

<b>Application Number</b>	<b>Date of Appln</b>	<b>Committee Date</b>	<b>Ward</b>
120896/FO/2018	6th Aug 2018	18th Oct 2018	Hulme Ward

**Proposal** Construction of a part 6, part 11 and part 16 storey building comprising 491 student bed spaces (sui generis), amenity space, cycle parking, landscaping, and associated highways work.

**Location** Land Known As Birley Plot E, Stretford Road, Manchester

**Applicant** Manchester Metropolitan University, C/o Agent

**Agent** Mr John Cooper, Deloitte LLP, 2 Hardman Street, Spinningfields, Manchester, M3 3HF

## **Description**

The site lies in a prominent location on Stretford Road next to the Hulme Arch to the east of Princess Road in Hulme. The site is viewed in the context of the Mancunian Way and Manchester City Centre when approaching Manchester using the Princess Road arterial route from the south.

The site measuring 0.4 hectares comprises vacant unallocated previously developed land that is currently secured with fencing and has historically been used as a surface level car park. There are three groups of trees on the site. The site is bounded by Stretford Road to the north, Bonsall Street to the south, Birchall Way and Princess Road beyond to the west and Stonelow Close to the east.



The proposal comprises the redevelopment of the site to create a part 6, part 11 and part 16 storey building to be used as purpose built student accommodation. A total of 491 student rooms would be provided within the development, arranged in clusters of 7 and 8 single occupancy rooms (en-suite), organised around kitchen and lounge area.

The development would provide communal areas in the form of a social area with TV lounge, games room, gym, an informal study room and group study areas. The ground floor would include a reception area, management offices, storage, post room and a show flat.

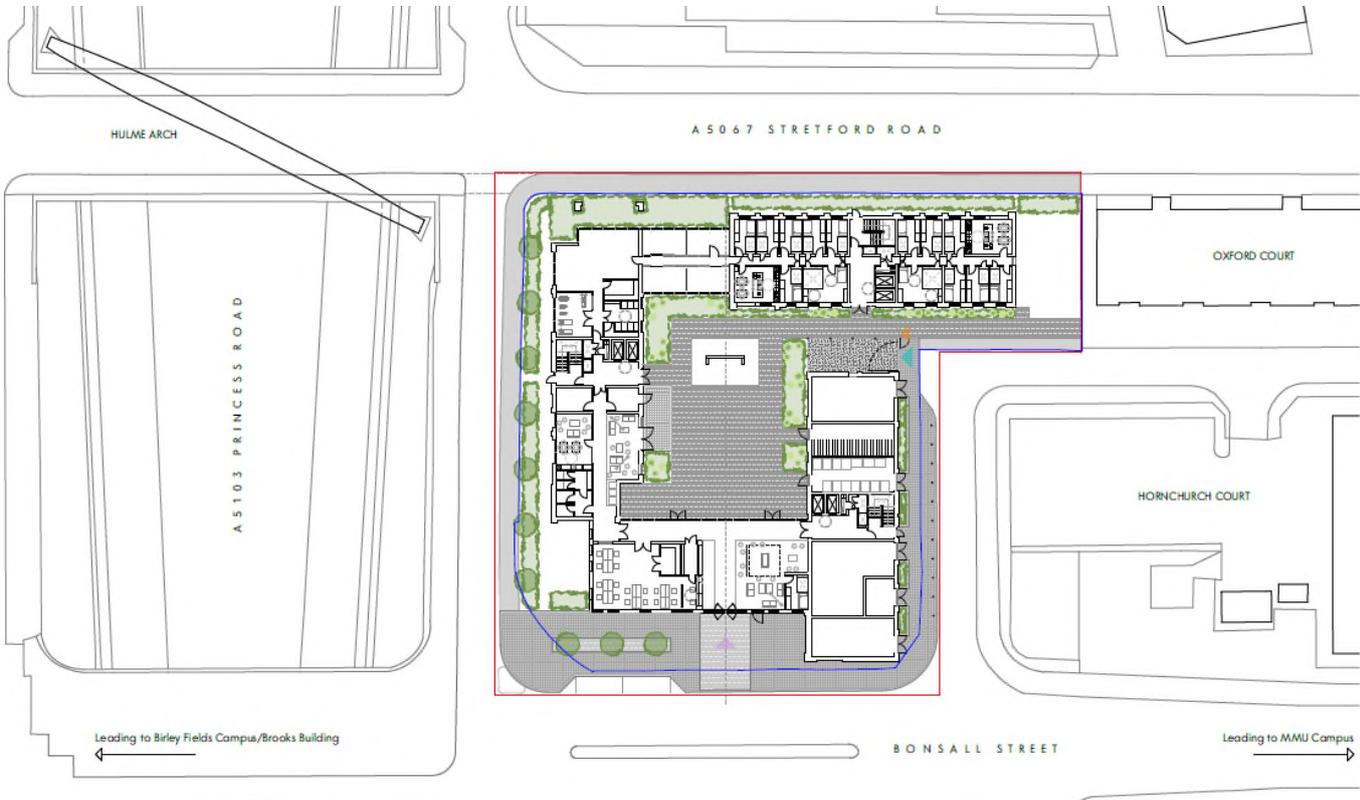
The proposed buildings would be arranged around a courtyard which would include informal seating areas and secure cycle storage.

Building A fronts Birchall Way and Princess Road beyond to the west of the site. This is the tallest building at 16 storeys high.

Building B fronts Stonelow Close to the east and south of the site. This building is 11 storeys high.

Building C fronts Stretford Road next to Oxford Court to the north of the site. This building is 6 storey high.

Buildings A and B and A and C are connected with two single storey extensions with green roofs to connect the development around the courtyard. The single storey elements front Stretford Road to the north and Bonsall Street to the south.



## **History**

Birley Fields Campus is located a short walking distance of c.100m east of the site. Birley Fields was relocated from Didsbury to Hulme. Part full, part outline planning permission for the development of the new campus was granted under planning application 095557/FO/2011/S1 in February 2012. Reserved Matters consent was granted under the cover of planning application 101075/MO/2012/S1 in February 2013.

Plot E represents the final phase of the Birley masterplan linking the Birley Campus and the All Saints Campus.

## **Consultations**

Publicity – The development was advertised in the Manchester Evening News as a major development. A site notice was placed next to the site boundary. A map showing the extent of residents and businesses notified of the application is set out at the end of this report.

## **Members**

Councillor Annette Wright – Wrote on behalf of the three Labour Party councillors representing Hulme Ward.

Members do not oppose development of the land, which has been unused for some time. They are aware that MMU has a historic outline planning application for the land and they do not object to the previously consented scheme. Concerns are expressed that the development proposals may damage relations between MMU and local residents. Members requested that the application be put on hold to allow for a significant period of consultation, with a view to revising the design plans and submitting a new proposal, more in keeping with the original application. They are critical of pre-application consultation carried out by the developer and application notification by the City Council, particularly with regards to the exclusion of the Aquarius Estate Residents Group. Members offer to be involved in any further consultation exercise.

Residents welcome students. Members have received complaints with regards to student behaviour at times but most of those have not related to the accommodation owned and managed by MMU. However, concern is expressed about the lack of sufficient infrastructure to cope with large increases in resident numbers e.g. doctors, chemists, shops, public transport.

