

Planning

Growth & Development

Delegated officer report for planning application

Application no. 129338/JO/2021

Date registered valid: 9 February 2021

Proposal: Variation of condition number 2 (specified plans), and 11 (Landscaping) from planning permission 123767/JO/2019 to allow amendments to the appearance of the external elevations of the building, the introduction of a back-up generator within the courtyard, and the relocation of the condenser units within the courtyard and consequential amendments to landscaping

Address: Archway Halls, Stretford Road, Manchester, M15 6HJ

Ward(s): Hulme Ward

Applicant: Manchester Metropolitan University, C/o Agent

Agent (if any): Miss Jennifer Chatfield, Deloitte LLP, 2 Hardman Street, Manchester, M3 3HF

Case officer: Jennifer Connor
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Email: jennifer.connor@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 13 August 2021

Application details

Type of application: Variation or Removal of Condition

Development type: Largescale Major Other

Standard consultations:

Printed: 10 February 2021 Expired: 3 March 2021

Neighbour notifications

Printed: 10 February 2021 Expired: 3 March 2021

Site notice

Posted: 12 February 2021 Expired: 5 March 2021

Press advert

Published: 16 February 2021 Expired: 9 March 2021

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building/area

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.

Prior to the commencement of development of the site, the site measuring 0.4 hectares comprised vacant unallocated previously developed land that was secured with fencing and had historically been used as a surface level car park. There were 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 Stonelaw Close to the east.

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

Description of development

Variation of condition number 2 (specified plans), and 11 (Landscaping) from planning permission 123767/JO/2019 to allow amendments to the appearance of the external elevations of the building, the introduction of a back-up generator within the courtyard, and the relocation of the condenser units within the courtyard and consequential amendments to landscaping.

Consultations & Notification Responses

Flood Risk Management - The drainage conditions associated with previous applications 123767/JO/2019 & 120896/FO/2018 have already been discharged. The proposed variations highlighted within 129338/JO/2021 are not likely to significantly affect the drainage and level of flood risk which has already been assessed for the proposed works. Therefore, the variations to

the proposed works would not impact on these conditions which have already been discharged. On this basis, we would have no further comments regarding this application.

Highways - Highways are satisfied with the proposals and have no objections to the scheme in principle. Subject to the Applicant continuing ongoing discussions with the MCC Highways team regarding the Highways Works and Section 278 agreement (pursuant to the Highways Act 1980).

Greater Manchester Police – The CCTV arrangements will need to be reviewed to ensure that the CCTV camera/s within the vicinity of the proposal are located to ensure that the proposed new generator is also covered.

Arboricultural Section - The applicant has proposed to plant a total of 10 trees within this site, 7 trees in planting containers and 3 into the ground. I presume the applicant has chosen to go with container planting due to utilities, however, if not, I would suggest the trees are planted in the ground to give them a better long-term future. The 7 trees proposed for planters are Pyrus Chanticleer, I would suggest a more interesting looking specimen such as Magnolia Galaxy or Magnolia spectrum. The 3 trees to be planted in the ground are Carpinus Betulus. I would suggest changing this tree for Quercus Robur Fastigiata. To conclude, we would have no objection to the proposed development, but I think it would be better to change the species to something more interesting.

Environmental Health – Recommended conditions relating to Hours for testing of the generator and external equipment insulation.

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 of 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 2021 and is a material consideration in the determination of all planning applications.

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.

Issues

Variation of condition number 2 (specified plans), and 11 (Landscaping) from planning permission 123767/JO/2019 is to allow amendments to the appearance of the external elevations of the building, the introduction of a back-up generator within the courtyard, and the relocation of the condenser units within the courtyard and consequential amendments to landscaping.

Elevational amendments

- Colour of the PPC aluminium metal panels to comprise RAL 7016
- Substation door amended to meet UK power network requirements on Stonelow Close
Elevation of Building B

- Courtyard South Elevation, louvres to top four floor moved to above the glazing.

It is considered that the changes to the external appearance of the building are acceptable in design terms and with regards to their impact on residential amenity.

The condenser units previously proposed to the south west corner of the courtyard are now proposed to be relocated to the south east corner as a result of the introduction of a back-up generator. The back up generator is to be located to the south west corner of the central courtyard to the east elevation of Building A and north elevation of building E. The condenser units was to be screened by aluminium mesh panel fencing with a matching gate. A small area of shrub planting is to be replaced as a result of the relocation of condenser units, to compensate for this additional landscaping has been added along Bonsall Street.

