

Application Number	Date of Appln	Committee Date	Ward
121142/FO/2018	19th Sep 2018	17th Jan 2019	Rusholme Ward

Proposal Change of use from Chapel (Class D1) to Student Accommodation (sui generis) and associated external alterations including erection of a single-storey extension, external fire escapes, and associated elevational alterations and conversion of garages into amenity block with outside terrace

Location Allen Hall , 281 Wilmslow Road, Manchester, M14 6HT

Applicant The Mansion Group, C/o Agent,

Agent Miss Lauren Neary, GVA HOW Planning, Norfolk House, 7 Norfolk Street, Manchester, M2 1DW

Description

This application relates to a broadly rectangular site of 0.58 hectares, bounded by Wilmslow Road to the west and Cromwell Range to the south. Across Wilmslow Road to the west is the Manchester High School for Girls campus, to the south across Cromwell Grove is the Hollins Building (the Toast Rack) currently being renovated. Abutting the site to the east and fronting Cromwell Grove is the side elevation of Weston Court a three storey building with accommodation in the roof providing two, three and four bedroom flats for students. To the north of the site is Thorne House, a private flat development separated from the application site by a private access road shared by Thorne House and the Allen Hall Site. Thorne House comprises 72 flats with access, both pedestrian and vehicular from the private road which is a cul de sac off Wilmslow Road.

The application site comprises four buildings Allen Hall, the Newman Building, the Teilhard Building and the More Building, known collectively as Allen Hall. The buildings are currently vacant, and when last occupied accommodated 124 students.. Built in the late 1950's and early 1960's the development comprised purpose built student accommodation for an unspecified number of students and a chapel.

Allen Hall, which contains the chapel as well as student accommodation is located centrally on the site, parallel to Wilmslow Road and with a wing projecting to the rear. Two of the remaining blocks are situated in front of, and at right angles to Allen Hall, forming three sides of a courtyard. The final block is located at the rear of the site between Allen Hall and Weston Court. All the buildings are of brick construction with stone dressings. The roofs are pitched and covered with concrete tiles. There are landscaped areas containing a number of trees to all the road frontages. There are two small car parks accessed from either Cromwell Range or the private road and there are pedestrian access points from each of the adjoining roads. There is a small garage block at the rear of the site accessed from the private road. The site is enclosed by a combination of low railings or wall and railings.

This application seeks consent for elevational alterations to the four buildings including partial recladding, the construction of an external fire escape and the introduction of roof lights to facilitate an increase in the number of students that can be accommodated by 68. In addition it is proposed to change the use of the chapel to

create bedspaces for a further 13 students. It is also proposed to erect a small first floor extension above the wing at the rear of Allen Hall to create a further unit, making the total capacity of the site 206 students.

It is also proposed to convert the garages into an amenity block with an outside terrace, although one garage will be retained for secure cycle storage. The existing open parking comprising 9 spaces will remain unchanged, however, it will be for the use of staff and drop offs and collections at the beginning and end of term.

None of the trees on the site are affected by the proposed development and the boundary treatment will remain unchanged.

A management Plan has been submitted in support of the application, which includes three full time members of staff and two part time house keeping staff as well as student wardens and an out of hours help desk and a 24/7 mobile security response.

In support of the proposed development the applicant has supplied a letter from EF International Language Centres, The Centres have premises on Wilmslow Road and have worked with the applicant previously in supplying accommodation for its students.

Consultations

Local residents

13 letters have been received in respect of the proposed development. The issues raised are summarised below.

- Concerned that the entrance to the site will become the main entrance as it is closest to what will be the main concentration of student accommodation on the site.
- The increased comings and goings especially late at night when students often leave in a drunken state would lead to Thorne House residents being disturbed.
- The increased use of the private road give rise to safety concerns as it is used by vehicles and there is no footpath on one side of the road.
- The removal of the garages is a security/crime issue with criminals being able to enter Thorne House through the area where the garages were.
- The development should ensure that the private road cannot be used by the students to access the development.
- There needs to be fencing between the land on the private road where Thorne House ends and where Allen Hall begins.
- The University should employ security patrols.
- Concern is expressed about the potential for noise from the amenity block
- There should be limited access from Thorne House through to Cromwell Range. This route has been fenced off in recent years and it would be preferable if this was included in the plans.
- Concern is expressed that the students will park in Thorne House.
- Welcomes the improvements to the appearance of the buildings and the retention of the trees.

