

<b>Application Number</b>	<b>Date of Appln</b>	<b>Committee Date</b>	<b>Ward</b>
138294/FO/2023	10 Oct 2023	18 Jan 2024	Ardwick Ward

**Proposal** Erection of a part six storey, part eight storey building for use as purpose built student accommodation (PBSA) (Sui Generis) comprising 263 bed spaces, with associated amenity space, cycle parking, external landscaping, access and other associated works.

**Location** Land At Plymouth Grove, Manchester

**Applicant** Plymouth Grove Property Development Ltd

**Agent** Mr Ed Harvey, Avison Young

## **EXECUTIVE SUMMARY**

The application proposes a 6 to 8 storey purpose building student accommodation (PBSA) building with ground floor amenity space.

6 objections have been received.

**Principle of the proposal and the schemes contribution to regeneration** The development is in accordance with national and local planning policies, and would bring significant economic, social and environmental benefits. It would develop a vacant, brownfield site.

The PBSA meets the planning policy requirements set out in policy H12 of the Core Strategy and would help increase the supply of student accommodation in the City. 20% of the accommodation would be available on a discounted rent.

**Economic** The development value is £30 million and would create temporary and full time equivalent jobs. Local labour Proposal would ensure local people benefit.

**Social** This proposal would redevelop a vacant, low quality brownfield site in close proximity to the Oxford Road Corridor. 263 bedspaces would support the student accommodation pipeline of which 20% would be affordable.

**Environmental** This is a highly accessible area where walking and cycling would be encouraged. Green infrastructure would be created including bird and bat boxes to improve biodiversity. Renewable technologies would meet some of the buildings energy needs. Sustainable drainage would manage surface water. The design would improve the appearance of Plymouth Grove.

**Impact on the historic environment** The building would impact on nearby listed buildings. It would cause a low level of less than substantial harm which would be outweighed by the benefits of the scheme.

**Impact on local residents** There would be impacts on daylight/sunlight and overlooking. Construction impacts could be managed to minimise the effects on residents and local businesses. Noise outbreak from plant and the commercial unit would meet relevant standards. This would be a significant development adjacent to a well established residential community and its scale would be noticeable. This is an area where change is expected, and proposals of a similar scale have been approved at this site. This proposal would deliver significant economic, social and environmental benefits.

A full report is attached below for Members consideration.

**Description**

This 0.15 ha site is located on the corner of Plymouth Grove and Dryden Street in Brunswick. It is vacant, overgrown, previously developed land and is secured by a combination of Heras and timber fencing.



**Site location plan and current condition of the site**

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 homes. On the opposite side of Dryden Street is South Manchester Cemetery and Holyrood Nursery. To the east is an area of green space which has a public right of way through it. The south-eastern boundary is shared with 23 Plymouth Grove, a 3 storey PBSA building. Beyond this is Plymouth Lodge (Grade II) which is in use as homes. On the opposite side of Plymouth Grove is the 13/ 9 storey Nick Everton House. Beyond Nick Everton House, is Manchester Royal Infirmary and the University of Manchester Campus.

Plymouth Lodge (23 Plymouth Grove), a Grade II listed building is 65m south east of the site. The site is in Flood Zone 1 and a critical drainage area. It is in the Manchester Air Quality Management Area (AQMA) where air quality conditions are

poor. This is a highly sustainable and accessible location, close to a range of public transport infrastructure, shops, services and leisure facilities together with close access to the University Campuses.

## Planning History

Planning permission was granted at the application site for a 7 storey building to form 61 homes with surface car parking, access from Dryden Street and a communal garden area in October 2017 following demolition of existing buildings (115969/FO/2017). The three-storey residential building which previously occupied the site was demolished following the grant of planning permission in 2017.

Planning permission was granted in October 2014 for a 4, 5, 6 and 7 storey building to form 42 homes (105859/FO/2014/N2).

## The Proposal

The proposal involves the creation of 263 student bed spaces in a part 6, part 8 storey building. 90% of the bed spaces would be studios with 10% 'Premium Studios'

The standard studios range in size from 19.3sqm to 20.9sqm and are designed for single occupancy. The premium studios range from 24.6sqm to 33.7sqm and are designed for dual occupancy with the larger studios also be adaptable to meet accessibility needs of students.

The ground floor amenity space would include a gym, wellness studio, private dining room, TV lounge, private work rooms, co-working spaces and a lounge.



**Ground floor plan**

A courtyard space would provide an external area for recreational purposes with seating and planting.

The façade along Plymouth Grove would be masonry, constructed of a light brick. A red brick to Dryden Street would respond to the change in building height and characteristics of the street scene. The windows would be arranged in a grid pattern with vertical and horizontal banding providing interest to the elevations. Large areas of glazing would provide active frontages to Dryden Street and Plymouth Grove.



***Image of the building from Plymouth Grove***

Servicing is located in the 6 storey element of building. Decorative perforated metal panels would provide ventilation and visual interest. There would be 132 cycle spaces including disabled cycle parking of 5% (7 spaces) for non-standard bikes, such as trikes or cargo bikes.

The development would be car free. The applicant has an agreement with Q Park on Hathersage Road and students could lease a parking space at a discounted rate. An accessible parking bay and loading bay would be created along Dryden Street.

### **The planning submission**

This planning application has been supported by the following information:

- Design and Access Statement, including: Waste Management Plan and Servicing Strategy;
- Planning Statement, including: - Statement of Community Involvement Chapter;
- Acoustic Survey;

- Air Quality Assessment;
- Archaeological Desk Based Assessment;
- Broadband Connectivity Assessment;
- Circular Economy Statement;
- Framework Construction Management Plan;
- Crime Impact Statement;
- Daylight Sunlight Assessment;
- Flood Risk Assessment;
- Drainage Design Technical Note;
- Fire Statement;
- Ecological Assessment, including BNG;
- Energy Statement;
- Heritage Assessment;
- Landscape Design Statement;
- Operational Management Plan;
- Local Labour Agreement;
- Site Investigation Report (Phase 1);
- UXO desk Study;
- Student Need Assessment;
- Transport Statement (inc. Travel Plan);
- Arboricultural Impact Assessment;
- Arboricultural Method Statement; and
- TV and Radio Reception Survey.

## **Consultations**

**Publicity** The proposal has been advertised as a major development. A Site notice was displayed. Local residents and businesses have been notified over an extensive area.

