
Application Number	Date of Appln	Committee Date	Ward
139987/FO/2024	21st May 2024	21 st November 2024	Ardwick Ward

Proposal Redevelopment of existing student accommodation buildings (6 in total) to include the phased demolition and extension of the existing buildings to a maximum height of 12 storey's to form Purpose Built Student Accommodation (876 bedspaces in total) (Use Class Sui Generis), including associated ancillary internal and external amenity space, ground floor community/commercial (Use Class E, F1 and F2), hard and soft landscaping and associated highway works.

Location Victoria Point, 44 Hathersage Road, Manchester,

Applicant Wesley Swanepoel , Empiric Student Property PLC

Agent Melissa Lee, Turley

Background

This application was deferred at the committee meeting held on the 24th October 2024 to enable members of committee to undertake a site visit on the grounds of understanding the impact of the development on the adjacent Grade II* listed Victoria Baths, the unadopted road and use of open air roof terraces.

At the meeting held on the 24th October members of committee also made comments regarding the external terraced areas, and the number of disabled car parking spaces provided for the increase in bedspaces proposed.

Further drawings are provided within the body of this report in the residential amenity section of this report confirming the location of roof top terraces and relationship to existing residential properties. Comments were also raised regarding impacts on the privacy of existing residential properties and their occupiers, and responses to this issue are set out within the residential amenity section of this report together with diagrams indicating distances to existing residential properties.

The level of disabled parking spaces to be provided is 3 and this has been assessed as acceptable by the Council's Highway Services team. However, there is a proposed condition (number 19) for a car parking management plan to be prepared. Further clarification has been provided in the wording of this condition that monitoring of the demand for accessible spaces should be undertaken as part of the management plan and additional spaces identified if demand requires these. As Bax Road is unadopted and in the applicant's ownership they would be able to identify potential additional accessible spaces if these were identified as being required.

For clarification purposes, the site currently provides accommodation in the form of 566 bedspaces. The application proposals would uplift the numbers of bedspaces

available on site to a total of 876 bedspaces thereby providing an increase of 310 bedspaces.

Executive Summary

Full planning permission is sought for the demolition and part demolition of 6 existing buildings currently in use as student accommodation, in order to facilitate the sites redevelopment to form purpose built student accommodation (PBSA) of 876 student bedspaces in buildings to a maximum height of 12 storeys and associated ancillary internal and external space; and, including ground floor commercial/community space. 20 representations have been received, 18 of which object to the proposed development. The key issues arising from the proposal relate to the impact of the proposal on the amenity of neighbouring occupiers, the need for purpose-built student accommodation (PBSA), and the heritage impacts of the proposals on the adjacent Grade II* Listed Victoria Baths.

These matters are dealt with in detail within the main report.

Description of site

The application site currently comprises of 6 buildings which range in height from 4 to 6 storeys together with car parking both on surface and in the basements of a number of the buildings together with areas of external landscaping and extends to 1.47 hectares in area. Within the 6 buildings there are currently 271 residential units containing 566 bed spaces in a mix of apartments ranging in size from 1 bedroom studios to 4 bed apartments. The site is accessed from Hathersage Road with Bax Road (a private unadopted road) providing access to all of the buildings on site and also provides an access to the rear service area and car parking associated with Victoria Baths which bounds the site. This is the only access into the site for pedestrians, cyclists and vehicles with boundary walls around the remainder of the site. The site is located within the Ardwick ward with Manchester Royal Infirmary to the west; and the northern boundary of Victoria Park conservation area is approximately 120 metres to the south of the Hathersage Road frontage of the site. The southern boundary of the City Centre and Regional Centre, as defined in the adopted Core Strategy, is located approximately 200 metres to the south-west of the Hathersage Road frontage of the site.