Concern is expressed with regards to the height of the development proposed, which is 2 to 12 storeys higher than the outline planning application, particular concerns are expressed in relation to the two taller blocks. Residents are stated as not being supportive of tall buildings and it is stated that they fear that the City Centre is expanding and that they will eventually lose their homes. Members request assurances in this regard.

Members consider the proposed 11 storey block to be too tall and too close to Hornchurch Court, a social housing tower block owned by One Manchester. They state that the development proposals will result in a loss of light and views to the western elevation of this block. Members believe that there should be face to face consultation with residents in the block in conjunction with the housing provider.

Members consider that the 16 storey block will tower over Hulme Arch bridge, a hugely significant local landmark, which is liked by residents and which defines the area for those passing through. They state that putting such a tall block so close to the bridge will, regardless of intention, be seen as a symbol of developers concerns take priority over the views of residents.

Residents have also informed Members that they are concerned about the potential loss of light to St Phillips School.

## **Residents**

Fifty objections have been received from local residents on the grounds that:

- The proposed development is not in keeping with existing buildings as it is a huge monolithic inappropriate structure. Residents believe that they were informed that no high rise development would come forward as part of the Birley Campus development.
- The scheme will block sunlight and daylight (having an impact on right to light), provide overlooking and loss of privacy to surrounding properties, and be overbearing impacting on outlook, in particular comments have been made in relation to the impact on Hornchurch Court (and its garden and allotment) and the playground of the nearby St. Philips Primary School.
- There were concerns with regards to the noise, disturbance and anti-social behaviour associated with an additional 491 students. Comments have been made about the late night disturbance associated with existing student accommodation (including MMU accommodation) and the impact that this has upon existing long term residents with regards to sleep disturbance, sometimes to families with young children, impacting detrimentally upon health and wellbeing. Local residents complain that students:
  - Hang around outside of buildings to smoke;
  - Speak and shout profanities loudly, conversing from window to window;
  - Wait outside for taxis in large groups;
  - Arrive home intoxicated from between 10pm to 03.00am, drinking, singing, smashing bottles and climbing on parked cars;
  - Hold parties with noise, shouting, singing and loud music;
  - Partake of legal highs in the street;
  - Leave litter and sick in the street.
- They believe that MMU have not managed their student accommodation successfully and state that further student accommodation encourages a transient population with no incentive to behave in a responsible manner. They state that this is a residential area not a campus.
- There is no parking in the area, this will lead to further pressure on parking.
- The highway is already chaotic near a primary school.

- Since Birley campus has been built there is increased congestion which has increased air pollution, along with double parking in cycle lanes.
- The previously approved scheme for the site was appropriate with regards to scale.
- The development in contrary to the Hulme Development Guide 1991
- There should be more social housing, the City Council should address the homelessness issue and we should not be support student accommodation for profit.
- This will increase the amount of opportunistic crime.
- The down draught effect associated with the height of the buildings proposed will add to pre-existing strong wind conditions in this area that could cause danger to pedestrians.
- Fire safety associated with having so many of one particular age group in a building.
- The development will place strain on sewage infrastructure
- The development would place pressure on health care infrastructure e.g. Doctors and Dentists
- Construction will cause noise and inconvenience and have an impact upon access roads.
- There is a perception that there has been a lack of engagement.
- The Hulme Arch will be overpowered.
- There is a lack of active frontages in the form of a retail / commercial unit. The Stretford Road frontage should have more interest at street level.
- The proposal does little to benefit the local community, the land should be used for a community centre, public park or allotments.

### **Statutory Consultees**

**Highway Services** recommended a minimum width of 2m along all footways across the site's perimeter. A travel plan condition is required detailing pedestrian safety / connectivity improvements. A construction management condition is required.

A management plan condition is required to ensure that there is a pick-up / drop off strategy.

Highways advised on matters relating to Section 247 stopping up and Section 278 for off site highways works required as part of the development which require conditioning, for example, removal of the dedicated left-hand turning lane at the Bonsall Street/ Birchall Way junction, sufficient clearance for the turning of refuse vehicles and amending the existing Traffic Regulation Order to exclude Halls of Residence tenants from applying for an on-street resident parking permit since they would not comply with the "principal place of residence" definition to be inserted within that order.

**PARKING** - The development will be a car free, therefore there will be no on site provision offered.

Given the nature of this development, low levels of vehicle ownership are anticipated and given its accessible location, this is deemed to be acceptable to the Highways

Team. It is recommended that the operator monitors demand for potential leased parking with nearby operators as part of the Travel Planning Strategy.

CYCLE PARKING - 40 cycle spaces have been proposed, equating to a provision of 8%. Although it has been indicated that other MMU student residences offer similar levels, Highways consider this to be exceptionally low and request that further accommodation be provided.

In principle, the location and access into the cycle stores are accepted by Highways.

### **Environmental Health**

Recommend conditions relating to construction management, external lighting, acoustic insulation, external equipment, refuse and contaminated land.

### **Neighbourhood Team Leader (Arboriculture)**

Any comments received will be reported to Committee

### **MCC Flood Risk Management**

Conditions are recommended relating to surface water and maintenance of a sustainable urban drainage scheme.

### **Greater Manchester Police**

Any comments received will be reported to Committee

### **Greater Manchester Archaeological Advisory Service**

There would appear to be no reasonable grounds for seeking to impose any further archaeological requirement upon the applicant.

### **Greater Manchester Ecology Unit**

Recommend a condition relating to breeding birds, but also make the following comment:

The appraisal also makes recommendations for biodiversity enhancement at the site, in line with the requirements of the National Planning Policy Framework. However these do not appear to have incorporated into the landscape plan for the site. We would therefore recommend that the landscape plan be amended accordingly prior to the determination of the application.

## **Policies**

### **Relevant Local Policies**

### **Local Development Framework**

The relevant development plan in Manchester is the Core Strategy Development Plan Document 2012-2027 (the “Core Strategy”), adopted in July 2012, and the saved policies from the Manchester Unitary Development Plan (UDP), adopted July 1995. The Core Strategy is the key document and 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, saved UDP policies and other Local Development Documents. The proposals are considered to be consistent with the following Core Strategy Policies SP1, EN1, EN2, EN4, EN6, EN9, EN14, EN15, EN16, EN17, EN18, EN19, T1, T2, DM1 and H12.

Policy SP1 - Spatial Principles. This sets out the key special principles which will guide the strategy. Development in all parts of the City should “make a positive contribution to neighbourhoods of choice including creating well-designed places that enhance or create character, make a positive contribution to the health, safety and wellbeing of residents, consider the needs of all members of the community regardless of disability and protect and enhance the built and natural environment.” The development would reuse previously developed land to improve the built environment and local character.

Policy EN1 - Design Principles and Strategic Character Areas. The site currently has a negative impact and there is an opportunity to enhance the area. The proposal involves a good quality design, and would enhance the character of the area and the overall image of Manchester. The design responds positively at street level. The positive aspects of the design are discussed in more detail below.

Policy EN 2 - Tall Buildings. The proposed development would have a high standard of design quality, be appropriately located within the site, contribute positively to sustainability, contribute positively to place making and would bring significant regeneration benefits.

Policy EN4 - Reducing CO2 Emissions by Enabling Low and Zero Carbon Development. The proposal would follow the principle of the Energy Hierarchy to reduce CO2 emissions.