## **Local residents/public opinion**

6 objections have been received and the comments can be summarised as follows:

- The proposal would bring significant problems to the area due to already being busy with traffic and people;
- There is already a very big student accommodation across the road from this building which is going to be built alongside the private nursery on the corner of Dryden road, and Plymouth grove next to the cemetery;
- There has been no proper road management to serve the increase influx of vehicles. Consideration needs to be given to drop off times and a new dedicated area for drop off zones for parents of the nursery during and after construction.
- Inadequate facilities for growing population, doctors, shops, leisure spaces etc need to be considered.
- Provisions for dedicated recycling points should be considered to support Manchester City Council recycling goals.
- Improved provisions for cycle storage.
- The design needs to be more environmentally sustainable. Consider the use of solar panels, wind turbines on the top of the design;

- The proposal would reduce the public recreational green space and would alter the view, block light and attract loud students who come and go at different times of the day and night.
- The proposal would impact on residents wellbeing and the value of homes together with making the area unsafe.
- Building more apartments for students this will over populate the area and would amplify rodent issues in the area;
- The area also has high rates of drugs and tipping and this will only worsen with this proposed development;
- There are restriction of housing in the area not becoming short term lets. There is a concern that a large increase in students living in the area would reduce the community feel of Brunswick.

**Highway Services** the highway network could accommodate the low level of trip generation from the site. Redundant access points should be reinstated, and tactile paving introduced. Traffic Regulation Orders (TROs) should be reviewed and refreshed where possible on the immediately surrounding streets to prevent on street car parking. The cycle spaces proposed is acceptable including. A travel plan and constriction management plan should be prepared and agreed.

**Environmental Health** the acoustic levels set out in the report for the plant and insulation 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 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.

**Greater Manchester Ecology Unit (GMEU)** no comments on ecology grounds.

**Environment Agency** the previous historic industrial use of the site presents a risk to controlled waters as the site is located on a Principal Aquifer. The details submitted demonstrate it would be possible to manage the risks to controlled waters subject to further details which can be conditioned.

**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.

**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.

**Manchester Metropolitan University** no comments received.

**University of Manchester** no comments received.

## **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. It would maximise 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. The impact on local residents has been assessed and the historic context understood.

**Policy EC3 The Regional Centre** The proposal would provide 263 student bedrooms close to higher education provision.

**Policy CC5 Transport** The 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 students.

**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 being adapted for those with accessibility requirements. On street accessible parking spaces would be created.

**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 would be provided.

**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 measures to improve biodiversity including 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 one accessible bay 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 conditions.

**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.

**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 Plymouth Grove, 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** there would be no impact on below ground archaeology.

**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 263 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 measures to improve biodiversity.

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 263 student bedrooms would support the student accommodation pipeline, 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 studios in a variety of 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 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.

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, advance manufacturing, culture and creative and digital business – cultivating and encouraging new ideas;
- Possess highly skilled, enterprising and industrious people;
- Be a place where residents from all backgrounds feel safe, can aspire, succeed and live well;
- Be clean, attractive, culturally rich, outward looking and welcoming.

### **Corridor Manchester**

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

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



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

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

### **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 studio accommodation in a variety of sizes. 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:
  - 1. It is a greater than 20 minute walk to campus
  - 2. Room quality is below average

- 3. There is below average quality common space

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

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

- The proposal would be a short distance from Oxford Road and the University campuses and would cater for the wellbeing of students.
- Wellbeing, Safety and Security: purpose build accommodation should consider the welfare and wellbeing of students as a major factor, in both design and management.
  - The proposal has a clear wellbeing strategy. 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 was not one of the sites identified to meet the City's student need pipeline. However, consideration has been given to the suitability of student accommodation against the requirements of policy H12 of the Core Strategy which is considered in detail in this report.

### **National Planning Policy Framework (2023)**

The revised NPPF was re-issued in December 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 85).

Accommodation would be created at the site to support a higher educational needs. This would support economic growth, attract investment and create jobs.

This proposal would meet an identified need for student accommodation. 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 96).

The proposal would be safe and secure. Cycle parking is provided. Residents with accessibility needs would have access to parking. Private amenity space and well being spaces would be created for the students.

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 109).

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 114).

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 115).

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 116)

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 117).

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 123).

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 124)

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 127)

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 128).

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 129 (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 131).

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 135).

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 place to ensure the long term maintenance of newly placed trees and that existing trees are retained wherever possible (paragraph 136).

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 139).

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 157).

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 158).

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 162).

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. solar panels would be included together with air source heat pumps.

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

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

Paragraph 189 outlines that planning decisions should ensure that a site is suitable for its proposed use taking account of ground conditions and any risks arising from contamination (a).

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

Paragraph 191 outlines that decisions should ensure that the 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 192 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 200).

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 203)

In considering the impacts of proposals, paragraph 205 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 206 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 208 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 209).

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 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.

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.

### **Principle of the redevelopment of the site and contribution to regeneration**

The contribution that a scheme would make to regeneration is an important consideration. There is also a requirement to support the growth and development of higher education in the City. Attracting students to Manchester ensures that Manchester remains competitive on a global higher education stage and builds upon its reputation as a world class place to study. Providing critical infrastructure such as living accommodation is vital in supporting this objective. Graduates make an important contribution to the city's economy with over 50% of those who graduate from Manchester's Universities staying here to work, the second highest level of graduate retention behind London. This high level of graduate retention is vital to business growth and retention in the City.

There are important links between economic growth, regeneration and the provision of a range of residential accommodation, including student accommodation in appropriate locations, as part of creating sustainable communities.

The proposal would be a high-quality building in Brunswick, a thriving residential community, close to the University Campuses. The proposal would deliver student accommodation in this largely residential community. It would develop a vacant site and the building and its active frontages would enhance the area.

20% of the 263 bedrooms would be available on a discounted rent. They would contribute positively to the supply of student accommodation, close to the Universities.

130 jobs would be created through the construction period and would be targeted at Manchester residents through local labour commitments which would form a condition. Further jobs would be created when the development is operational.

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, 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 and 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 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 for PBSA at the Usdaw Union Offices on Wilmslow Road. 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 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 these concerns and management strategies would seek to minimise the impacts including a 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 building would be energy efficient and low carbon. It includes solar panels and air source heat pumps. The improvement over the Building Regulations Part L 2013 would be 31% 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 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.

It would re-use a brownfield site and create a high quality building.

Significant employment would be created during construction and in operation. The site would be safe and secure and meet Secured by Design principles.

The proposal would include studio accommodation with larger studios being capable of adaption to meet accessibility requirements.