- Between Weston Court and Allen Hall there will be over 400 students in the immediate area, the activities of whom will detract from the amenity of non student residents in the area.
- Historically the upkeep of the private road was funded jointly by Thorne House and Allen Hall. Will this agreement be maintained by the Mansion Group.
- Concern is expressed as to whether the cladding will fit in with the surrounding properties.
- There is a lack of parking on the site and the no parking for students policy will be abused.
- Fallowfield already has the largest concentration of student accommodation and the applicant should be made to justify providing more.
- The student population in Fallowfield already places a burden on the services of the Council for which they pay no Council Tax.
- The current access points to Wilmslow Road and Cromwell Range should be retained.
- Despite the double yellow lines concern is expressed that the private road will become a parking lot.
- At present the residents of Thorne House pay for the private road to be kept clear of litter. Will the applicant contribute to the additional cost created by the development.
- It would be a dereliction of Care if a 24/7 365 day concierge is not provided on the site.
- The sale of alcohol within the proposed amenity block will exacerbate anti social behaviour.
- The proposed social hub will be close to the residential accommodation in Thorne House and could lead to issues with noise and anti social behaviour.

The University of Manchester

The University is concerned about the over supply of student accommodation. The emphasis in policy H12 is that priority is given to schemes which are part of the Universities redevelopment plans or which are being progressed in partnership with the Universities.

The Universities position is a result of uncertainty over the demand profile for purpose built student accommodation in the coming years, resulting from a number of recent factors including:

- The demand for university accommodation has reduced since 2016-17
- At the start of the 2018-19 academic session there remained bed spaces still available in a number of centrally location student developments.
- New sector developments in Manchester that have been opened or had planning approval will impact on future demand for non university purpose built student accommodation.

Greater Manchester Ecology Unit

A survey has been carried out of the premises and no signs were found of bats within or on any of the buildings. The buildings were found to be in good condition with

negligible potential to support roosting bats. If works do not commence within 12 months then a new survey would be required. It is recommended that a condition be imposed to improve biodiversity which would include the provision of bat and bird boxes, native tree and shrub planting and sensitive lighting.

United Utilities

Have made comments in respect of the drainage of the site. These have been forwarded to the applicant.

Cadent

Cadent have identified operational gas apparatus within the application boundary. This information has been forwarded to the applicant.

Strategic Lead, Compliance and Community Safety

No objection to the proposed development subject to conditions in respect of the noise insulation of the accommodation against noise from Wilmslow Road, the acoustic attenuation of any external plant or equipment, the provision of a satisfactory scheme for the storage of refuse, the carrying out of a contaminated land survey if the development involves breaking ground, and an assessment of the need for air quality survey.

Policy

Core Strategy

The relevant Core Strategy policies are SP1, T1, H1, H12, EN1, EN15, EN16 and DM1.

Policy SP1 is relevant to this development in that it sets down the spatial principles that guide development in the City including the creation of neighbourhoods of choice.

Policy T1 is relevant to this proposal in that it seeks to encourage development in sustainable locations and the use of alternative means of transport.

Policy H1 is relevant in that it outlines location requirements for student accommodation. The policy states that student accommodation should take into account the need to contribute to mixed communities, support growth on previously developed sites in sustainable locations, contribute to the character of the local area and prioritise sites which are in close proximity to centres or high frequency public transport routes.

Policy H12 is relevant to this proposal as it specifically relates to student accommodation. The policy sets down a series of tests for developments for student accommodation which need to be met.

Policy EN1 Requires developments to achieve a high standard of design and is relevant to this application as it involves alterations to the appearance of the existing buildings on the site.

Policy EN15 is relevant to this development as the site as it contains a number of semi and mature trees. The policy seeks to retain and enhance sites of biodiverse importance.

Policy EN16 is relevant as the development lies within Manchester's Air Quality Management Area and it seeks to take measure to minimise and mitigate the local impact of emissions from traffic generated by the development and emissions from the itself.