Policy EN6 - Target Framework for CO2 reductions from low or zero carbon energy supplies. The development would comply with the CO2 emission reduction targets set out in this policy.

Policy EN 8 - Adaptation to Climate Change. The energy statement sets out how the building has been designed to consider adaptability in relation to climate change.

Policy EN9 - Green Infrastructure. The development includes tree planting and the incorporation of green roofs.

Policy EN14 - Flood Risk. A Flood Risk Assessment has been submitted and this is discussed in more detail below.

Policy EN15 - Biodiversity and Geological Conservation. The redevelopment would provide an opportunity to secure ecological enhancement for fauna typically associated with residential areas such as breeding birds and roosting bats.

Policy EN16 - Air Quality. The proposal would be highly accessible by all forms of public transport and reduce reliance on cars and therefore minimise emissions from traffic generated by the development.

Policy EN17 - Water Quality. The development would not have an adverse impact on water quality. Surface water run-off and grounds water contamination would be minimised.

Policy EN18 - Contaminated Land and Ground Stability. A site investigation, which identifies possible risks arising from ground contamination has been prepared.

Policy EN19 – Waste. The development would be consistent with the principles of waste hierarchy. In addition the application is accompanied by a Waste Management Strategy.

Policy T1 - Sustainable Transport. The development would encourage a modal shift away from car travel to more sustainable alternatives. It would improve pedestrian routes within the area and the pedestrian environment.

Policy T2 - Accessible Areas of Opportunity and Need. The proposed development would be easily accessible by a variety of sustainable transport modes and would help to connect residents to jobs, local facilities and open space.

Policy DM1 - Development Management. This sets out the requirements for developments in terms of sustainability and outlines a range of general issues that all development should have regard to. Of these, the following issues are or relevance to this proposal:

- Appropriate siting, layout, scale, form, massing, materials and detail;
- Design for health;
- Adequacy of internal accommodation and amenity space;
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development;
- That development should have regard to the character of the surrounding area;
- Effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation;
- Accessibility to buildings, neighbourhoods and sustainable transport modes;
- Impact on safety, crime prevention and health; adequacy of internal accommodation , external amenity space, refuse storage and collection, vehicular access and car parking; and
- Impact on biodiversity, landscape, archaeological or built heritage, green Infrastructure and flood risk and drainage.

These issues are considered full, later in this report.

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

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

## **Saved UDP Policies**

DC26 - Development and Noise. States that the Council intends to use the development control process to reduce the impact of noise on people living and working in the City. In particular, consideration will be given to the effect of new development proposals which are likely to be generators of noise. Conditions will be used to control the impacts of developments.

The proposal has been designed to minimise the impact from noise sources.

It is considered that the proposal is consistent with the policies contained within the UDP.

## **National Planning Policy Framework**

The NPPF sets out the Government's planning policies for England and how these are expected to be applied. The NPPF was revised in July 2018 and is a material consideration in the determination of all planning applications.

There are three overarching objectives to sustainable development: economic, social and environmental:

- an economic objective, contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth, innovation; and improved productivity ; and by identifying and coordinating the provision of infrastructure;
- a social objective, supporting strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
- an environmental objective, contributing to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, use natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change including moving to a low carbon economy.

So that sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development.

Paragraph 103 states that the planning system should actively manage patterns of growth in support of these objectives. 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 states that development 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. Within this context paragraph 110 states that 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.

Paragraph 117 indicates 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. Including giving substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land.

Paragraph 127 confirms that 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; 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.

The NPPF states that where proposed development accords with an up-to-date Local Plan it should be approved. The proposals would create additional residential accommodation in a sustainable location and as set out in this report are indicated as being in accordance with the up to date Core Strategy Development Plan Document and therefore accord with the main principles and expectations of the revised National Planning Policy Framework.

## **Other Material Considerations**

### **Guide to Development in Manchester Supplementary Planning Document (SPD) and Planning Guidance (April 2007)**

Part 1 of the SPD sets out the design principles and standards that the City Council expects new development to achieve, i.e. high quality developments that are safe, secure and accessible to all. The SPD states that proposals should seek to ensure that the use of the building reflects their purpose and the place in which they are located. Development should enliven and define neighbourhoods and promote a sense of place. Development should have regard for the location of sustainable public transport and its proximity. In relation to crime issues, the SPD requires that

prevention measures should be demonstrated, and include the promotion of informal surveillance, CCTV, good lighting and stewardship.

## **Residential Quality Guide**

Sets out the direction for the delivery of sustainable neighbourhoods of choice where people will want to live and also raise the quality of life across Manchester and was approved by the Executive at its meeting on 14 December 2016. The guidance has been produced with the ambition, spirit and delivery of the Manchester Strategy at its heart. The delivery of high-quality, flexible housing will be fundamental to ensuring the sustainable growth of Manchester. To achieve the City's target of carbon neutrality by 2050, residential schemes will also need to be forward thinking in terms of incorporating the most appropriate and up to date technologies to significantly reduce emissions. It is therefore essential for applicants to consider and integrate the design principles contained within the draft guidance into all aspects of emerging residential schemes. In this respect, the guidance is relevant to all stages of the development process, including funding negotiations, the planning process, construction and through to operational management.

The guidance sets standards for securing high quality and sustainable residential development in Manchester. The document includes standards for internal space within new dwellings and is suitable for applications across all tenures. It adopts the nationally described space standards and this has been applied to an assessment of the size and quality of the proposed houses.

## **The Manchester Green and Blue Infrastructure Strategy (G&BIS)**

The G&BIS sets out objectives for environmental improvements within the City in relation to key objectives for growth and development.

Building on the investment to date in the city's green infrastructure and the understanding of its importance in helping to create a successful city, the vision for green and blue infrastructure in Manchester over the next 10 years is: By 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The city's communities will be living healthy, fulfilled lives, enjoying access to parks and greenspaces and safe green routes for walking, cycling and exercise throughout the city. Businesses will be investing in areas with a high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models will be in place, ensuring progress achieved by 2025 can be sustained and provide the platform for ongoing investment in the years to follow.

Four objectives have been established to enable the vision to be achieved:

1. Improve the quality and function of existing green and blue infrastructure, to maximise the benefits it delivers
2. Use appropriate green and blue infrastructure as a key component of new developments to help create successful neighbourhoods and support the city's growth

3. Improve connectivity and accessibility to green and blue infrastructure within the city and beyond
4. Improve and promote a wider understanding and awareness of the benefits that green and blue infrastructure provides to residents, the economy and the local environment.

### **Central Manchester Strategic Regeneration Framework**

This Strategic Regeneration Framework sets a spatial framework for Central Manchester within which investment can be planned and guided in order to make the greatest possible contribution to the City's social, economic and other objectives and identifies the Southern Gateway area, within which the site sits, as one of the main opportunities that will underpin the Framework, which is extremely important for Central Manchester, the city as a whole and the surrounding area. It is considered that the application proposals will contribute significantly to achieving several of the key objectives that are set out in the Framework, including creating a renewed urban environment, making Central Manchester an attractive place for employer investment, and changing the image of Central Manchester.

### **Legislative requirements**

Section 149 Equality Act 2010 provides that in the exercise of all its functions the Council must have regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations between person who share a relevant protected characteristic and those who do not. This includes taking steps to minimise disadvantages suffered by persons sharing a protect characteristic and to encourage that group to participate in public life. Disability is a protected characteristic.