The site was originally developed following the granting of outline planning permission in December 2006 and reserved matters approval in September 2007 (see planning history section below). Upon completion of the development in 2009 it was occupied as student accommodation, and this was undertaken as permitted development at that time which was prior to the commencement of the Council's article 4 direction being in place in October 2011 which prevented the change of use from C3 dwellinghouses to C4 Houses in multiple occupation without the benefit of planning permission. The use of the site as student accommodation was later confirmed through the granting of consent for works to the site in 2017 which is set out in the planning history section of the report below.



Application site edged in red with location of the 6 Blocks identified with the Grade II Listed Victoria Baths to the front and centre of the image*

To the north of the site are two-storey Victorian red brick terraced properties in residential use on Upper West Grove, with more contemporary post war two storey terraced properties on the site's eastern boundary. The site wraps around the northern and western boundaries of Victoria Baths a Grade II* Listed Building with its main frontage onto Hathersage Road and further substantial Victorian Villa buildings being located immediately to the east of Victoria Baths. Part two/part three storey Victorian red brick residential terraces are located on the southern side of Hathersage Road, with a larger 6 plus basement apartment block located to the south-west of the application site, and a larger office building known as 'Octagon House' being located to the western boundary of the site with large areas of hardstanding to the rear of this building, part of the site is used by the NHS for Renal services including dialysis. Further to the east of the application site and to the rear of Octagon House is a compound containing substantial electrical infrastructure which reflects the historic use of the site for both electricity and water utilities services from the 1920s through to their demolition in the early 2000s.



Hathersage Road view of front of site with Octagon House – far left, Block 6 on the application site and Victoria Baths to the right



View North along Bax Road – corner of Block 6 and Block 5 to the left and the western elevation of Victoria Baths and its associated on street parking to the right



View west towards Octagon House between Block 6 to the right and Block 5 to the left



View south along Bax Road with Block 5 to the right and rear of Block 6 centre



View west along Bax Road towards the rear of the site the rear boundary wall of Victoria Baths service/car parking area to the left and Blocks 3 and 4 to the right



View North towards the rear of 42 and 40 Hathersage Road – Block 1 to the left and Victoria Baths to the right



View south-west from Chelford Close towards the northern elevation of Block 2



View westwards from Chelford Close /South Grove junction the rear of properties on Upper West Grove to the right and the rears of Blocks 2 and 3 to the left and centre



View east towards Block 4 (centre) with the access road from Carmoor Road to the land adjacent the application site and Octagon House (to the right)