Policy DM1 is relevant to this application as it is a general policy that seeks to protect the amenity of an area from the adverse impact of development.

Unitary Development Plan

The relevant saved Unitary Development Plan policy is DC26 which is relevant as it seeks to protect the amenity of an area from the adverse impact of noise.

National Planning Policy Framework

The Framework came into effect on 27th March 2012 and was amended and updated in July 2018. It sets out the Government's planning policies for England and how these are expected to be applied. It defines the Government's requirements for the planning system 'only to the extent that it is relevant, proportionate and necessary to do so'. It provides a mechanism through 'which local people and their accountable councils can produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities'.

The Framework re-iterates that planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The statutory status of the development plan remains as the starting point for decision making. However, paragraph 10 states that 'at the heart of the Framework is a presumption in favour of sustainable development' and, in 'decision-taking', this means that development proposals should accord with the development plan should be approved without delay unless: any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole or specific policies in this Framework indicate development should be restricted.

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 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.

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.

Guide to Development in Manchester SPD (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.

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. Whilst the document includes standards for internal space within new dwellings, it does not include purpose built student accommodation.

The impact of the proposed development on the aforementioned policies is set out in the following sections.

Issues

Principle

This application relates to a site which was granted planning permission and developed for student accommodation in the late 1950's, early 1960's and the use of the site has been continuous up until fairly recently. The principle of using the site for student accommodation is therefore well established.

What requires Planning Permission.

As stated above planning permission was granted for the development of the four blocks of student accommodation and a chapel in 1958. That permission does not restrict the amount of accommodation either in the description of the development or in any conditions attached to the permission. The applicant can therefore within the shells of the existing buildings reconfigure the floors to accommodate additional students and this would not constitute development for which planning permission is required.

The original permission includes a Chapel and therefore to change the chapel into additional accommodation is a material change of use and therefore requires planning permission.

Purpose built student accommodation such as Allen Hall does not benefit from permitted development rights for the erection of extensions or for alterations to the external appearance of the buildings. Consequently, the first floor extension to Allen Hall, the elevational changes to all the buildings including the addition of roof lights and the erection of the fire escapes require planning permission.

The conversion of the garages to an amenity hub also constitutes a change of use which requires planning permission as does the erection of a compound for the storage of refuse.

Core Strategy Policy H12

Core Strategy policy H12 sets down 10 tests to be met for new developments that provide purpose built student accommodation. Each of the tests is addressed below.

1. Sites should be in close proximity to the University campuses or to a high frequency public transport route which passes this area. In this case the site is located on Wilmslow Road which is extremely well served by public transport

linking the area to the higher education campuses on the outskirts of the City Centre.

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. The development lies outside of the Regional Centre and the Oxford Road corridor and this test does not therefore apply.
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. This is not a new high density development, however, the immediate area is typified by existing high density developments, Thorne House, Weston Court and Hollins are all high density. The site is also within 500metres of Fallowfield District Centre and the facilities on offer in that location. Given the close proximity of the site to local facilities and the availability of good public transport links it is not considered that the development would result in a significant increase in demand for on street parking.
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. In this instance the proposed development will bring back into use a prominent site on a major radial route which will improve the appearance of the area.
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. The proposed development includes a management plan which demonstrates a commitment on the part of the operator to ensure that the site and its residents is safe and secure.
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. The layout of this development is pre determined by the existing buildings that occupy the site.
7. Where appropriate proposals should contribute to the re-use of Listed Buildings and other buildings with a particular heritage value. This proposal seeks to re use existing buildings by bringing them up to modern standards in terms of the accommodation on offer.