Section 17 Crime and Disorder Act 1998 provides that in the exercise of its planning functions the Council shall have regard to the need to do all that it reasonably can to prevent crime and disorder.

**Environmental Impact Assessment - The Town and Country Planning (Environmental Impact Assessment) Regulations 2017** specifies that certain types of development require an Environmental Impact Assessment (EIA) to be undertaken.

This planning application was the subject of a Screening Opinion for an Environmental Assessment. The Screening Opinion concluded that as the scale of the development is appropriate for a its context, that it would re-use a previously developed site, allow greater use of public transport, would improve conditions for pedestrians, would assist regeneration of the City, is unlikely to result in significant or unusual adverse impact for local residents, that the impact of the development would not have more than a local impact and would support the City's objectives of making the City Centre a better place to live, shop, invest, and visit and that as such the scheme is not likely to have significant effects.

Having taken into account the EIA Directive and Regulations it is therefore considered that an Environmental Assessment is not required in this instance.

### **Issues**

## **Principle of student accommodation**

The application site is unallocated previously developed land, located within a sustainable location characterised by a range of types and sizes of residential accommodation and in close proximity to the relocated Manchester Metropolitan Campus.

The site forms part of the Manchester Metropolitan University Birley Masterplan Area, known as Birley Plot E. Plot E is the final plot within the masterplan to come forward for development. The proposed development is therefore well connected to and in close proximity to the University Campus and would satisfy the requirements of point 1 of Policy H12.

This development would be energy efficient and achieve BREEAM very good. It is considered therefore that the proposal would meet the requirements of point 2 of Policy H12.

The site benefits from an extant Outline Planning Permission 095557/FO/2011/51, which envisaged student accommodation coming forward on the site. This permission approved development parameters that allowed for the delivery of 475 student bed spaces on Plot E as part of an overall approval, under the terms of that consent, of 1,200 bed spaces across the wider Birley Masterplan Area.

If the maximum parameter had been implemented on Plot E, then a similar quantum of development to that which is now proposed (given the proposed scheme only has a difference of +16 bed spaces), would have been accommodated on the site. The outline permission described a building measuring 38m in height (approximately 13 storeys).

Notwithstanding the above, it should be noted that 967 bed spaces have already been delivered across the masterplan and therefore a maximum of 233 bed spaces would be capable of coming forward on Plot E under a Reserved Matters approval pursuant to the Outline Permission.

Reserved Matters consent was sought and granted under reference 101075/MO/2012/S1 for Plot E consisting of 3 terrace blocks of seventeen 4 storey townhouses (measuring 14m in height) which provided 180 bed spaces.

The principle of a high density development has therefore previously been established on the site. The site is highly sustainable and close to a wide variety of amenities and services, as well as public transport. The target population is expected to have zero levels of car ownership. Along with the provision of cycle parking and a Travel Plan, it is expected, therefore, that the proposal would not result in an increase in on-street parking in the surrounding area. It is considered therefore that the proposal would meet the requirements of point 3 of Policy H12.

The site is an undeveloped prominent site on a key gateway route. It has a negative impact on the local community and creates a poor quality built environment and issues of crime and safety. The redevelopment of the site would have a hugely

beneficial impact on the area, improve the perception of the City at a key location and improve the vitality and safety of the surrounding streets. It is considered therefore that the proposal would meet the requirements of point 4 of Policy H12.

The development would improve safety and security in the area. It would comply with the recommendations of the Crime Impact Statement and a condition should require Secured by Design accreditation. It is considered therefore that the proposal would meet the requirements of point 5 of Policy H12.

The applicant is an established provider of purpose built student accommodation with an understanding of how to appropriately integrate such developments into existing urban areas and they would design, build and operate the development. A condition controlling the management and operation of the development would be in place. The development would be subject to appropriate acoustic insulation levels. It is considered therefore that the proposal would meet the requirements of point 6 of Policy H12.

There are no listed buildings or other buildings with a particular heritage value in the vicinity of the site. Therefore point 7 of Policy H12 is not considered relevant to this proposal.

Waste would be stored at ground level in accessible stores. A private waste collection service would remove waste from the site twice a week, unless additional collections were required. It is considered therefore that the proposal would meet the requirements of point 8 of Policy H12.

The applicant is Manchester Metropolitan University therefore satisfying point 9 of Policy H12.

In terms of the deliverability of the scheme, this forms part of a strategy to complete the relocation of the university to Hulme. It is therefore considered that the proposal would meet the requirements of point 10 of Policy H12.

### **The need for student accommodation**

The supporting documentation with this application states that Manchester Metropolitan University's current Estates Strategy requires a greater level of accommodation on Plot E than 233 bed spaces within the terms of the original outline consent or indeed the 180 units previously granted Reserved Matters consent, to meet their need for good quality, affordable purpose built student accommodation within their limited available land resources. Therefore this application seeks to accommodate 491 bed spaces. There is an established need for purpose built student accommodation.

Therefore subject to consideration of the detailed matters set out below the principle for the redevelopment of previously developed land for student accommodation is considered to be acceptable.

### **Consultation**

The application is accompanied by a Statement of Community Consultation that sets out that the developer held three consultation events, one was held at Hornchurch Court, one at Café Grano on Stretford Road in the Birley Campus and a third within the Birley Residences Reception. Details of an extensive area for a leaflet drop that was undertaken have also been provided.

The City Council have consulted all individual properties that could be affected by the proposals within the Aquarius estate.

### **Tall Buildings Assessment**

One of the main issues to consider in assessing the scheme is whether this is an appropriate site for tall buildings. The proposal has been thoroughly assessed against the City Council's policies on tall buildings, the NPPF and the following criteria as set out in the Guidance on Tall Buildings Document published by English Heritage and CABE in July 2007.

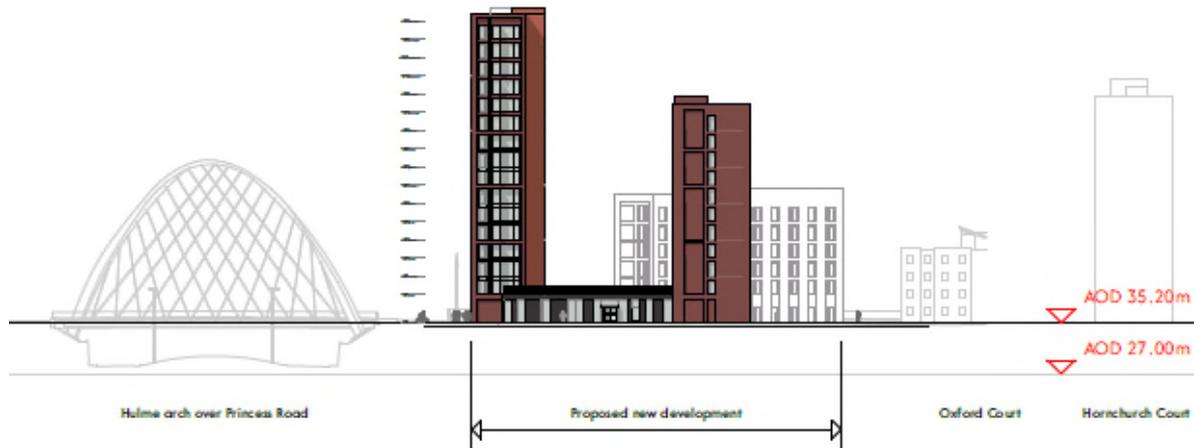
### **Height and Scale**

The previously approved Reserved Matters application 101075/MO/2012/S1, which included plans for the development of Plot E, was reported to Planning and Highways Committee in February 2013 for 3 terrace blocks of seventeen 4 storey townhouses.