Description of proposals

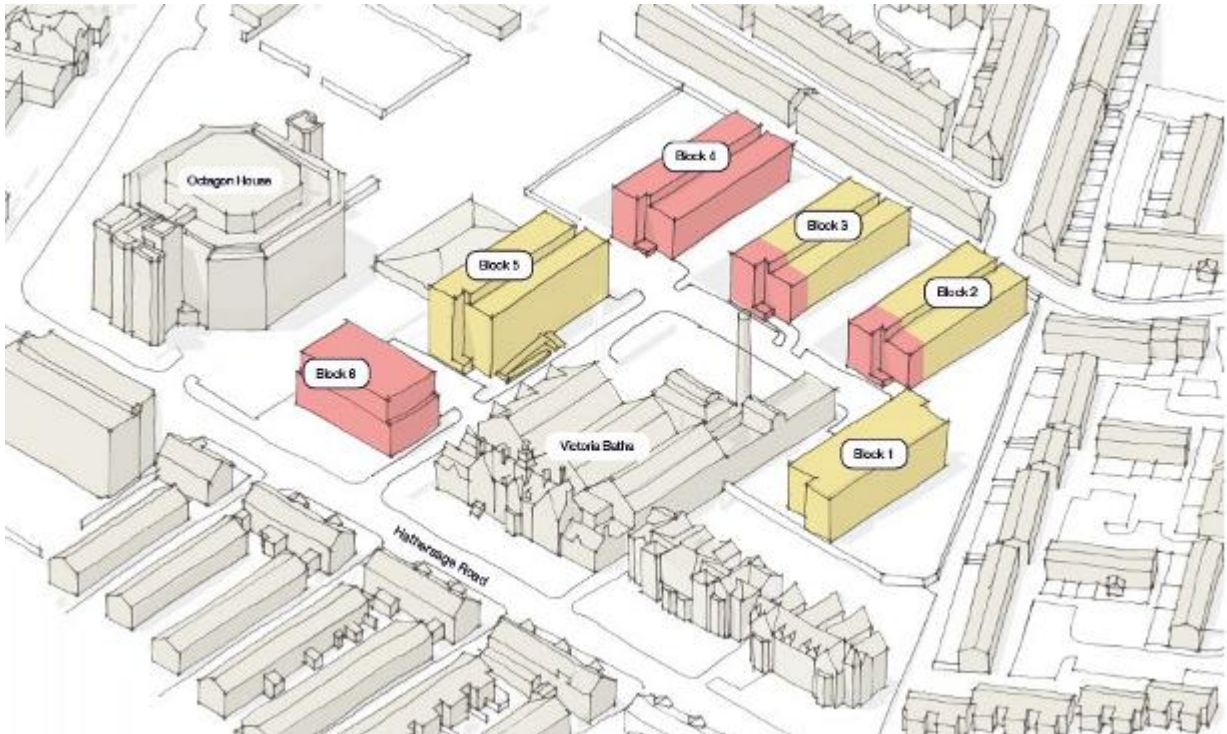
The applicant indicates that despite works they had undertaken in 2017 following their purchase of the site and buildings, there is a need for comprehensive refurbishment and re-development of the site for it to be sustainable in the long term in respect of the experience of occupiers, fire safety, technical and environmental considerations. This follows a condition survey the applicant has undertaken of the existing buildings which amongst other things has identified issues with the drainage of the buildings and external fabric of buildings.

The application proposals seek the redevelopment of the existing 6no. student accommodation buildings on the site through a phased programme of demolition and extensions of the existing buildings. The proposals are the development of buildings on the site to a maximum height of 12 storeys to form Purpose Built Student Accommodation (PBSA) providing 876 bedspaces arranged in 694 units, this is an increase of 310 bedspaces over those currently provided on site. These bedspaces would be provided in a mix of studio, 2 bed, 3 bed and 4 bed cluster apartments. In addition to the provision of PBSA the proposals would include for associated ancillary internal and external amenity space, hard and soft landscaping and associated highway works and ground floor community/commercial floor space for use as Class E (commercial, business and service use), F1 (Learning and non-residential institution use) and F2 (local community use). The proposals would reduce the level of car parking on site including in basements of buildings which are identified as being under used. The level of basement parking would be reduced with further reductions in areas of surface car parking.

There have been amendments to the proposals since they were originally submitted, and these relate to elevation alterations to the western side of the proposed buildings to reduce the number of window openings facing towards the adjacent Octagon House site. There has been a consequential re-arrangement of how floorspace in two buildings (block 4 and 6) is used, resulting in an increase in the overall number of units to be provided across the site from 679 to 694, however, the number of overall bedspaces has remained the same as originally proposed. In addition to this the proposals with regards to the treatment of hard and soft landscaping around the boundary of Victoria Baths have been amended to incorporate access points to a number of existing access doors to the Baths site.

The application proposals seek to retain existing structures although demolition and part demolition of buildings is proposed as follows:

- Blocks 1 and 5 are to have their structure fully retained, albeit Block 5 is being extended upwards;
- Blocks 2 and 3 are proposed to have their structure partially retained;
- Block 4 and 6 are proposed to be completely demolished.



Arrangement of the existing 6 blocks of accommodation on the site and those elements proposed to be demolished in red and those to retained with new external treatment in yellow

In more detail the proposed works comprise the following for each building block.

Block 1 - Would largely remain the same. A new extension is proposed to the northern elevation; however, the overall height would remain the same at 4-storeys, albeit with a parapet installed to provide safe roof access.