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. Whilst the initial proposal including an improved scheme for the storage of refuse this was not considered to be acceptable in bringing refuse storage for the whole site up to current day standards. It is considered that this can be addressed through an appropriate condition. It should be noted that the development could in part be carried out without any improvements to the current arrangements for the storage of refuse and it is considered that this proposal provides an opportunity to improve refuse storage and recycling.
9. There is a currently a potential oversupply of student bedspaces in purpose built accommodation in the planning pipeline when matched against demand from both the projected growth in student numbers to 2014/15 (using a mid range growth scenario assumption) and latent demand from students living in the general rented sector. Therefore developers will be required to demonstrate that there is a need for additional student accommodation in terms of waiting lists for existing places, or that they have entered into a formal agreement with a University, or another provider of higher education, for the supply of bedspaces. Manchester University have objected to the proposed development on the basis of the oversupply of accommodation. However, this scheme only involves the creation of an additional 13 bedspaces, the other additional bedspaces being created through the reconfiguration of the existing accommodation and not therefore requiring permission. The addition of 13 spaces is not considered to be significant in respect of adding to any over provision.
10. Applicants/developers must demonstrate to the Council that their proposals for purpose built student accommodation are deliverable. The Council will not support proposals that are speculative, where there is a possibility that planning permission will not be implemented. This proposal largely involves the refurbishment and revitalisation of existing student accommodation.

On balance it is considered that as this is a proposal for the refurbishment of existing student accommodation rather than a new build scheme with only a limited number of additional units which require planning permission. It satisfactorily addresses the tests raised in Core Strategy policy H12.

Change of use

The Chapel occupies part of the Allen Hall building located centrally within the site. It is no longer required for its original use and it is proposed to convert it to [provide an additional 13 bedspaces. Given the existing use of the building and the other buildings within the site the conversion of this space which is otherwise no longer require into a small number of additional bedrooms is considered to be appropriate.

Elevational Alterations

As part of the refurbishment it is proposed to replace some of the stone dressings with more modern rainscreen cladding. This will serve two purposes, firstly it will visually lift the buildings giving them a more contemporary appearance and it will also facilitate the reconfiguration of the windows to the existing communal bathrooms

which will need to be changes as these spaces will become bedrooms to enable space to be freed up to create the larger communal kitchens /dining areas.



1 03 - East Facing Elevation Proposed

1 : 100



2 03 - East Facing Elevation Existing

1 : 100

In order to bring the roof voids into use it is proposed to introduce roof lights into both pitches of the roof.



② 01 - North Facing Elevation Proposed
1:100



④ 02 - South Facing Elevation Proposed
1:100



① 01 - North Facing Elevation Existing
1:100



③ 02 - South Facing Elevation Existing
1:100

Finally it is proposed to add a fire escape to More, Teilhard and Newman Buildings. These will be open side structures with a pitched roof reflecting that on the main building. The end face would be clad in rainscreen whilst the sides would be open. The ground floor would be enclosed to prevent its improper use.

On balance it is considered that these changes to the appearance of these tired buildings will lift them and render them more appropriate to their position in a prominent location on a major radial route.

Standard of Accommodation

As built the accommodation comprises bedrooms with shared kitchens, meals presumably being taken in the students' rooms, and bathroom facilities on each floor. The proposed reconfiguration of the accommodation would provide each bedroom with its own en-suite facilities and a larger communal kitchen /dining area on each floor. The proposed accommodation would provide a variety of room sizes ranging from 11 square metres to 19 square metres and on balance it is considered that these proposals would result in a significant improvement in the quality of the accommodation on offer.

Fire Escapes

As built the development included three, three storey buildings, Allen hall is only two storey, which were served by a single stairwell. It is considered that the provision of the fire escapes will significantly improve safety for the future occupiers of the buildings.

First Floor Extension

The proposed extension at the rear of Allen Hall sits above an existing single storey element of the building. The extension is designed in the same vernacular as the host building and will create room for one additional bedspace. It is considered that the extension will tidy up the side elevation of the building which is visible from Throne House and the private road to the north. On balance it is considered that the proposed extension is acceptable in terms of its principle and design.



EXISTING ELEVATION
SOUTH EAST FACING

①
1:100



PROPOSED ELEVATION
SOUTH EAST FACING

②
1:100

Intensification

As built the Allen Hall complex accommodated 124 students. The proposed reconfiguration of the accommodation will increase this by 68 to 192 spaces. Whilst the creation of these additional bedspaces does not require planning permission the elevational alterations that would enable this to happen do. However, as the proposed elevational alterations have to be judged on their own merits and are

generally considered to be acceptable, it would not therefore be reasonable to prevent this increase in the amount of accommodation. The addition of the 14 extra bedspaces as a result of the change of use and the modest first floor extension are considered in the context of the amount of accommodation already on the site not to represent a significant increase at just over 10%.