Since the time of the reserved matters approval the character of development both in Hulme and the City Centre and its fringes has altered significantly. The aspirations set out in policies of the Core Strategy in 2012 to accommodate quality tall buildings in strategic locations on arterial and circular routes has been realised.

The proposed development would create a noticeable but improved change in the view along Princess Road from the south, improving the experience and character of the skyline which starts to introduce a larger massing that is in keeping with emerging developments along in the Inner Ring Road.

The revised National Planning Policy Framework at paragraph 123 sets out that where there is an existing shortage of land for meeting identified housing needs it is especially important that planning policies and decisions avoid homes being built at low densities, and ensure that developments make optimal use of the potential of each site.



The development proposals have been split into three differently scaled buildings to respond to the scale of the building to which it is nearest.

Building A, the tallest building would front Birchall Way and Princess Road beyond. It would be 16 storeys in height. This tower would be read in conjunction with the scale of the Birley Field campus Manchester Metropolitan University buildings to the west of Princess Road. The tower would also be read in the context of taller buildings within the City Centre to the north when approaching the city from the south on Princess Road and with the backdrop of Hornchurch Court to the east.

Building B would front Stonelaw Close, the side elevation would face Bonsall Street, it would be 11 storeys in height. This responds to the height of the flat block at Hornchurch Court, which includes 15 storeys of accommodation (when viewed externally). Building B would be separated from the Hornchurch Court building by the width of Stonelaw Close and the substantial gated surface level car park associated with the block of flats. The separation distances would be in excess of 54 metres.

Building C would front Stretford Road at 6 storeys in height, separated by 10m by an external study area from the existing four storey student building at Oxford Court. Height in the location at the end of this section of Stretford Road would be appropriate providing a strong frontage along the arterial route of Princess Road and to Stretford Road. Which has buildings of a similar scale.

Comment has been made with regards to the impact upon the Hulme Arch as a landmark feature, however, it is considered that the scale of the development proposals would not detract from but would complement the scale of the Hulme Arch.

## Design

The design of the buildings focus on high quality materials to complement the local architectural materiality and vernacular which is characterized by the Manchester red brick.

The proposal seeks to utilise the brick, with two principal colours selected; a multi and a smooth red to contrast. These have been distributed across the towers to

assist in emphasising verticality to Block A, and provide contrast to modelling on blocks as part of reveals.

Aluminium window framing, in full height openings to rooms are proposed in a 'bronze' colour appearance, to sit complimentary to the bricks chosen. At ground floor level, active street frontage is achieved by glass curtain walling, interposed with brickwork panes to provide glimpsed views through into the central courtyard.

It is considered that the design of the proposed development is complimentary to the immediate local context whilst providing a building of good architectural quality, providing a landmark building in a prominent gateway location in accordance with policy



### **Trees, Landscaping and Public Realm**

A Tree Survey has been submitted. The assessment recorded 7 individual category 'C' trees which are low value poor quality trees, and these trees would need to be removed to enable the construction of the proposed development.

The removal of the poor quality trees necessary for construction will be mitigated as part of a post development planting scheme of 10 new specimen trees (7 Lime Trees fronting Birchall Way and 3 pear trees turnings onto Bonsall Street) that will add to the quality of the area and integrate the proposed development into the surrounding landscape.

Tree protection conditions, tree works condition and a landscaping condition would ensure that the street trees are protected and the planted trees are maintained.

The proposal would deliver a significant enhancement to the area, particularly along Stretford Road and Birchall Way. It would enhance the public realm around the site, with the buildings being set back from the back of pavement to provide a wider landscaped setting and defensive planting. The setback is also to accommodate easements to relocated gas mains, which currently run underneath the site. Which would prevent additional tree planting.

The public realm areas would be predominantly hard landscaped with tree planting and planting. The improved public routes would allow the area to be open and permeable to pedestrians, whilst also encouraging the safe and sustainable

movement of people. The new public realm would benefit from natural surveillance with the facilities at ground floor and the accommodation on the upper floors overlooking it.

## **Effect on the Local Environment**

This examines, amongst other things, the impact the scheme would have on nearby and adjoining residents. It includes the consideration of issues such as impact on daylight, sunlight and overshadowing, overlooking and loss of privacy, wind, noise, parking and highways.

## **Daylight, Sunlight and Overshadowing**

A daylight and sunlight analysis has been undertaken, which makes reference to the BRE Guide to Good Practice – Site Layout Planning for Daylight and Sunlight Second Edition BRE Guide (2011) and BS8206 – Part 2:2008 Code of Practice for Daylighting.

The BRE Guide is generally accepted as the industry standard and is used by local planning authorities to consider these impacts. The guide is not policy and aims to help rather than constrain designers. The guidance is advisory, and there is a need to take account of locational circumstances, such as a site being within a town or city centre context where higher density development is expected and obstruction of natural light to existing buildings is often inevitable.

The following properties have been considered due to their sensitivity and proximity to the site:

- St Philips Primary School;
- 26-48 Stretford Road;
- Oxford Court;
- Hornchurch Court;
- 33-47 Bonsall Street.

### **Daylight**

311 individual windows have been appraised. Despite a reduction in Vertical Sky Component (VSC), 298 of the windows will continue to achieve 27% VSC. For the 13 windows that do not achieve VSC, 11 serve dual aspect rooms that are served by at least one other compliant window. The two remaining windows achieve a VSC of c. 26% which is within acceptable tolerances with regards to BRE targets within a City Centre Fringe environment.

The assessment submitted found that the proposed development will have an appropriate and non-significant impact upon daylight amenity.

### **Sunlight**

178 rooms located within 90 degree of due south have been sunlight appraised. 177 rooms continue to achieve the 5% winter and 23% annual probable sunlight hours

target. The experienced reductions in sunlight are stated to not be noticeable to room occupants. There is a single room that has only one window capable of receiving direct sunlight, however, the window is significantly restricted by its physical location within the building.

The assessment submitted found that the proposed development will have an appropriate and non-significant impact upon sunlight amenity.

#### Sunlight to Open Spaces

The playground of St Philips Primary School is an external amenity space that justifies the need for a 2 hour time in sun appraisal. In the existing conditions, the playground received at least two hours of direct sunlight to 98% of its area. Following development the external amenity space would experience a small reduction in the extent to which it received at least two hours of sunlight, falling to 96% of its area. This is considered to be a non-significant sunlight amenity impact.

A resident has cited loss of light to an allotment area, however, given the location of the development proposals due west of this space and the separation distances involved, it is not considered that there would be material harm.

#### **Overlooking and loss of privacy**

The development 6 storey element would be located across Stretford Road from St Philips Primary School and would not provide any further overlooking to St Philips Primary School than from existing student accommodation on Stretford Road.

The 16 storey element would be far removed from any neighbouring property with the nearest habitable windows being located a distance of 60m to the west.

The 11 storey element nearest to Hornchurch Court would be separated by a 54m distance across the car park, gardens and allotments associated with Hornchurch Court.