Contextual CGI view of propped Block 1 to the right looking north with the corner of Block 2 and the eastern boundary of Victoria Baths to the left

This block would contain accommodation in the form of slightly larger studio units than the rest of the site to house post-graduate students. The basement car park is to be partially retained and provide space for 13 student spaces. The remainder of the basement will provide plant space and communal/amenity areas for the resident students.

Blocks 2 and 3 – Are proposed to be partially retained but extended through an extension at the elevation with Bax Road.

The height of the retained element would stay at part-3, part-4 storeys and the extension would rise to 6-storeys. Each block is accessed via a covered portico. A gated entry provides a secure line between the street and the courtyard to the rear.

At ground floor of each block are a series of communal amenity rooms for the students. Additional amenity spaces are provided for students at various upper floor levels, with a communal terrace provided at 5th floor.

At basement level the car park would be removed and replaced with plant, laundry and communal spaces such as storage and cycle parking.



Contextual CGI view looking east along Bax Road to the rear of the site with proposed Blocks 4 - on the right, 3 - centre, and 2

Block 4 – Would be an entirely new build block which will be part-4, part-6 and part-9 storeys in height.

This building would provide a number of communal spaces that will be accessible to all students on campus. This includes a gym and a yoga room and a communal terrace provided at 6th floor.

The block is accessed via a covered portico. Access is provided to two courtyard spaces with one to the east and another that is shared with Block 3.



Contextual CGI view looking north along Bax Road towards proposed Block 3 to the right and the corner of Block 4 to the left

Blocks 5 and 6 - There would be a two-storey roof extension to the retained structure at Block 5. Block 6 would be a new building of 4 storeys facing Hathersage Road with a 12-storey infill block between Blocks 5 and 6. This block interfaces and connects with the retained Block 5 to the north.

A commercial unit/ community use space is proposed on the ground floor of Block 6 (145sqm) to the corner facing Hathersage Road, with the main entrance for students sitting to the centre of Block 6 along Bax Road, to provide activation of the street scene and enhanced amenity offerings to the proposed student residents and wider community. In addition to this an on-site bookable community space is also proposed within Block 5 with the intention that this space ensures that the needs of the local community are met, through providing a space for gatherings, events and enabling local residents to interact with the students and wider community/charity organisations. This community space will have access to an area of private amenity space to the rear of Block 5, that provides a fully landscaped 'courtyard'.

The principal reception to the development is within building 6 and this also includes student residents lounge and associated amenity. Building 6 also contains management offices within a self-contained suite overlooking Bax Road.