Landscaping amendments

- Amendments to landscaped area south of Building E, along Bonsall Street, comprising adjustments to the loading bay and the introduction of two car parking bays for disabled users, which is required to meet obligations set out in Condition 13 Highways' Works.
- Removal of part of the shrub planting within the courtyard to enable the relocation of the condenser units. To compensate, additional shrub planting is proposed to the paved area to the north of Building A;
- Pedestrian / cycle gate moved away from ramp to improve access;
- Emergency exit gate arrangement amended; and,
- Bollards amended for plantroom access.

Following receipt of the planning application the agent also tabled revised plans that showed:

- Slightly updated position of the proposed back-up Generator, which has now moved out of the recess of the south-west corner of the courtyard to allow for access to below ground utilities;
- A hit and miss timber fence is now proposed instead of a perforated metal fence as an enclosure to the generator and condensers;
- Inclusion of an additional condenser to the east elevation of Block C;
- Addition of a single cycle hoop – to satisfy the requirements of Condition 12;
- Provision of double gates into the courtyard as opposed to single;
- Inclusion of cycle store layout on the plans;
- The extent of S278 boundary has now been included on the plans for ease;
- Although the three trees to Bonsall Street were previously labelled as to be within raised street planters, the plan has been updated to make this clearer. The planters are required due to a clash with a HV cable so no excavations / trees can be planted here.

It was considered that the proposed changes did not have any significant material effect on the form of the application as submitted.

The alterations to the position of the condenser units, introduction of the back-up generator and the landscaping amendments to meet the needs of the development and following the agreement of the Section 278 agreement and following the discovery of underground utilities are acceptable in visual amenity terms, with regards to highways and green infrastructure and in residential amenity terms, having regards to the advice of the arboricultural and the environmental health section.

The agent also tabled information to discharge Condition attached to the parent consent, so that the conditions would not have to be reimposed as part of the variation, in relation to the following conditions:

Condition 3 (Materials);

Landscape Materials Samples Document, prepared by Kier;
The following Landscape Materials Data Sheets;
charcon_eco_countryside_kerb_tds;
charcon-landscaping-elite-deterrent-tds;
ecopave-ground-tds;
elite-deterrent-tds (002);
Hard Landscape Samples Viewed on Site;
Kellen-Lavaro-Indicative-Datasheet;
Lavaro Grijs 010 – Hardscape;
Lavaro Wit 700 – Hardscape; and
Lavaro Zwart 100 – Hardscape

Condition 12 (cycle parking);

Cycle Store Setting Out Plan 1180B-JMA-02 00-DR-A-703001-S3-P01

Cycle Works Product Guide Josta 2-tier

Cycle Works Product Guide Channel Rack

An additional sheffield cycle hoop is included to the east of the site.

Condition 13 (Scheme for Highways Works);

071299-CUR-00-XX-DR-D-75001-P04_Highway GA;

071299-CUR-00-XX-DR-D-75002-P04_S278 Sheet 1;

071299-CUR-00-XX-DR-D-75003-P04_S278 Sheet 2; and

65532 CUR 00 XX DR TP 05002 P04 Swept Path Analysis Refuse Vehicle.

Condition 21 (Acoustic Insulation of external equipment);

External Plant Equipment Report

Condition 22 (Scheme for Acoustic Insulation for breakout of noise);

Stage 4 Acoustic Design Report prepared by Hann Tucker Associates

Condition 23 (Refuse storage and disposal)

Waste Recycling Storage Disposal Plan; and

Waste and Recycling Design Guide.

The views of Highways and Environmental Health were sought in relation to these details. They have confirmed that a Section 278 agreement has been finalised and that they accept the information submitted.

The materials have been inspected on site and area acceptable.

The cycle parking has been assessed and is considered to be acceptable.

The scheme for Highways Works can be discharged as a SECTION 278 agreement has been entered into.

The further information with regards to acoustic insulation, and refuse have been assessed and is considered to be acceptable.

The agent also asked for triggers for conditions following conditions:

Condition 4 (Secure by Design);

Condition 5 (BREEAM Post Construction review Certificate);

Condition 14 (Travel Plan); and

Condition 26 (TV Reception) to be within 6 months of occupation. The triggers within the recommendation have been altered.

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 a right to a fair hearing and to this end the local planning authority must give full consideration to their comments.

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

Recommendation: 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.