The increase in the amount of accommodation would result in additional comings and goings to the site which could potentially impact on the amenity of nearby residential accommodation. However, in this instance the application would result in an increase of only 14 units and it is considered that the additional activity associated with such a small number of additional bedspaces is not significant.

Car Parking

The site will provide 9 spaces for use by staff and at the beginning and end of term sessions for the collection and dropping off of students. The Council currently has no parking standard for student accommodation and this is a sustainable location in terms of public transport. Further there are on street parking restrictions to discourage car ownership amongst the students.

Concern has been expressed that students may park in the adjacent Thorne House however, this is private land and is for the management company of that property to police.

On balance it is therefore considered that subject to conditions requiring the submission and approval of a travel plan and one in respect of the management of the dropping off and collection of students at the beginning and end of term times the proposed development would be acceptable.

Refuse

The original development was poorly provided with facilities for the storage of refuse and clearly since the development was originally constructed demands for capacity to store refuse and waste material for recycling have changed significantly. The submitted scheme provides new facilities for the storage of refuse and material for recycling in a compound at the rear of the site close to Cromwell Range. Students will be provided with internal bins for the short term storage of refuse and recyclable material. The students will be responsible for transferring the waste to the central storage area and ensuring it is put in the correct containers. Disabled students can call upon the on-site management team for assistance in this respect. The bins will be emptied twice a week with the on site management team moving them on to Cromwell Range from where they will be emptied.

Access

Concern has been expressed that the development will encourage the use of the private road as an access to the site. It is the developers intention to retain all of the existing 3 access points into the site, one each from the private road, over which it is understood that that Allen Hall has a right of access and which according to one of the objectors they contribute towards the upkeep of, Wilmslow Road and Cromwell

Range all of which are long established. Whilst clearly there will be more people entering the site there is no evidence to suggest that any one access would be more popular than the others.

Amenity Hub

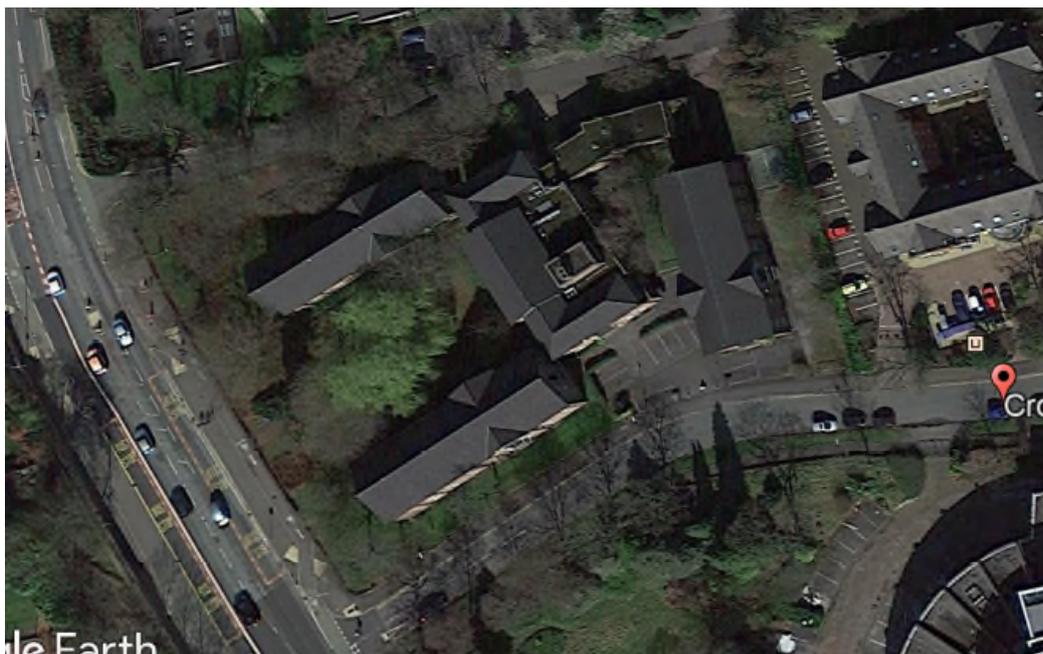
The amenity hub would be formed from four of the existing garages located at the rear of the site adjacent to the head of the private road. These would have connecting walls removed and the garage doors would be replaced with windows. The submitted drawings show it fitted out as a lounge with a small kitchen and pool table and a study area. An outside seating terrace is also proposed. The hub would be approximately 27 metres from the nearest flat on Thorne House and 12 metres from Weston Court, it is considered that this is sufficiently far for there to be no significant impact on those properties. It is considered that subject to a condition prohibiting the playing of amplified or live music outside any impact can be managed. A condition is also proposed to ensure that this hub is only used as an ancillary use to the halls of residence.