There would be some low level impact on surrounding heritage assets which is considered elsewhere in this report.

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 proposal would fully comply with the requirements of policy H12 and with the criteria in the December 2020 and May 2023 Executive reports and the principle of developing PBSA at the site is considered to be acceptable 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 would be as follows: 10% of the studios and 10% of the premium studios would be offered at a discounted rate.

Affordable student accommodation is not required to make this development acceptable, and is being offered on a wholly voluntary basis, and this is not a material planning consideration. Members should not take this into account in the determination of this planning application. However, 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 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 benefit from a decarbonising grid. Renewable technology would be provided including air source heat pumps and solar panels. The on-site renewables and low carbon technologies would reduce the site-wide CO2 emissions of the development by 46% (28% of which would be from the PV's).

The proposal would achieve a 31% improvement over the Building Regulations Part L 2013. The development complies with Policy EN6 of Manchester City Council's Core Strategy.

Trees and planting which would improve biodiversity over existing conditions together with managing surface water.

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

The site is largely vacant following demolition of structures at the site. Four Listed Buildings would be affected by the development, namely. Mrs Gaskells House, Plymouth Grove/Swinton Grove (Grade II\*) Plymouth Lodge (23 Plymouth Grove) (Grade II), Plymouth Grove Hotel (Plymouth Grove/Legh Street) (Grade II), and Court Nursing Home (Grade II).

A heritage statement and a detailed design and access statement examine the significance of these heritage assets and the impact of the proposal on their setting.

*Impact on the listed buildings*

*Plymouth Lodge (23 Plymouth Grove) (Grade II)* was constructed in the early 19<sup>th</sup> Century. Its significance is derived from its modest architectural style and use: a red brick rectors house servicing the religious needs of a growing population. The Rectory is also the last notable surviving-built fabric associated with St. Saviours Church. Despite conversion to apartments it retains a landscaped garden setting.

The proposal is separated from the listed building by 21 Plymouth Grove. Its significant landscaped setting means it is largely screened from view along Plymouth Grove. The historical pattern of development would have comprised built form at the application site. This proposal would remove the vacant site and reinstate built form and would result in a modest heritage benefit.

*Plymouth Grove Hotel (Plymouth Grove/Legh Street) (Grade II)* was constructed in the early 19<sup>th</sup> Century. Its significance is derived from it being a small but architecturally elaborate hotel. Its external appearance is of particular interest. The building occupies a prominent position, but the surrounding context is poor.

The application site is sufficiently far from the listed building to minimise its impact. Key views of the listed building along Plymouth Grove would remain allowing the intricate roof and clock tower to remain legible and understood. This proposal would reinstate built form at a vacant site. Although the building would be of some scale, its distance from the site (clustered near the taller buildings at the University Campus) would minimise the harm to the setting of the listed building.

*Mrs Gaskells House, Plymouth Grove/Swinton Grove (Grade II\*)* was constructed in the early 19<sup>th</sup> Century. Its significance its derived from its architectural and historical interest particularly its association with the novelist Mrs Gaskell. The setting of the building can be appreciated from Plymouth Grove and includes gardens and a former coach house wing which contributes significantly to the appreciation of the villa and contributes to understanding the asset.

The application site is sufficiently far from the listed building to minimise its impact. The listed building would remain legible and understood along Plymouth Grove with its setting preserved.

*Court Nursing Home (Grade II)* was constructed in the early 19<sup>th</sup> Century. Its significance its derived from its architectural and historical interest forming a large unified villa built in red brick. The listed building does not have intervisibility with the application site. The setting of the listed building is therefore not impacted.

The proposal would have limited impact on the setting of nearby listed buildings. Plymouth Lodge is the closest listed building to the site where the scale of the development would be visible to varying degrees above the landscaped setting of the listed building. There would also be some long range views of the proposal along Plymouth Grove which would change the view modestly. In both instance, the listed buildings would remain legible and understood.

A low level of less than substantial harm to their setting and significance would result as defined by paragraph 208 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 208 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 in the NPPF. Any level of harm should be outweighed by public benefits in accordance with the guidance in para 208 of the NPPF. In assessing the public benefits, consideration should be given to para 8 which outlines the three dimensions to achieve sustainable development: economic, social and environmental.

The redevelopment and regeneration of this brownfield site is in line with Council policy and would deliver 263 student bedspaces of which 20% would be affordable.

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

The building would be large but would not be out of context with other taller buildings around this section of Plymouth Grove and Upper Brook Street. The high quality development of a vacant site within the setting of the listed buildings would deliver heritage benefits

The public realm would be enhanced with improvements to the footways around the site. 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 £30 million and would create 130 temporary and full time equivalent jobs every year of construction.

There would also be environmental benefits with trees planted with planting and recreational spaces and an 21% 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 and ASHP would provide renewable energy. 132 cycle spaces would be provided for the PBSA in a secure area.

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 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 208 of the NPPF.

## Impact on Archaeology

GMAAS have advised that there are no archaeological requirements.

## Visual amenity

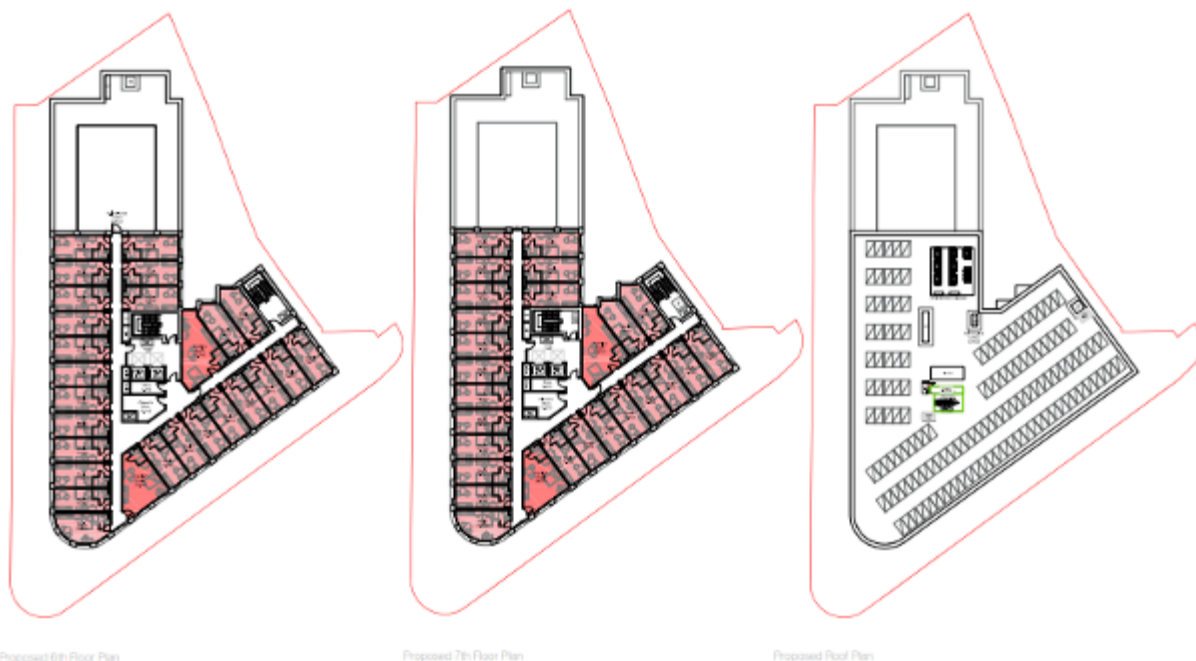
The proposal would develop a prominent, vacant site at the junction of Plymouth Grove and Dryden Street. The site has been developed previously and has benefited from planning permission in the past for a residential building.