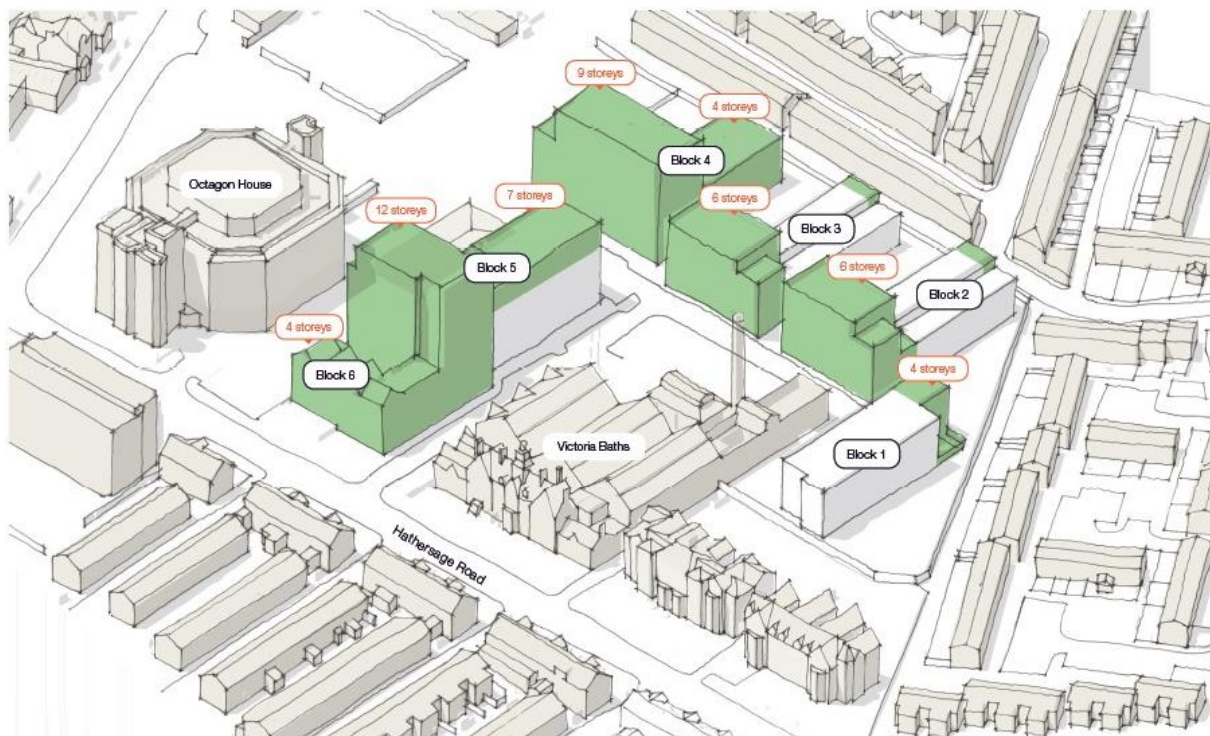
View south along Bax Road towards Hathersage Road with Blocks 5 and 6 to the right

Block 5 extends to level 7 at which point only the taller element of the infill between Block 5 and 6 continues. At the 11th floor the building sets back again to its western elevation to create a small private terrace.

Block 6 sets back at fourth floor to the frontage with Hathersage Road and Victoria Baths. A green roof is provided on the roof of Block 6, whilst also providing roof space for services and plant.



Contextual proposed CGI view looking south-west across Bax Road at the rear of the site towards proposed Blocks 5 and 6 including public realm improvements to Bax Road



Proposed massing drawing showing the new build elements in green

The primary entrances to all buildings are proposed to be re-configured to provide direct access from Bax Road, the apartments are each accessed via a shared core including passenger lifts, stairs, services risers and cleaners' cupboards. A central corridor to each building affords access to all apartments on a floor-by-floor basis. Each block will have access to dual fire escapes.

In addition to the redevelopment of the buildings on site the proposals are accompanied by a hard and soft landscaping scheme to create amenity areas for occupiers of the development with a series of courtyards between buildings together with improvements to the public realm to the rear of Victoria Baths along Bax Road.

The applicant indicates that the proposals seek to improve the urban design and placemaking of the site as part of a comprehensive redevelopment strategy. The works would be undertaken in a phased manner to ensure that accommodation was still available on the site whilst development was taking place. The applicant has confirmed that of the 310 uplift in bedspaces on the site a 20% proportion of these would be targeting a rental level of 80% of market rent, such provision would be secured via a section 106 agreement.



Visualisation of courtyard area

Planning History

118490/JO/2017 - Variation of Condition No. 2 of planning approval 114962/FO/2017 to allow a reduction in floorspace of new basement area between Blocks 3 and 4, reconfiguration of accommodation within existing basement areas and associated elevational and landscape alterations. Approved 09.03.2018

114962/FO/2017 - Proposed elevational alterations including the re-cladding of all existing buildings, the internal reconfiguration of Block 5 to change the accommodation from 47 no. flats to create 124 no. studios and 2 bedroom flats, internal alterations to the ground and basement levels of Blocks 3 and 4 including a new underground link between the buildings together with the erection of an entrance lobby between Blocks 3 and 4 at ground level to provide communal student amenity space and improvements to the public realm and existing open space around the blocks including repaving and new landscaping, all in association with the use of the existing buildings as student accommodation. Approved 05.04.2017