Condition(s) to be attached to decision for approval

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

18 Jun 2021

1180B-JMA-00-ZZ-DR-A-002011-S4-P05	ELEVATION - STRETFORD ROAD
1180B-JMA-00-ZZ-DR-A-002012-S4-P04	ELEVATION - STONELOW CLOSE
1180B-JMA-00-ZZ-DR-A-002013-S4-P04	ELEVATION - BONSALL STREET
1180B-JMA-00-ZZ-DR-A-002014-S4-P04	ELEVATION - BIRCHALL WAY
1180B-JMA-00-ZZ-DR-A-002015-S4-P05	ELEVATION - COURTYARD NORTH
1180B-JMA-00-ZZ-DR-A-002016-S4-P04	ELEVATION - COURTYARD
1180B-JMA-00-ZZ-DR-A-002017-S4-P05	ELEVATION - COURTYARD
1180B-JMA-00-ZZ-DR-A-002018-S4-P04	ELEVATION - COURTYARD
BIR-DEP-00-00-DR-L-0001 T12	GENERAL ARRANGEMENTS
CHARCON-LANDSCAPING-ELITE-DETERRENT-TDS	
CHARCON_ECO_COUNTRYSIDE_KERB_TDS	
CW_CHANNEL_RACK	
CW_JOSTA_2TIER_INFO	
ECOPAVE-GROUND-TDS	
ELITE-DETERRENT-TDS (002)	
EXTERNAL LANDSCAPE SAMPLE APPROVALS	
HARD LANDSCAPE SAMPLES VIEWED ON SITE	
KELLEN-LAVARO-INDICATIVE	
LAVARO GRIJS 010 - HARDSCAPE	
LAVARO WIT 700 - HARDSCAPE	
LAVARO ZWART 100 - HARDSCAPE	
1180B-JMA-00-00-DR-A-900007-S4-P05	
PROPOSED SITE PLAN	
WASTE RECYCLING STORAGE DISPOSAL PLAN	
65532-CUR-00-XX-DR-TP-05002-P04	SPA REFUSE
071299-CUR-00-XX-DR-D-75001-P04	HIGHWAY GA
071299-CUR-00-XX-DR-D-75002-P04	S278 SHEET 1
071299-CUR-00-XX-DR-D-75003-P04	S278 SHEET 2

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.

2. Development shall be carried out in accordance with the details of materials submitted with this application.

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.

3. The development hereby approved shall only be carried out in accordance with the recommendations of the Crime Impact Statement prepared by Greater Manchester Police. Within 6 months of occupation the City Council as local planning authority shall receive 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.

4. 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 within 6 months of occupation.

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.

5. 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.

6. 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.

7. Cycle Parking 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.

8. The approved highway works 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)

9. Within six months of the 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.

10. The development hereby approved shall be carried out in accordance with the Maintenance and Management Plan dated 17 February 2019) and the Student Residential Life Strategy Document (dated May 2018), prepared by Manchester Metropolitan University.

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.

11. The development hereby approved shall be carried out in accordance with the Traffic and Access Management Plan (dated 21 February 2019), prepared by Manchester Metropolitan University.

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.

12. The development hereby approved shall be carried out in accordance with the Construction Manchester Plan dated October 2018, prepared by Kier.

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

13. The development hereby approved shall be carried out in accordance with the submitted Local Labour Agreement prepared by Manchester Metropolitan University and Kier Construction.

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

14. 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.

15. The development hereby approved shall be carried out in accordance with the Stage 4 Acoustic Design Report 25223/ADR1 and Technical Memorandum 28916/PTM1/R4 and HT:252232/PTM4/Rev1 prepared by Hann Tucker.

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.

16. The waste management details submitted 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.

17. The development hereby approved shall be carried out in accordance with the Preliminary Risk Assessment dated (June 2016) prepared by Curtins.

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.

18. The development hereby approved shall be carried out in accordance with the Ground Investigation Report (dated 10 October 2018), prepared by Curtins. 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.

19. 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 within 6 months of occupation 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

20. 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.

Informative - The CCTV arrangements will need to be reviewed to ensure that the CCTV camera/s within the vicinity of the proposal are located to ensure that the proposed new generator is also covered

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
Corporate Property
MCC Flood Risk Management
Greater Manchester Police
Transport for Greater Manchester
United Utilities Water PLC
Greater Manchester Ecology Unit

List of properties notified on Uniform

Appendix 2 – Planning constraints

Article 4 Direction - Removal of PD Rights Change of Use from Class C3 to Class C4
Article 4 Direction - City Centre PD Restriction - Class B1(a) To C3
Aircraft Safeguarding Zone - Aircraft Safeguarding Zone - All Exceeding 90M
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Susceptible to Surf Water Flood (Less) -
Area Team Boundary - Name: SOUTH