It is not considered that there is any unduly harmful loss of privacy or overlooking provided to any neighbouring property.



View from Hornchurch Court

## Wind

A wind environment assessment has been submitted to assess the impact of wind on the pedestrian environment within the site and its surroundings.

Generally, the site and surrounding context presents comfortable wind conditions for all pedestrians.

Whilst the proposed development creates localised areas of wind acceleration these remain suitable for the intended use and in some areas the proposed development shows improvement from the existing conditions by providing shelter from the prevailing south and south-westerly wind directions, particularly in areas north and east of the site such as the area on Stonelow Close.

Given the above it is considered that no mitigation measures are necessary and the development will result in comfortable and safe wind conditions for all pedestrians.

## Noise

The application includes a commitment to following Manchester Metropolitan University's management and maintenance strategy, which sets out that consideration will be given to existing and future residents, with particular consideration given to increasing activity on-street, whilst also mitigating potential for noise and disturbance in the context of the wider Birley Fields Masterplan Area. A specific operational and management plan with details in relation to this site would be conditioned.

## Parking

The scheme does not provide for any parking provision, in order to encourage students to use sustainable modes of travel. The proposed development is less than 500m away from the Birley Field Campus by foot and is within easy walking distance of the City Centre and the Oxford Road corridor. There is ready access to a number of regular bus routes.

Car parking space availability in close proximity to the development and the campus is difficult due to the presence of double yellow lines or residents parking zones. Students would be restricted from applying for residents parking permits.

No disabled parking access is shown on plan, however, the applicant has stated that they are willing to provide access to an on street disabled parking space, which is the subject of a condition.

## **Highways**

The scheme would not impact upon Highways through every day parking and servicing, however, there would be a pick up / drop off area proposed adjacent to the main entrance along Bonsall Street.

A robust management strategy would need to be conditioned to ensure the least impact on the highway network at times of peak use of this area e.g. term start/end including designated slot times, in order to protect both residential amenity and Highway safety.

The applicant is willing to enter into a Section 278 agreement to make necessary amendments to the Highway, such as:

- Removal of the dedicated left-hand turning lane at the Bonsall Street/ Birchall Way junction; and
- Sufficient clearance for the turning of refuse vehicles, in order for the scheme to be acceptable, this requirement is the subject of a condition.

The site is well located close to alternative transport means.

## **Bicycle Parking**

Secure Cycle parking provision will be provided at ground level within the courtyard accessible via a secure gated access. 40 secure cycle parking spaces will be provided within the courtyard, equating to 8% of occupancy. 5 Sheffield stands will be provided to the main entrance for visitor parking.

It has been raised with the applicant that this level of cycle parking provision, whilst evidenced by use of other cycle facilities managed by MMU, is not an acceptable level of cycle parking provision, given the policy drive to move residents to sustainable modes of transport, including the use of the cycle. The recommendation of approval includes a condition to ensure that the level of cycle parking provision is increased.

## **Construction Works**

A Construction Management Plan has been submitted stating that works will be carried out within Manchester City Council's guidelines for hours of construction, outlines dust suppression measures and details wheel wash facilities, construction lighting, construction traffic routes and codes of conduct including minimising nuisance to St Philips Primary School. A further condition is required to secure further information with regards to noise and vibration.

## **TV reception**

A baseline Television Reception Survey has been carried out. The report recommends mitigation measures should any interference be found, including:

- Replacement of aerials with more directional or higher gain aerials;
- Repositioning aerials so that the received signal is stronger;
- The installation of amplifiers;
- Replacing terrestrial equipment with satellite or cable equipment.

A condition requiring a post-construction survey and any mitigation measures should be attached to any permission to ensure that any mitigation measures are appropriately targeted. Given the above, it is considered that the proposal would not have a significant adverse impact on TV reception.

## **Ecology**

Greater Manchester Ecology Unit recommend conditions relating to breeding birds and stated that the biodiversity enhancements offered at in the Ecology statement (in the form of two bird and bat boxes, green roofs to provide foraging and breeding habitat and specific biodiversity enhancing planting) were in line with the requirements of the National Planning Policy Framework, but were not shown on the landscape drawings. A condition requesting an update landscaping drawing reflecting the biodiversity enhancements is attached at the end of this report.

## **Environmental Standards**

The application is supported by an Environmental Standards Statement and an Energy Strategy. These documents set out how the proposed development will incorporate sustainability measures, including energy efficiency and environmental design.

The Proposed Development will deliver a scheme that is inherently efficient during occupation.

Given the uplift in emissions compliance criteria between the current (2013) and previous (2010) iterations of Building Regulation Part L, the proposed scheme has been demonstrated to be aligned with the energy efficiency requirements and able to achieve a 15% reduction in carbon dioxide emissions.

To encourage a healthy internal environment through the provision of appropriate ventilation levels to provide fresh air and avoid problems associated with the build-up of pollutants and humidity levels without excessive heat loss.

The Proposed Development will be designed in accordance with the BREEAM criteria and achieve the required 'Very Good' rating.

It is therefore considered that the scheme is in accordance with Core Strategy policies EN4 and EN6.

### **Drainage / Flooding**

The site falls within Flood Zone 1 and is at low risk of flooding, the applicant has provided a drainage strategy to accompany the application. Following receipt of this strategy the Councils Flood Risk Management Team raise no objections to the proposals and have recommended a number of conditions be attached to any approval. The application proposals are therefore considered to accord with policy EN14 of the Core Strategy.

### **Crime and Disorder**

A Crime Impact Statement has been prepared by Greater Manchester Police and explains how the design may contribute to, or mitigate against, crime and anti-social behaviour. A condition requiring the achievement of a Secure by Design accreditation will be attached to any consent granted. Positive aspects of the scheme according to Greater Manchester Police are the;

- Use of the existing street pattern
- Promotion of activity and surveillance in the most appropriate areas
- Generate of significant activity on the surrounding streets beyond the development itself
- Location of the pedestrian entrance to the development
- Location of the proposed, staffed, reception desk
- Range of residents' amenity spaces and facilities
- Secure cycle parking.

### **Air Quality**

An Air Quality Assessment has been submitted which considers dust effects during the construction and operational phase.

The Assessment concludes that with the effective implementation of recommended mitigation measures, the residual effects of the construction phase on air quality are considered to be negligible.

During operation, potential impact may occur due to road traffic exhaust emissions associated with vehicles travelling to and from the development site. However, due to scheme being a car free development, any car parking and any vehicle trips associated with the development will result primarily from taxis and student drop off days, which will be appropriately managed via an arrival procedure, road traffic impacts were predicted to be negligible.

The proposals were found to have some potential to expose future occupants to elevated pollution levels due to the local highway network, however the level of exposure was considered to be acceptable given from an air quality perspective given the sites urban environment.

### **Disabled Access**

The development has been designed to take into account the Equality Act and Part M of the Building Regulations. The site is generally flat, all pedestrian routes to the building connect with level access into the building. Trees and furniture in the landscape have been positioned so as not to cause a hazard. The main entrances provide direct access to the circulation core, from which there is access to all floor levels via lifts. All residential units are located on wheelchair accessible routes. As stated above an on street disabled car parking bay could be secured through a planning condition requiring the developer to enter into a Section 278 agreement.

### **Waste**

Refuse storage areas are provided within Building B at ground level, with allowance for each of the stores to be accessible from within the related circulation spaces as well as directly from the street for collection from Stonelow Close.