Cycle storage

One of the existing garages will be retained to provide secure storage for cycles. The applicant has been asked to confirm how many this would be able to accommodate. In principle the provision of covered secure cycle accommodation is welcomed.

Trees

This is a heavily treed site with in excess of thirty specimens on the site. The proposed development will not impact on any of the existing trees within the site all of which will be retained. An appropriate condition is proposed to protect the trees during the development.



Boundary Treatment

There are no proposal to change the existing boundary treatment to the site.

Ecology

No evidence has been found of the site being used by bats, however the Ecology Unit have suggested that the site provides an opportunity to provide/ enhance the biodiversity of the area. An appropriate condition in respect of the provision of bat and bird boxes and improving the ecology of the site.

Residential Amenity

The closest residential accommodation to the development is Thorne House to the north of the site and separated from it by a private road. The proposed development is employing existing buildings in their lawful use as student accommodation and in this respect the principle of the use will not change in terms of its impact on the amenity of nearby residents. In terms of windows and privacy there will be no nearer to the adjacent flats that exist at present and consequently there will be no loss of privacy. The fire escapes are designed to preclude their use other than in emergencies and therefore should not give rise to any issues. As has already been discussed the proposed amenity hub is sufficiently far from any building not to cause any significant loss of amenity subject to appropriate conditions.

Concern has been expressed about the intensification of use of the private road, however, this is a right of way and one apparently jointly owned with the applicant and therefore its use cannot be controlled.

On balance it is considered that those element of the development which require planning permission would not significantly impact upon the amenity of the occupiers of adjacent residential accommodation.

Air Quality

Part of the site is within Manchester's Air Quality Management Area and future residents may be exposed to air pollution.

It should be noted that the development involves modest building works and the site is in a sustainable location in terms of access to the public transport and local facilities. Further provision is made for the storage of cycles on the site and the site contains a substantial number of trees, it is anticipated therefore that the impact on air quality would not be significant.

Management

The applicants have submitted a management plan for the development based on similar development run by the Applicant. The plan indicates that the applicant are a member of ANUK an accreditation scheme which provides a stringent outline of how schemes such as this should be managed.

The plan further details the approach to managing the scheme, the approach to deliveries and travel, the safety and security of the students and the process for the day to day management of the scheme. It is proposed to condition any approval to adhere to the management plan.

Disabled Access

As constructed the development made no provision for disabled access. The refurbishment of the development level access will be provided to the buildings and the ground floor studios and en-suits. The ground floor rooms have been designed so that accessible can be incorporated into the scheme.

Other Issues

Several residents have referred to the demolition of the garages however, this does not form part of the development applied for, indeed, the garages are to be used for cycle storage and as the social hub.

Residents have referred to the increased use of the private road. However it is understood that the road is jointly maintained by Allen Hall and Thorne House and therefore it would be unreasonable for the planning system to seek to restrict its use in any way.

Conclusion

On balance it is considered that those elements of the proposed development which require planning permission accord with the City Councils policies and that the development will bring back into use a series of vacant buildings which if left vacant will continue to detract from the visual and residential amenity of the area.

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

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved polices of the Unitary Development Plan, the 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 issues arising from the consideration of this application.