The proposal would occupy the entire footprint of the site and be situated to the back of the footway. Active frontages would enliven Dryden Street and Plymouth Grove. The amenity spaces includes a social lounge, TV room, gym, work/study spaces and reception area.

A courtyard would form a spill out space and with seating and landscaping and access to the internal cycle store.



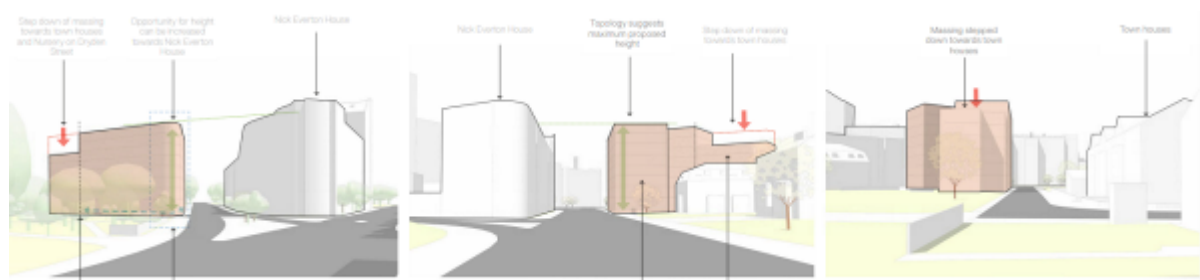
**Ground floor (left); first to fourth floor (middle); fifth floor (right)**



**Sixth floor (left); seventh floor (middle); roof plan (right)**

The prominent position of the site requires a high quality design that hold this important corner, whilst responding to the nearby lower rise homes.

The 8 storey component would be closest to Nick Everton House (which is also 8 storey). The scale and massing would reduce to 6 storey along Dryden Street, closer to the 3 storey homes.



**Building height and relationship to surrounding buildings: Plymouth Grove looking north (left); Plymouth Grove looking south (middle); Dryden Street (right)**

The closest building to the proposal is 21 Plymouth Grove. At its furthest point, the proposal would be 32 metres from this property. This distance narrows to 14 metres to the gable end of number 21. This elevation contains two windows where a modest impact would occur due to the narrow distance.

The site is adjacent to a large amenity area with trees, grass and a public right of way. This is not a development site and forms part of a wider network of public open spaces. The windows overlooking this space would provide natural surveillance.



### ***Relationship with 21 Plymouth Grove***

The elevations have a simple grid form. The active ground floor frontages to Plymouth Grove and Dryden Street comprising large sections of glazing with anodised decorative panels to the window heads and back of house areas, to provide a means of ventilation, defined by masonry piers.

The chamfered and recessed entrance on Plymouth Grove provide a covered area. Stacked brickwork would provide a band denoting the change between the ground and upper levels of the building.



***Ground floor and entrance from Plymouth Grove***

The upper sections would have a single masonry grid order in stretcher bricks. Slim profile windows would be set within a deep window reveal. A decorative Flemish bond masonry side panel would be introduced to the side of each window with stacked brickwork to the window head. This would provide interest and a crafted masonry building. Ventilation would be provided through the window soffit.

The upper section would have a double height order to the decorative masonry side panel expressing the crown in detail. The parapet would be expressed with stacked bricks to provide further interest.