082442/MO/2007/N2 - RESERVED MATTERS APPLICATION for the scale, appearance and landscaping in relation to the erection of 6 no. four, five and six storey blocks to create 194 new residential units with basement car parking and landscaping (approved in outline under application 077297/00/2005/N2. Approved 03.09.2007

077297/00/2005/N2 - OUTLINE PLANNING APPLICATION (siting and means of access) erection of six buildings (3/4/5/6 storeys). Comprising 194 residential units. Provision of 221 car parking spaces at ground and sub- basement level. Associated landscaping. Amendments to existing access from Hathersage Road – Approved 01.12.2006

Environmental Impact Assessment

The proposal type is listed in Class 10 'Infrastructure Projects' subsection 10(b) 'Urban Development Projects' of Schedule 2 of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2017 and involves demolition.

Following an assessment, it has been concluded that an Environmental Impact Assessment would not be required for the development proposed.

Consultation and publicity

Given the scale of the proposals the applicant undertook pre-application consultation and engagement with elected ward members and residents. They have submitted a statement of community engagement which included: leaflet drops; telephone discussions; site meetings with stakeholders, neighbours and residents; two public exhibitions; and a project website. The Council has been made aware that further discussions with the community have been undertaken since the application has been submitted.

In addition to the community consultation undertaken by the applicant prior to the submission of the application the planning application was also subject of statutory consultation. This included the distribution of 1436 letters to nearby properties; site notices were posted at the site and an advertisement was placed in the Manchester Evening News. Following the provision of further information by the applicant and amendments to parts of the proposal a further period of notification was undertaken.

Consultations and Notification responses

In response to the statutory notification process a total of 19 representations were received from nearby residents, 17 of these raised concerns with the proposals, a summary of the comments made are set out below:

Ardwick ward members

Councillor Amna Abdullatif - Is concerned that the most active and closest residents to this development have all stated that they had not received any notice of this planning consultation period.

Although there has been more consultation and effort made by this particular developer with residents, residents have a belief that this council doesn't really prioritise communities when it comes to development. An issue unfortunately felt beyond just this particular development.

The main concern for residents is the height of the back buildings which overlook Upper West Grove being more than double the height they are currently together with an increase in the width of these buildings. The deep concern for the impact of this on the residents right to light, overshadowing and privacy is key. At the moment the height of these buildings don't cause much issue and if they were a bit taller, a max

of 6 floors, then it might not be so problematic, however the current suggested height is a problem and needs revision as well as providing residents and planning committee with the surveys on the impact of these buildings on the streets that back onto them, not just the front of the buildings which face into Hathersage Road.

The community is also rightly concerned about the tipping point between numbers of students and numbers of residents and at what point this destabilises existing communities.

The Groves already has a large number of students, some of who are at Victoria Point, others in homes across the area and other student centred accommodation. This development seeks to double the number of students to nearly 1000, close by is an approved student accommodation on Carmoor Road, and there is another recently approved student accommodation scheme on Plymouth View and undoubtedly within a 10 min walking radius to this community.

Amenities in this area are scarce for its existing population, and very little thought seems to be given to the impact of increasing numbers of students in large numbers on an area where these amenities are lacking. This has continually been an issue across the ward.

The Councillor indicates that there is very little trust in the notion that by creating more purpose-built student accommodation that students are moving out of family homes. The cost of student accommodation in Ardwick is extortionate in comparison to sharing a house with other students which is a fraction of the cost. Students would not choose an expensive student block over sharing a house with friends in the same area but paying a lot less. And until the issue of cost and affordability this will not be resolved, or convincing Cllrs or residents about the merits of this on the communities impacted by huge student numbers.

The Councillor states that students aren't the issue, they are a welcome part of communities, but the rising number of purpose-built student accommodation located directly in underserved communities, with little resource for either, is not the way forward.