Reason for recommendation

Conditions to be attached to the decision

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

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

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

Allen Hall management Plan by the Mansion Group dated 1st October 2018, 4422-A003, 4422-A4-150, 4422-A101 rev C, 4422-A102 rev D, 4422-103 rev F, 4422-104 rev E, 4422-105 rev A, 4422-106 rev B, 4422-108 rev B, 4422-123, 2244-A4-204 rev B, 4422-201 rev G, 4422-202 rev E, 4422-203 rev F, 4422-204 rev A, 4422-A4-303, 4422-A4-304, 4422-A4-403 and 4422-A4-404.

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) Before the external finishes are applied to the buildings the details, including colour and texture shall be submitted to and approved in writing by the City Council as local planning authority. The approved materials shall be used in the construction 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.

4) Before the development hereby approved is first occupied a scheme for the storage (including segregated waste recycling) 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 - To ensure that there are satisfactory arrangements for the storage of refuse pursuant to Core Strategy policy DM1

5) The recommendations contained in the management plan in respect of The adoption of the National Code of Standards, site management, out of hours management, security, working with neighbours, code of behaviour and conduct, pastoral care, health and safety, communal areas and refuse and waste

management prepared by the Mansion Group shall be implemented prior to first occupation of the premises and maintained thereafter for as long as the use continues.

Reason to secure the satisfactory management to the development and the protection of the amenity of the occupiers of nearby residential accommodation pursuant to Core Strategy policy DM1

6) Before the development hereby approved is first occupied a Travel Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority. 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 [attending or] employed in the development
- ii. a commitment to surveying the travel patterns of staff during the first three months of use of the development 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 revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted to and approved 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 to the school, pursuant to policies SP1, T2 and DM1 of the Core Strategy and the Guide to Development in Manchester SPD (2007).

7) a) Before ground is broken for the construction of the fire escapes hereby approved, 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.

b) 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.

8) Before the development hereby approved is first occupied a scheme for acoustically insulating the proposed residential accommodation against noise from Wilmslow Road shall be submitted to and approved in writing by the City Council as local planning authority. There may be other actual or potential sources of noise which require consideration on or near the site, including any local commercial/industrial premises. The approved noise insulation scheme shall be completed before any of the dwelling units are occupied and a verification report submitted for approval by the City Council as local planning authority.

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

Bedrooms (night time - 23.00 - 07.00)	30 dB LAeq (individual noise events shall not exceed 45 dB L _{Amax,F} by more than 15 times)
Living Rooms (daytime - 07.00 - 23.00)	35 dB LAeq
Gardens and terraces (daytime)	55 dB LAeq

Reason: To secure a reduction in noise from traffic or other sources in order to protect future residents from noise disturbance pursuant to Core Strategy policy Dm1..

9) Any externally mounted ancillary 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 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location.

The scheme shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating

from the site. The approved scheme shall be completed before the premises is occupied and a verification report submitted for approval by the City Council as local planning authority.

Reason - To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site pursuant to Core Strategy policy DM1..

10) Before any use of the amenity block hereby approved commences, the amenity block shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the premises and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as local planning authority.

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

11) There shall be no playing of live or amplified music in the external areas associated with the amenity block.

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

12) 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.

13) Before the development hereby approved is first occupied a scheme for the enhancement of the biodiversity of the site shall be submitted to and approved by the City Council. The scheme shall include the provision of bat and bird boxes and if appropriate the planting of native trees and shrubs.

Reason To enhance the biodiversity of the site pursuant to Core Strategy policy EN and the guidance contained in the National Planning Policy Framework

14) The development shall not be occupied 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.

15) The use amenity hub approved as part of this development shall be ancillary to the use of Allen Hall as student accommodation and shall be for the sole use of students resident in Allen Hall, the More Building, Teilhard Building and Newman Building.

Reason To protect the amenity of local residents from the unrestricted use of the amenity hub, pursuant to Core Strategy Policy DM1 and saved Unitary Development Plan policy DC26

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: 121142/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.