***Elevation to Plymouth Grove***



***Elevation to Dryden Street***

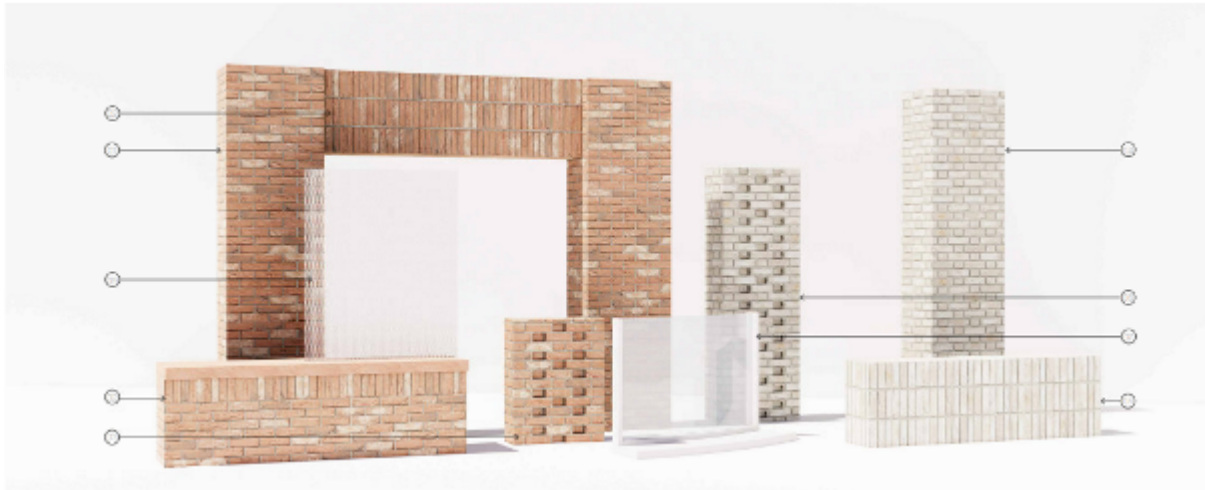


***Side elevation when viewed from Dryden Street***

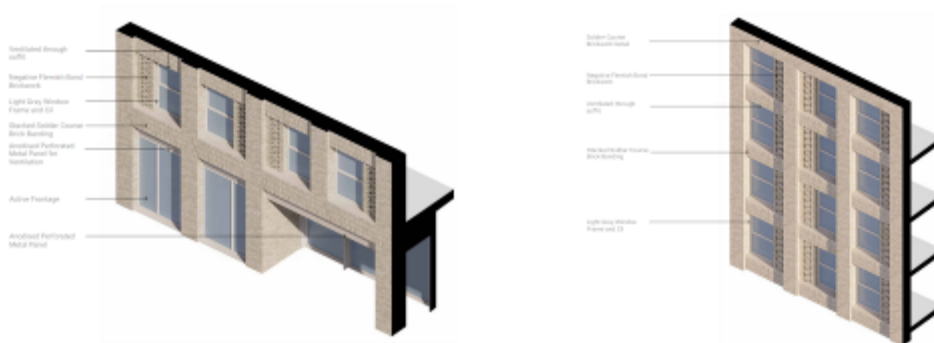


***Rear elevation when viewed from 21 Plymouth Grove***

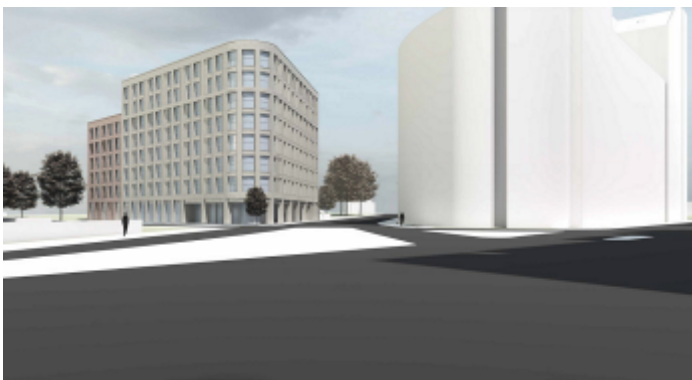
The 8 storey element would be in a light brick to respond to the taller buildings around the universities and the 6 storey element would be red brick to respond to residential context.



**Material palette**



**Bay studies (ground floor; left and upper floors; right)**





Conditions would ensure that the design is delivered to the required standard. The retention of the project architect would be secured by a Legal Agreement.

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

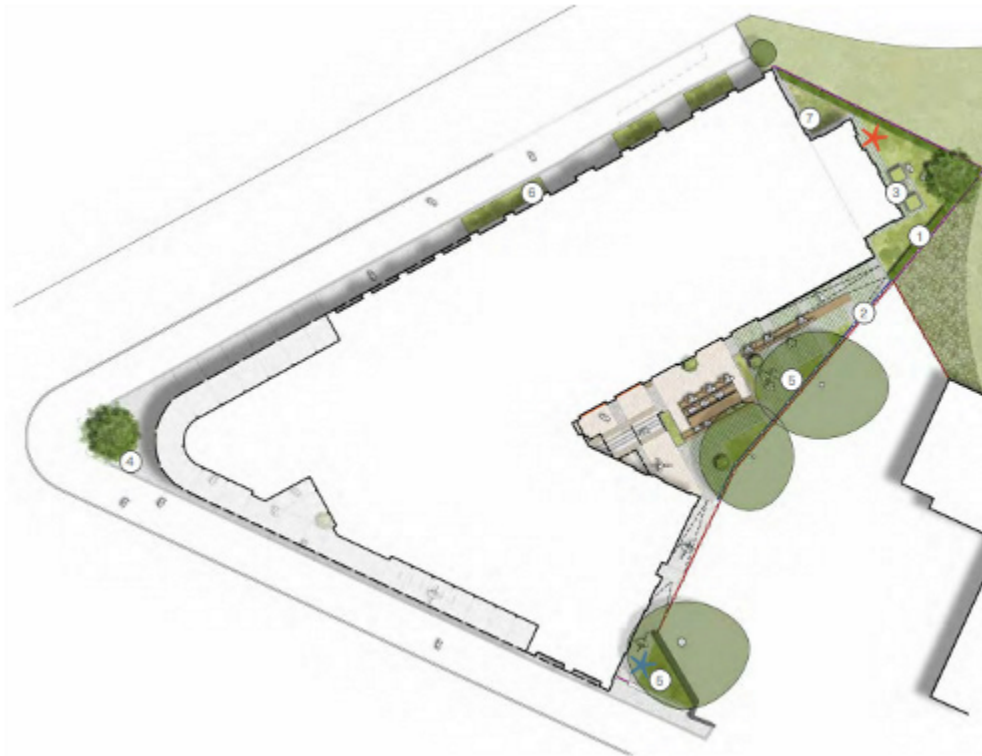
The proposal would provide a private amenity courtyard and a green area would be created adjacent to the area of open space for planting and grow beds.

The courtyard would be split over two levels of manage the level change across the site. It would contain informal seating and planting. Planning conditions should be used to control the opening hours of the external area in the interest of residential amenity. Landscaping planning would be provided to the forecourt and would enhance the setting of the building on Dryden Street.

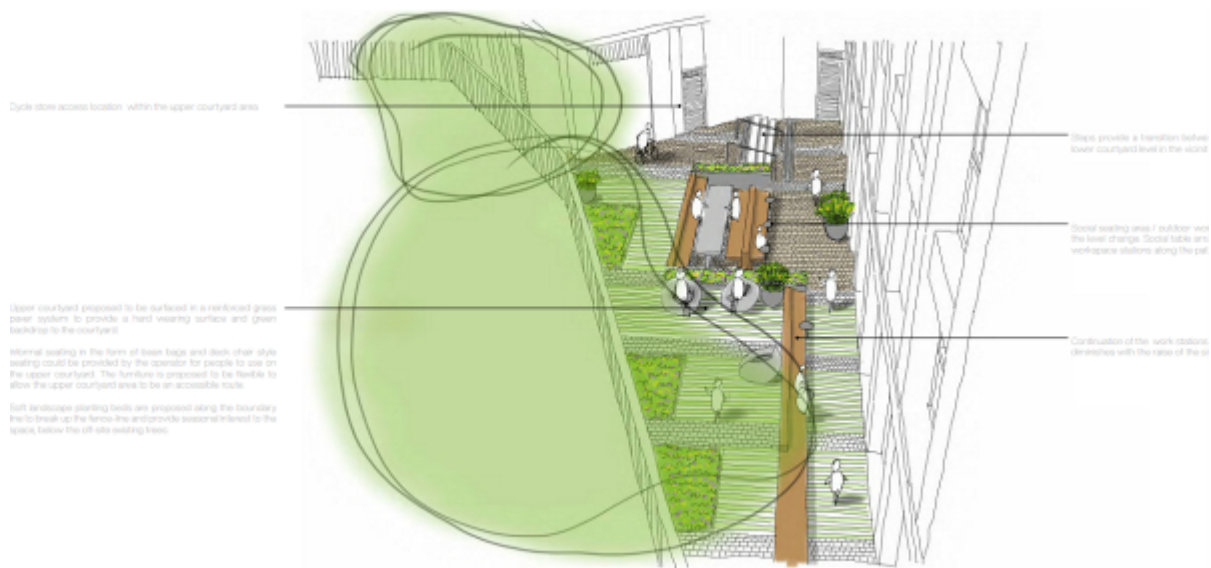
A new feature tree would be planted at the Dryden Street and Plymouth Grove junction, further enhancing the prominence of this corner plot.