The number and capacity of bins has been estimated based on the proposed numbers of student bed spaces. Students will be asked to segregate recycling and general waste and will be provided with four bins for general waste, pulpable waste, co-mingled recyclables and food waste.

There will be provision for students to store waste internally within their cluster flats before taking it to the main bin store which is accessed from the courtyard.

The collection and emptying of bins will be overseen by building management. Waste would be removed from site twice a week by a private contractor, except at the beginning and end of term when extra collections would be arranged to meet need.

### **Infrastructure**

Comments received raised concerns in relation to the impact of the proposed development upon infrastructure in the locality, specifically upon medical services. The proposed development is in walking distance of local shopping parades, Asda Hulme and the City Centre, as such it is considered that the scheme would be well catered for and that the small increase in student numbers would not have a detrimental impact.

### **Conclusion**

The development proposals would see the completion the second phase of the relocation of Manchester Metropolitan University to Hulme. The principle of student accommodation in this location has been established by previous consents as being acceptable. The scheme for development is of an appropriate scale, mass and

design having regards to the site context. It is not considered that the proposals will adversely impact upon the residential amenities of surrounding residential property.

The development would see the reuse of previously developed land improving that appearance and character of this particular part of Hulme with a high quality well managed facility.

The development proposals will result in the loss of 3 trees, however, the trees are of low amenity value and the appropriately detailed replacement strategy can maximise high quality site landscaping that will benefit the visual amenity of the local area.

The proposals are considered to be consistent with Core Strategy Policies SP1, EN1, EN2, EN4, EN6, EN9, EN14, EN15, EN16, EN17, EN18, EN19, T1, T2, DM1 and H12 and Saved Unitary Development Plan Policy DC26.

**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 Head 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 approval of the application is proportionate to the wider benefits of approval and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

**Recommendation      APPROVE**

### **Article 35 Declaration**

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. The proposal is considered to be acceptable and has been determined in 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:

Site Location Plan (333)1509-GWP-XX-00-DR-A-(PA)-0002  
Site Elevations Existing (333)1509-GWP-XX-00-DR-A-(PA)-0026  
Typical Cluster Flat Layout (333)1509-GWP-XX-00-DR-A-(PA)-0020  
Site Elevations (333)1509-GWP-XX-00-DR-A-(PA)-0019  
Roof Plan Building A (333)1509-GWP-XX-00-DR-A-(PA)-0010  
Ground Floor Plan (333)1509-GWP-XX-00-DR-A-(PA)-0005  
Façade Detail (333)1509-GWP-XX-00-DR-A-(PA)-0022  
Façade Detail (333)1509-GWP-XX-00-DR-A-(PA)-0021  
External Works Plan - Soft Landscaping (333)1509-GWP-XX-00-DR-A-(PA)-0024  
External Works Plan (333)1509-GWP-XX-00-DR-A-(PA)-0023  
Elevation – Stretford Road (333)1509-GWP-XX-00-DR-A-(PA)-0011  
Elevation – Stonelow Close (333)1509-GWP-XX-00-DR-A-(PA)-0012  
Elevation – Courtyard West (333)1509-GWP-XX-00-DR-A-(PA)-0018  
Elevation – Courtyard South (333)1509-GWP-XX-00-DR-A-(PA)-0017  
Elevation – Courtyard North (333)1509-GWP-XX-00-DR-A-(PA)-0015  
Elevation – Courtyard East (333)1509-GWP-XX-00-DR-A-(PA)-0016  
Elevation – Bonsall Street (333)1509-GWP-XX-00-DR-A-(PA)-0013  
Elevation – Birchall Way (333)1509-GWP-XX-00-DR-A-(PA)-0014  
6<sup>th</sup> – 10<sup>th</sup> Floor Plan (333)1509-GWP-XX-00-DR-A-(PA)-0008  
2<sup>nd</sup> – 5<sup>th</sup> Floor Plan (333)1509-GWP-XX-00-DR-A-(PA)-0007  
1<sup>st</sup> Floor Plan (333)1509-GWP-XX-00-DR-A-(PA)-0006  
11<sup>th</sup> – 15<sup>th</sup> Floor Plan (333)1509-GWP-XX-00-DR-A-(PA)-0009

Application form and certificates prepared by Deloitte Real Estate  
Red Line Boundary Plan prepared by GWP Architects  
Existing Site Plan prepared by GWP Architects  
Plans Sections and Elevations prepared by GWP Architects  
Planning and Tall Building Statement prepared by Deloitte Real Estate  
Statement of Community Engagement prepared by Deloitte Real Estate  
Blue and Green Infrastructure Statement prepared by Deloitte  
Design and Access Statement prepared by GWP Architects  
Sunlight, Daylight and Overshadowing Assessment prepared by Gray Scanlan Hill  
Desk Based Wind Assessment prepared by WSP  
Operational Management and Maintenance Strategy prepared by Manchester Metropolitan University  
Energy Statement prepared by BDP  
Ventilation Strategy prepared by Couch Perry Wilkes  
Environmental Standards Statement prepared by BDP  
Ecological Assessment prepared by WYG  
Noise Assessment prepared by Auditive Limited  
Crime Impact Statement prepared by Greater Manchester Police Design for Security  
Phase 1 and Phase 2 Ground Conditions Survey prepared by Curtins  
Archaeological Desk Based Assessment prepared by CFA Archaeology

Transport Assessment prepared by Curtins  
Travel Plan prepared by Curtins  
Tree Survey and Arboricultural Method Statement prepared by James  
Royston Arboriculture Consultant  
Outline Construction Management Plan prepared by Manchester Metropolitan  
University  
Site Waste Management Strategy prepared by Manchester Metropolitan  
University (included in Design & Access Statement)  
TV Reception Survey prepared by Astbury  
Flood Risk and Drainage Strategy prepared by Curtins  
Air Quality Assessment prepared by Redmore Environmental

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. Above-ground construction works shall not commence until samples and specifications of all materials to be used in the external elevations and hard landscaping around the buildings as detailed on the approved drawings have been submitted to and approved in writing by the City Council as local planning authority.  
Thereafter the development shall be carried out in accordance with those details.

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

4. The development hereby approved shall only be carried out in accordance with the recommendations of the Crime Impact Statement prepared by Greater Manchester Police and shall not be occupied or used until the City Council as local planning authority has acknowledged in writing that it has received written confirmation of a secure by design accreditation.

Reason - To reduce the risk of crime pursuant to Policy DM1 of the Adopted Core Strategy for the City of Manchester.

5. The development hereby approved shall achieve a post-construction Building Research Establishment Environmental Assessment Method (BREEAM) rating of at least 'Very Good'. A post construction review certificate shall be submitted to and approved in writing by the City Council as local planning authority before any of the building hereby approved is first occupied.

Reason - In order to minimise the environmental impact of the development pursuant to policies EN4, EN5, EN6 and EN7 of the City of Manchester Core Strategy, and the principles contained within The Guide to Development in Manchester 2 SPD.

6. No drainage shall be installed until the full details of a surface water drainage scheme has been submitted to and approved in writing by the City Council as local planning authority.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to Policy DM1 in the Core Strategy Development Plan Document and the policies and guidance within the NPPF and NPPG.

