceptable impact on residential amenity.

Reason - In interests of residential amenity in order to reduce noise and general disturbance in accordance with saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

46) Each commercial unit and community centre shall remain as one unit and shall not be sub divided or amalgamated without the benefit of planning permission being secured.

Reason- In the interests of residential amenity and to ensure the future viability and vitality of the commercial units pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies DM1, C5 and SP1 of the Manchester Core Strategy.

47) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order with or without modification):

- Plot B 'Sci-Tech Building' hereby approval shall only be used for office and laboratory spaces (Use Class E (g)(ii)) and 265sqm of a cafe/bar (Use Class E (b))
- Plot C 'PBSA building' hereby approved shall only be used for Purpose Built Student Accommodation (PBSA) (Use Sui Generis), comprising 737 bedrooms and 293sqm of community use (Use Class F2 (b)) and 80sqm of commercial floorspace (Use Class E – excluding convenience retail and gym)

Reason - In the interest of retaining the provision of office space and PBSA within the development pursuant to policies EC1, EC4 of the Manchester Core Strategy (2012) and the Oxford Road SRFG.

48) Prior to the first use of each of the commercial units in a plot of the development, details of any roller shutters to the ground floor of the premises shall be submitted for approval in writing by the City Council, as Local Planning Authority. The shutters



shall be fitted internally to the premises. The approved details shall be implemented prior to the first use of each of the commercial units within a plot of the development and thereafter retained and maintained in situ.

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

49) No doors to commercial units (other than those designated as fire exits) shall open outwards onto adjacent pedestrian routes.

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

50) Prior to the first use of each plot of the development, the seven disabled car parking spaces, as indicated on drawing ?? received by the City Council, as Local Planning Authority, on the 3 August 2023 shall then be implemented, made available and remain in situ for as long as the development remains in use.

Reason - To ensure sufficient disabled car parking is available for disabled occupants of the development pursuant to policies SP1, T1, and DM1 of the Manchester Core Strategy (2012).

51) Prior to the first occupation of the development, a detailed 30 year landscape environmental management plan (LEMP) for the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include details of how the public realm and hard and soft landscaping areas for the relevant development will be maintained including maintenance schedules and repairs. The LEMP shall then be implemented as part of the relevant phase of development and remain in for the duration of the plan.

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

52) (a) The development hereby approved shall be carried out in accordance with the BNG Assessment Brooks Ecological received by the City Council, as Local Planning Authority, on the 3 August 2023.

(b) As part of each plot of the development, an updated version of the Biodiversity Net Gain Assessment shall be submitted to the City Council, as Local Planning Authority for approval. This will provide any updates required to the document approved under part (a) of this condition to reflect the detailed design proposals contained within that plot of the development, and any subsequent updates to the ecological assumptions required to meet a minimum overall target of 10% biodiversity net gain across the site.

(c) Prior to the first use of each plot of the development agreed within part (a) of this condition, a verification report for that plot will be required to validate that the works undertaken at that stage conforms to the recommendations and required approved

within part of part (b) of this planning condition including its contribution towards the minimum 10% biodiversity net gain.

(d) In instances of non-conformity, these shall be detailed along with mitigation measures required to ensure compliance with the Biodiversity Net Gain Assessment. A verification report and measures shall be agreed until such a time as Construction Phases of development comply with parts (a), (b) and (c) of this planning condition.

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

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

Reason - In the interest of securing a biodiversity mitigation strategy for the Red Bank Neighbourhood pursuant to policies SP1, EN9, EN17 and DM1 of the Manchester Core Strategy (2012).

53) Notwithstanding the provisions Class O of Part 3 of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) any Class E office accommodation shall be retained for the purposes of Class E office accommodation within of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by The Town and Country Planning (Use Classes) (Amendment) (England) Order 2010, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) other than the purpose(s) of Class E.

Reason - To safeguard the office accommodation as part of maintaining the supply of suitable and sustainable office accommodation in this part of the City particularly accommodation suitable for small business pursuant to policies SP1 and EC1 of the Core Strategy for Manchester and the guidance contained within the National Planning Policy Framework.

54) Prior to the first use a Delivery and Servicing Management Strategy for plots B and C' shall be submitted for approval in writing by the City Council, as Local Planning Authority. The strategy should work to ensure that servicing/delivery activities across both buildings are co-ordinated to ensure efficient use of the proposed loading bays and service yard.

The strategy shall include the following:

- That vehicles utilising the Sci-Tech service yard are of a dimension to allow access and egress from Cottenham Street in forward gear.
- Details regarding management arrangements for the PBSA loading bay including infrequent plant maintenance movements. Such movements would

also require banksman support as access will be required by reversing into the site from Kincardine Road.

- Food/parcel deliveries, particularly for the proposed student accommodation, providing clear direction on the following:
  - Designated delivery drop-off points: This could be a specific lobby area or a central location easily accessible to delivery drivers.
  - Provision of clear signage in common areas to guide delivery drivers to the drop-off point.
  - Inform all new residents on the designated drop-off point and any specific rules or guidelines they need to follow when receiving deliveries.
  - Annual review how the drop-off process is working and encourage resident feedback.
  - Set up a secure delivery holding area within the development.
  - Signage to direct operatives to relevant areas;
  - Monitor Security Concerns.

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

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

55) Prior to the first occupation of Plot C 'PBSA' a Student move in/move out Operation Management Strategy shall be submitted for approval in writing by the City Council, as Local Planning Authority. The strategy should include provision of time slots and management arrangements as stipulated in the Transport Assessment received by the City Council, as Local Planning Authority, on the 3 August 2023.

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

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

56) Prior to the first occupation of Plot B, a strategy to prevent birds being attracted to the PV array 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.

Reason – In the interest of aerodrome safety pursuant to policy DM2 of the Manchester Core Strategy (2012).

57) Notwithstanding the Chapter 8: Wind Microclimate Wilde Analysis received by the City Council, as Local Planning Authority, on the 3 August 2023 respectively, prior to any above ground works associated with a plot of the development, full and final details of the wind mitigation measures shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include siting, scale and appearance of any screens, siting, scale and species of any trees, hedges and planting.

The approved details shall be implemented and be in place prior to the first use of a plot of the development and thereafter retained and maintained in situ for as long as the development remains in use.

Reason – In order to ensure appropriate wind mitigation is put in place pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

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

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

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

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

The demolition of plot of 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).

## **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.

### **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: 137399/FO/2023 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

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

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

**University Of Manchester  
Sport England  
Planning Casework Unit  
Active Travel England  
Manchester Metropolitan University**

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

**Representations were received from the following third parties:**

<b>Relevant Contact Officer :</b>	Jennifer Atkinson
<b>Telephone number :</b>	0161 234 4517
<b>Email :</b>	<a href="mailto:jennifer.atkinson@manchester.gov.uk">jennifer.atkinson@manchester.gov.uk</a>