New paving would be introduce the entrance to building to mark the location. Cycle stands would also be incorporated into this space. Footway improvements would be undertaken around the perimeter of the site.





**Landscape strategy**



**Indicative image of the courtyard**

**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. There would be a loading bay for servicing.

There would be 132 cycle spaces (50% provision) including 7 accessible/non standard spaces (7%) for trikes and cargo bikes. The cycle provision should be monitored as part of a travel plan.

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

A loading bay would be provided on Dryden Street. This bay would provide the refuse and deliveries for arrangements the development. The arrangements are considered to be acceptable and would require modification to traffic regulations orders along Dryden Street.

Footways would be improved and resurfaced and tactile paving would be introduced.

A management plan would be agreed to manage pick up and drop off, particularly at the start and end of the academic year. This would also ensure that taxi (uber) and deliveries such as Deliveroo are managed to minimise disruption to residents.

The applicant acknowledges that the management of students is critical to the success of the proposal. The accommodation includes a parcel delivery area.

Students would be required to book their arrival online via a portal and would have a time limited slot to load and unload. This would ensure that the arrivals are spread and congestion does not occur on Dryden Street. Residents would also be provided with details of local car parks so friends and family can park off site if they arrive with students. There would be a on site presence from the management team at all time to assist with this process.

Departures would occur over several month and align themselves with the academic years (May - July and August - September), with no mass departure event. Clear departure policies would ensure that pick-up vehicles arrive at the designated loading bays where belongings can be quickly loaded.

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

The proposal 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**

5% (12 studios) would be capable of being adapted to be fully wheelchair accessible. They would be adapted once the individual requirements of the student is known. All upper floors would be accessible by lift. The principle building entrances would be fully accessible.

An accessible on street car parking space would be created. There would be secure mobility scooter parking in the buildings. 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 5 individual trees and 1 group tree at the site. 3 are category B (Trees of Moderate Quality) and 2 are category C (Trees of Low Quality). The group trees are category C.

The category C tree and group tree would be removed as part of the development. The Category B trees would be retained and protected in line with relevant standards.

The proposal includes new planting.

## **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 there would be a biodiversity gain at the site.

## **Biodiversity**

Some trees and vegetation would be removed. The landscaping and other works, would achieve a net gain in biodiversity of 21%. The planting and landscaping would provide foraging opportunities for birds and bats.

## **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). 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:

- 21 Plymouth Grove; and
- Nick Everton Court

Consideration should be given to para 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.

*21 Plymouth Grove* is PBSA. 40 windows have been assessed.

24 would fully meet the BRE Guidelines for VSC. 1 would experience a minor impact (where the loss of daylight is reduced within 20-35% of the BRE Guidelines). 10 a moderate impact (where the loss of daylight is reduced within 35-50% of the BRE Guidelines) and 5 a major impact (where the loss of daylight is reduced within 50-100% of the BRE Guidelines).

4 of the windows which experience a major impact are assumed to be non habitable spaces as they have small opaque windows.

There is no requirement to consider sunlight impact on number 21 Plymouth Grove as all the windows are orientated in a northern direction.

Consideration has also been given to the impact of the development on the amenity area associated with this property. Guidance states for an amenity space to appear sunlit throughout the year the amenity space should retain 80% of its former value on the 21 March. The amenity space at 21 Plymouth Grove would comply with the guidance and retain in excess of 80%.

*Nick Everton Court* is a student accommodation building. 52 windows for daylight have been assessed. 8 windows at the 1<sup>st</sup> floor would experience a minor to moderate impact. The remaining 44 windows at the property would fully meet the BRE Guidelines for VSC.

In terms of sunlight, the windows that were assessed for sunlight met the relevant criteria.

### *Overlooking*

The proposal is separated from existing developments by the road network and the distances between the surrounding developments would be acceptable. There would be narrow privacy distances between some windows on the rear of the proposal with number 21 Plymouth Grove. At its narrowest point, there would be a 14 metre distance. The windows affected are small and have opaque glazing and are not believed to be habitable rooms. The privacy distances to the remaining windows are within an appropriate distance (32 metres at its furthest point) and would prevent any direct overlooking to these windows.

#### (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 satellites 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. There is also a day nursery opposite the site 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 could 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, 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 32 cycle spaces. It is acknowledged that there would be taxi and parcel deliveries from the site but this is not considered to be on a number which would impact on air quality and would be subject to a management strategy to prevent any unduly harmful impacts.

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.

It is acknowledged that local air quality conditions are poor, but the development 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 of 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.

## **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 the impact of external noise sources.

Noise levels from construction would not be unduly harmful provided the operating and delivery hours are adhered to, 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 main sources of external noise would be traffic, and other noise, on roads. The accommodation would have to be acoustically insulated to mitigate against this.

Mechanical ventilation and glazing would achieve the necessary noise criteria. These measures should be implemented with a verification/post completion report prior to the first occupation of the 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 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**

The refuse store is on the ground floor and would contain 17 x 1100 Litre Euro bins (10 general and 7 recycling).



***Brown area marks the location of the refuse store; pink area loading to Dryden Street***

Students would be responsible for putting their waste in the bin store where they would be able to recycle. There would be areas to store waste within the studio apartment which would include the ability to segregate and recycle waste. The waste from the bin stores would be taken out for collection onto the loading bay on Dryden Street.