7. No development hereby permitted shall be occupied until details of the implementation, maintenance and management of the sustainable drainage scheme have been submitted to and approved by the local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:
  - a. Verification report providing photographic evidence of construction as per design drawings;
  - b. As built construction drawings if different from design construction drawings;
  - c. Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to Policy DM1 in the Core Strategy Development Plan Document and the policies and guidance within the NPPF and NPPG.

8. 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.

9. In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained on the approved plans and particulars; 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.

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

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

11. Notwithstanding the details of the hard and soft landscaping treatment scheme as set out within the approved drawing references: External Works Plan - Soft Landscaping (333)1509-GWP-XX-00-DR-A-(PA)-0024 External Works Plan (333)1509-GWP-XX-00-DR-A-(PA)-0023, a further plan indicating biodiversity enhancement to be made shall be submitted within one month of the grant of consent. Landscaping and biodiversity enhancements shall be implemented not later than 12 months from the date the buildings are first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

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

12. Notwithstanding the details included on the plans submitted further details increasing the amount of bicycle parking available shall be submitted in writing to the local planning authority for approval. These details shall be implemented in full and made available for use prior to first occupation of the

development hereby approved. The approved scheme shall remain available for use whilst the development is occupied.

Reason - To ensure there is adequate bicycle parking provision, pursuant to policies DM1, T1 and SP1 of the Manchester Core Strategy.

13. Prior to the occupation of the development, a scheme of highway works, in order to provide an adequate pedestrian and vehicular environment in the vicinity of the application site, shall be submitted for approval in writing by the City Council, as Local Planning Authority.

For the avoidance of doubt this shall include the following:

- The provision of an on street disabled car parking space (this space shall be retained and permanently reserved for use by disabled persons);
- Removal of the dedicated left-hand turning lane at the Bonsall Street/ Birchall Way junction; and
- Sufficient clearance for the turning of refuse vehicles.

The approved scheme shall be implemented and be in place prior to the first occupation of the residential element of the development hereby approved 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)

14. Before first occupation of any part of the development, a Travel Plan including details of how the plan will be funded, implemented and monitored for effectiveness, shall be submitted to and approved in writing by the City Council as local planning authority. The strategy shall outline procedures and policies that the developer and occupants of the site will adopt to secure the objectives of the overall site's Travel Plan Strategy. Additionally, the strategy shall outline the monitoring procedures and review mechanisms that are to be put in place to ensure that the strategy and its implementation remain effective. The results of the monitoring and review processes shall be submitted in writing to the local planning authority and any measures that are identified that can improve the effectiveness of the Travel Plan Strategy shall be adopted and implemented. The Travel Plan shall be fully implemented, prior to first occupation of the building, and shall be kept in operation at all times thereafter.

Reason - In accordance with the provisions contained within planning policy guidance and in order to promote a choice of means of transport, pursuant to policies T2 and EN16 of the Core Strategy.

15. The development shall not commence unless and until an operational management strategy has been submitted to and agreed in writing by the City

Council as local planning authority. Operational management shall thereafter take place in accordance with the approved strategy.

Reason - In the interests of public and highway safety and the protection of residential amenity, pursuant to policy DM 1 of the Core Strategy for the City of Manchester.

16. The development shall not commence unless and until an access strategy relating to students moving in and out of accommodation, which shall include details of loading and unloading arrangements at the site, has been submitted to and agreed in writing by the City Council as local planning authority. Access for students moving in and out of accommodation shall take place thereafter in accordance with the approved strategy.

Reason - In the interests of public and highway safety and the protection of residential amenity, pursuant to policy DM 1 of the Core Strategy for the City of Manchester.

17. Prior to the commencement of the development a detailed construction management plan outlining working practices during development shall be submitted to and approved in writing by the local planning authority which for the avoidance of doubt should include:  
Further details in relation to noise and vibration.

Development shall be carried out in accordance with the approved construction management plan.

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

18. Prior to development commencing a local labour agreement, relating to the construction phase of development, shall be submitted to and agreed in writing with the City Council as local planning authority. The approved scheme shall be in place prior to the commencement of the development, and shall be kept in place thereafter.

Reason - To safeguard local employment opportunities, pursuant to policies EC1 of the Core Strategy for Manchester.

19. External lighting shall be designed and installed so as to control glare and overspill onto nearby residential properties. If any lighting at the development hereby approved, when illuminated, causes glare or light spillage, which, in the opinion of the City Council as local planning authority, causes detriment to adjoining and nearby residential properties, within fourteen 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 Core Strategy.

20. Above-ground construction works shall not commence until a scheme for acoustically insulating the residential accommodation against noise from Princess Road; shall be submitted to and approved in writing by the City Council as local planning authority. The approved noise insulation scheme shall be completed before any of the dwelling units are occupied.

Reason - To secure a reduction in noise from Princess Road; in order to protect future residents from noise nuisance, pursuant to policies SP1, H1 and DM1 of the Core Strategy.

21. Prior to occupation of the development a scheme for the acoustic insulation of any externally mounted ancillary equipment to ensure that it achieves a background noise level of 5dB below the existing background (La90) in each octave band at the nearest noise sensitive location shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the equipment. The approved scheme shall be implemented prior to occupancy and shall remain operational thereafter.

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

22. Prior to the occupation of the development hereby approved a scheme for the storage and disposal of refuse has been submitted to and approved in writing by the City Council as local planning authority. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - In the interests of amenity and public health, pursuant to policy DM1 of the Core Strategy for the City of Manchester.

23. Before the development hereby approved commences, a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site shall be submitted to and approved in writing by the City Council as local planning authority. The Preliminary Risk Assessment shall conform to City Council's current guidance document (Planning Guidance in Relation to Ground Contamination).

In the event of the Preliminary Risk Assessment identifying risks which in the written opinion of the Local Planning Authority require further investigation, the development shall not commence until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the City Council as local planning authority.

The measures for investigating the site identified in the Site Investigation Proposal shall be carried out, before the development commences and a report prepared outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy) which shall be submitted to and approved in writing by the City Council as local planning authority.

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

24. When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority.

In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on the site at any time before the development is occupied, then development shall cease and/or the development shall not be occupied until, a report outlining what measures, if any, are required to remediate the land (the Revised Remediation Strategy) is submitted to and approved in writing by the City Council as local planning authority and the development shall be carried out in accordance with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.

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

25. Assess the impact of the development on television signal reception within the potential impact area identified in the Pre-Construction Signal Reception Impact Survey within one month of the practical completion of the development or before the development is first occupied, whichever is the sooner, 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. The study shall identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out above. The measures identified must be carried out either before the building is first occupied or within one month of the study being submitted to the City Council as local planning authority, whichever is the earlier.

Reason - To ensure that the development at least maintains the existing level and quality of television signal reception, pursuant to Policy DM1 of the Core Strategy for the City of Manchester

26. No externally mounted telecommunications equipment shall be mounted on any part of the buildings hereby approved, including the roofs.  
Reason - In the interest of visual amenity, pursuant to policy DM1 of the Core Strategy.

### **Local Government (Access to Information) Act 1985**

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 120896/FO/2018 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)  
Corporate Property  
MCC Flood Risk Management  
Greater Manchester Police  
Transport For Greater Manchester  
Greater Manchester Archaeological Advisory Service  
Greater Manchester Ecology Unit

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

**Relevant Contact Officer :** Jennifer Connor  
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 Application site boundary  Neighbour notification  
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