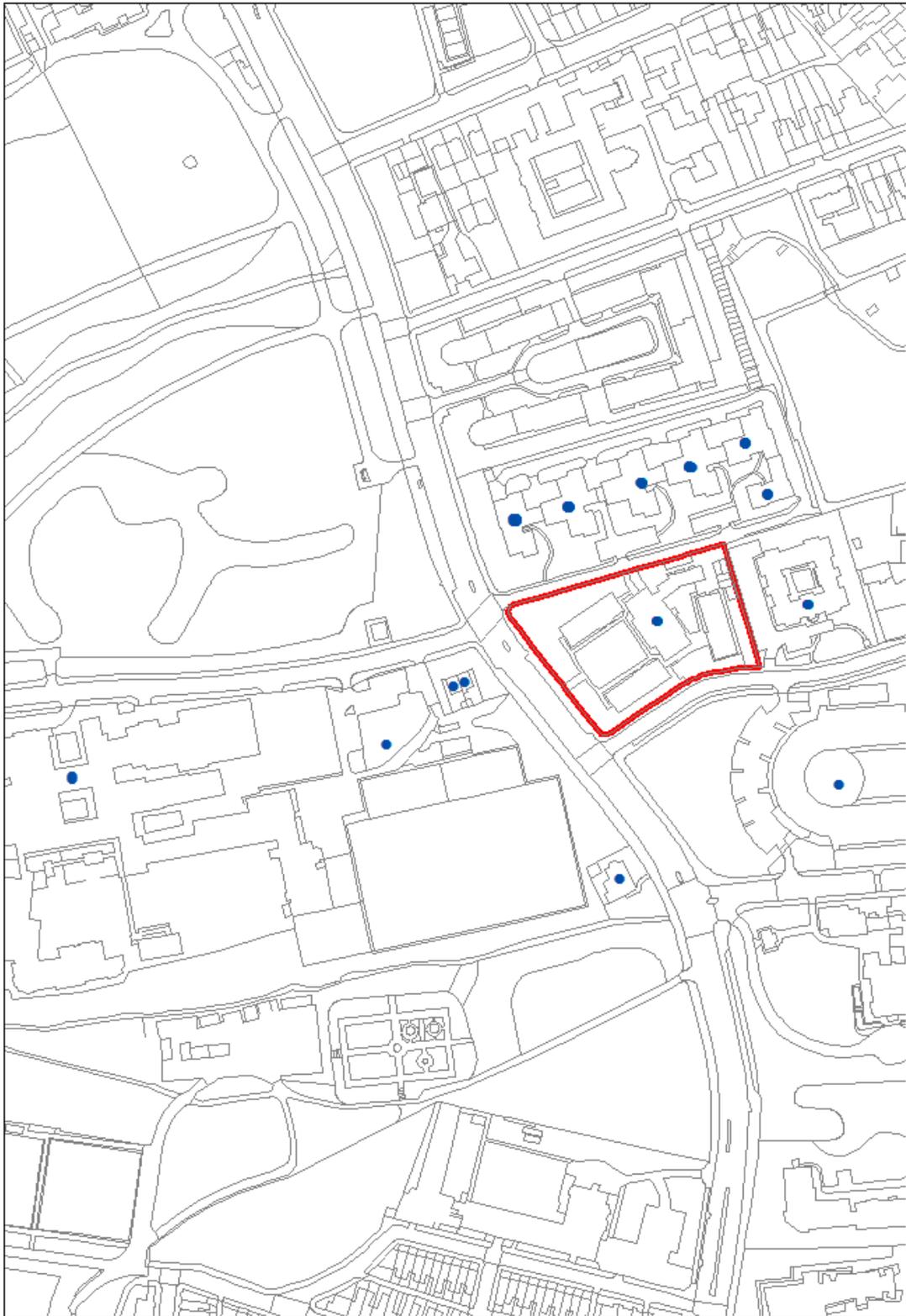
The following residents, businesses and other third parties in the area were consulted/notified on the application:

Greater Manchester Police
Environmental Health
Greater Manchester Ecology Unit
Rusholme & Fallowfield Civic Society
South East Fallowfield Residents Association

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 : Dave Morris
Telephone number : 0161 600 7924
Email : d.morris@manchester.gov.uk



 Application site boundary  Neighbour notification
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