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

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

The site is in flood zone 1 and 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 exacerbate flooding problems. Policy EN14 requires development to minimise its impact on surface water run off in critical drainage areas.

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.

## **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, the land is properly remediated and impact on controlled waters is minimised.

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 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.

Vehicles would enter Dryden Street and enter the site to unload/load. It is acknowledged that Dryden Street is a residential street with parking restrictions and no vehicles would be allowed to obstruct the street.

There is no space on the site for labour and subcontract parking. The adjacent roads all have parking restrictions. Site workers would be encouraged to use public transport or use nearby car parking.

Dust mitigation measures would be employed, and plant and equipment would be fitted with silencers and would only be used during working hours. Wheel washing would take place. 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.

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

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

## **Conclusion**

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

The proposal would see the redevelopment of a vacant, brownfield site where planning permission has previously been granted for a building of a similar scale.

Active frontages and high quality architecture would make a positive contribution to the street scene. The buildings would be of a high level of sustainability and high quality materials thereby reducing CO2 emissions.

The provision of PBSA meets the Council policy H12 requirements and would therefore contribute positively to the supply of student accommodation in the City.

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.

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.

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. The waste can be managed and recycled in line with the waste hierarchy. Construction impacts can also be mitigated to minimise the effect on local residents and businesses.

There would be some localised impacts on nearby 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 208 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, 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.

### **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

DAY-XX-00-DR-A-04-0001 Rev A, DAY-XX-XX-DR-A-04-0002 Rev A, DAY-XX-XX-DR-A-04-0003 Rev A, DAY-XX-XX-DR-A-04-1001 Rev A, DAY-XX-XX-DR-A-04-1002 Rev A, DAY-XX-XX-DR-A-04-2001 Rev A, 4353-101 Rev. B, 4353-201, 4130-KIN-XX-GF-DR-E-9600 and Rev. P1, 5571 P1 received by the City Council, as Local Planning Authority, on the 10 October 2023

## Supporting information

Design and Access Statement, including: - Waste Management Plan; - and, - Servicing Strategy prepared by DAY Architects, Planning Statement, including: - Statement of Community Involvement Chapter prepared by Avison Young, Air Quality Assessment prepared by Redmore, Archaeological DBA prepared by Paul Butler Associates, Broadband Connectivity Assessment prepared by GTech, Circular Economy Statement prepared by Quinn Ross Framework Construction Management Plan prepared by Recom, Crime Impact Statement prepared by GMP, Flood Risk Assessment prepared by XO Square, Drainage Design Technical Note prepared by XO Square, Fire Statement prepared by EOW, Ecological Assessment, including BNG prepared by Rachel Hacking, Energy Statement prepared by Kings Associate, Heritage Assessment prepared by Paul Butler Associates, Landscape Design Statement prepared by TPM, Landscape Operational Management Plan prepared by Fresh, Local Labour Agreement prepared by Avison Young, Site Investigation Report (Phase 1) prepared by E3P, UXO desk Study prepared by Zetica, Student Need Assessment prepared by Cushman and Wakefield, Transport Statement (inc. Travel Plan) prepared by Eddisons, Arboricultural Impact Assessment prepared by Lally TM, Arboricultural Method Statement prepared by Lally TM and TV and Radio Reception Survey prepared by GTech received by the City Council, as Local Planning Authority, on the 10 October 2023

Acoustic Survey (Reference: 50-834-R1-3) prepared by E3P received by the City Council, as Local Planning Authority, on the 6 December 2023

Email from Avison Young received on the 23 November 2023

Daylight Sunlight Assessment prepared by Base Energy received by the City Council, as Local Planning Authority, on the 8 January 2024

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

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

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

4) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained with the Arboricultural Impact Assessment prepared by Lally TM, Arboricultural Method Statement prepared by Lally TM received by the City Council, as Local Planning Authority, on the 10 October 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.

5) 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.

6) Prior to the commencement of the 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 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).

7) a) Prior to the commencement of the development, details of a Local Labour Proposal, in order to demonstrate commitment to recruit local labour for the duration of the construction of 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 development 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).

8) Prior to the commencement 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 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.

9) Notwithstanding the details submitted in the Flood Risk Assessment prepared by XO Square, Drainage Design Technical Note prepared by XO Square received on the 10 October 2023, (a) the development shall not commence until a scheme for the drainage of surface water from that phase of the new development shall be submitted for approval in writing by the City Council as the Local Planning Authority. This shall include:

- A finalised drainage layout showing all components, outfalls, levels and connectivity;
- Maximised integration of green SuDS components (utilising infiltration, raingardens or attenuation) if practicable;
- Runoff volume in the 1 in 100 year, 6 hours rainfall shall be constrained to a value as close as is reasonable practicable to the greenfield runoff volume for the same event, but never to exceed the runoff volume from the development site prior to redevelopment;
- Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event with allowance for 45% climate change in any part of a building;
- Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements). Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site;
- Progression through the drainage hierarchy shall be evidence based and supported by site investigation. Results of ground investigation carried out under Building Research Establishment Digest 365. Site investigations should be undertaken in locations and at proposed depths of the proposed infiltration devices. Proposal of the attenuation that is achieving half emptying time within 24 hours. If no ground investigations are possible or infiltration is not feasible on site, evidence of alternative surface water disposal routes (as follows) is required;
- Where surface water is connected to the public sewer, agreement in principle from United Utilities is required that there is adequate spare capacity in the existing system taking future development requirements into account. An email of acceptance of proposed flows and/or new connection will suffice;
- CCTV survey and routing plan of existing drainage system to understand condition, capacity, connectivity;
- Hydraulic calculation of the proposed drainage system, including all engineering parameters;
- Construction details of flow control and SuDS elements.

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

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

The above conditions is required as it is essential that an adequate drainage system is designed for the development.

10) a) Notwithstanding the Site Investigation Report (Phase 1) prepared by E3P received by the City Council, as Local Planning Authority, on the 10 October 2023 and the email from Avison Young received on the 23 November 2023, prior to the commencement of the development, 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.

11) If, during the development, contamination or conditions not previously identified as part of the agreed documents within condition 10 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 13.

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).

12) Prior to the development hereby approved being brought into first use, and following completion of the remediation strategy approved as part of condition (10), 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).

13) Prior to the commencement of the development, details of the method for piling, or any other foundation design using penetrative methods, shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The approved details shall then be implemented during the construction of the development.

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

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

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).

15) The development shall be carried out in accordance with the Energy Statement prepared by King Associates received by the City Council, as Local Planning Authority, on the 10 October 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.

16) (a) Notwithstanding drawing 4353-101 Rev. B received by the City Council, as Local Planning Authority, on the 10 October 2023, prior to the commencement of landscaping works associated with the development hereby approved, details of a hard and soft landscaping scheme (including appropriate materials specifications, planting and tree specifications and provision of 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.

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

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

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

19) Prior to any above ground works, a scheme of acoustic insulation for the non residential areas (gym, residential spaces) within 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 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).

20) (a) Prior to any above ground works, a scheme for acoustically insulating the proposed student accommodation 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, 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).

21) The waste management arrangements for the development shall be carried out in accordance with the Waste Management Plan within the Design and Access Statement and drawing [1441-22-DAY-XX-XX-DR-A-04-0002 REV A](#) received by the City Council, as Local Planning Authority, on the 10 October 2023.

The approved scheme shall be implemented as part of the first use of the development 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.

22) 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 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 the development prior to the first use of the development and shall remain in operation for so long as the development is occupied.

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

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

Reason - In order to minimise the impact of the illumination of the lights on the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

24) 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 10 October 2023.

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.

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

Monday to Saturday 07:30 to 20:00

Sundays (and Bank Holidays): no deliveries/waste collections on Sundays/Bank Holidays.

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

26) The student accommodation 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.

27) The development hereby approved shall be carried out in accordance with the Travel Plan prepared by Eddisons received by the City Council, as Local Planning Authority, on the 10 October 2023.

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

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

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

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

28) (a) Prior to the first occupation of the student accommodation hereby approved, the cycle store and provision of 132 cycle stands as indicated on drawing [1441-22-DAY-XX-XX-DR-A-04-0002 REV A](#) received by the City Council, as Local Planning Authority, on the 10 October 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 27 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).

29) 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:

- Resurfacing of the footways, reinstatement of redundant access points and the installation of tactile paving;
- Creation of a disabled parking bay on Dryden Street;
- Creation of a loading bay to Dryden Street;
- Review of Traffic Regulation Orders (TROs) to facilitate accessible and loading bays together with measures to prevent on street parking on the surrounding streets.

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).

30) Notwithstanding the TV and Radio Reception Impact Assessment GTech Surveys, received by the City Council, as Local Planning Authority, on the 10 October 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).

31) All windows at ground level, unless shown otherwise on the approved drawings detailed in condition 2 shall be retained as a clear glazed window opening at all time and views into the premises shall not be screened or obscured in anyway.

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

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

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

33) Prior to any above ground works, details of the location, size and specification of the accessible bedrooms for the PBSA 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).

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

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

A minimum of one projecting box sign would be acceptable for the development (30mm thickness) and ground floor signage to residential 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).

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

36) Prior to the first use of the development, details of the siting, scale and appearance of the air source heat pumps to the buildings hereby approved. The air source heat pumps must also comply with the noise criteria as specified in condition 18. 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).

37) 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.

38) Prior to the first use of the residential space within 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 the space 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).

39) Prior to the first use of each of the ground floor residential spaces of the development, details of any roller shutters to the ground floor 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 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).

40) No doors to ground floor spaces (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).

41) Prior to the first use a Delivery and Servicing Management (including taxi pick up and drop off, parcel deliveries and food drop off) for the development 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 the building are co-ordinated to ensure efficient use of the proposed loading bay.

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).

42) Prior to the first occupation of the development 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.

The approved strategy, including any associated mitigation works, shall be implemented and be in place prior to the first occupation 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).

43) Prior to the first occupation of the PBSA building, a student wellbeing strategy shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved strategy shall be implemented as part of the first occupation of the development and thereafter retained.

Reason – In the interest of ensure student welfare pursuant to policy DM1 of the Manchester Core Strategy (2012).

### **Informatives**

- 1) Under the Habitat Regulation it is an offence to disturb, harm or kill bats. If a bat is found during demolition all work should cease immediately and a suitably licensed bat worker employed to assess how best to safeguard the bat(s). Natural England should also be informed.
- 2) The applicant is reminded that, under the Wildlife and Countryside Act 1981 as amended it is an offence to remove, damage, or destroy the nest of a wild bird, while the nest is in use or being built. Planning consent does not provide a defence against prosecution under this act. If a birds nest is suspected work should cease immediately and a suitably experienced ecologist employed to assess how best to safeguard the nest(s).
- 3) The developer or crane operator must contact Manchester Airports Control of Works Office at least 21 days in advent of intending to erect a crane or other tall construction equipment on the site. This is to obtain a tall equipment permit and to ascertain if any operating restrictions would be required. Any operating restriction that are subsequently imposed by Manchester Airport must be fully complied with.
- 4) You should ensure that any external wall treatments approved for planning purposes are discussed in full with Building Control to ensure they meet with the guidance contained in the Building Regulations for fire safety. Should it be necessary to change the external facade treatment due to conflicts with Building Regulations, you should also discuss the changes with the Planning team to ensure they do not materially affect your permission.
- 5) Any signage, wayfinding, banners or any other advertisements to be installed in and around the application site for the purpose of the promotion of the developments and routes to it may require consent under the Town and Country Planning (Control of Advertisements) (England) Regulations 2007.
- 6) It is expected that all modifications / improvements to the public highway are achieved with a maximum carbon footprint of 40%. Materials used during this process must also be a minimum of 40% recycled and fully recyclable. Developers will be expected to demonstrate that these standards can be met prior to planning conditions being discharged. The developer is to agree the above with MCC's Statutory Approvals and Network Resilience Teams post planning approval and prior to construction taking place.

7) Regarding S278 agreements a deposit is required to begin an application, additional costs will be payable and are to be agreed with S278 team. A S278 is required for works to the adopted highway, minimum standard S278 technical approval timescale is between 4-6 months, TRO's can take 10-12 months. An independent 'Stage 2' Road Safety Audit will be required and the design may require changes if any issues are raised with all costs attributable to the Developer. A 'Stage 1' Road Safety Audit should be completed during the planning stage and a copy of the report (with Designer's Response) is to be made available to the Statutory Approvals Team upon request.

### **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: 138294/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  
Greater Manchester Police  
Environment Agency  
Transport For Greater Manchester  
Greater Manchester Archaeological Advisory Service  
United Utilities Water PLC  
Health & Safety Executive (Fire Safety)  
Manchester Airport Safeguarding Officer  
Greater Manchester Ecology Unit  
Work & Skills Team  
Sport 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:**

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