The Councillor requests that planning committee consider that the back buildings that overlook the terraced residential area should be no more than 6 storeys in height.

Councillor Abdigafar Muse – States that while the increased consultation efforts are appreciated, it's clear that past developments in Ardwick have lacked sufficient community engagement, leaving residents feeling overlooked.

The Councillor sets out their main concerns with the proposals:

- Building Size: The proposed buildings are over twice the height and width of existing structures, causing worries about overshadowing, reduced light, and privacy loss. Limiting the height to six storeys would be a fair compromise.
- Student Population: The Groves already has a significant student population, and this development would nearly double it. The amenities of the area are already stretched thin, and further increases would exacerbate this issue.

- Community Impact: The broader issue of rising student numbers affecting local resources persists throughout our ward. Building more student accommodations won't necessarily reduce students in family homes due to high costs.
- Affordability: Addressing the high cost of student housing is crucial. Many students opt for shared houses, which doesn't relieve pressure on local housing.

Students are a valued part of our community, but we need balanced development.

Local residents

- Concern about impact on privacy using internal and external areas in homes, sunlight, and overall quality of life from the height and siting of the proposed buildings.
- Rear garden is used as a space to peacefully sit and relax, windows in, and height of the proposed buildings would restrict the ability to enjoy this space.
- Concerns about another influx of students in the local area ('studentification of the area') and impacts on the amenities including access to GP/nurse or dentist and the strain on many services and resources, some of which have not been upgraded for some time.
- Bin collections and public transport would be affected.
- Fear of losing the community to a host of temporary residents/students who have little to no care for the area or the permanent residents that call it home.
- Impacts from and increase in late night noise, midweek parties, fly tipping and rubbish, which are already issues.
- Could the increase in heights of the blocks be spread out across Block 1 with Block 4 reduced to 6 floors similar to the others.
- It is doubted if HMOs would decrease with purpose-built accommodation as lots of students can't afford the prices of these new developments.
- The increase in height of buildings will impact on the efficiency of existing roof mounted south facing solar panels.
- The disruption that will be caused by the redevelopment of the blocks
- Wildlife will be destroyed.
- The submitted Daylight and Sunlight Report has not include the odd numbered side of Upper West Grove where the fronts of the houses face south.
- Criticisms about the very vague nature of the proposed designs and heights of proposals on the applicants website.
- The Victoria Point website has phrases such as "creating a space that can be enjoyed by the local community" it is unclear as to how that will work for residents in practice.
- Building more living spaces of good quality in Manchester is a positive thing but there are concerns about major expansions of living space being exclusively for student accommodation. Manchester has a large population of unhoused people and those in inadequate and dangerous living conditions, so having the only large scale housing development projects in the area be private accommodation deemed exclusively for students shows a lack of interest in any investment for the future.
- Local buses are impossible to get on in term time particularly and if you are in a wheelchair or have a pram.

An objection has also been received from the freeholder of the application site and who also is a neighbouring landowner. This representation raises concerns around:

- The lawful use of the site as being for student accommodation, which they believe is not underpinned by the planning permission originally granted for the site and has not been granted consent by the freeholder.
- The site is not appropriate for the scale of Purpose-Built Student Accommodation (PBSA) proposed giving the proposed massing and density in immediate proximity to a Grade II* listed building and structures at Victoria Baths. There is no justification given on how the proposals protect or enhance the heritage value of Victoria Baths.
- The scheme does not deliver positive regeneration.
- The proposals would lead to an overconcentration of bedspaces in a single location leading to various negative impacts.
- The proposals are not deliverable due to the freeholder not being minded to grant consent for the proposed uplift in student bedspaces.
- The siting of buildings close to the sites boundaries would impact on future proposals for the adjacent Octagon House site and leads to questions around the buildability of the scheme.
- The most significant massing of the proposals is immediately adjacent to the car parking and entrance to the Central Manchester NHS Renal Dialysis Unit where vulnerable patients received treatment.

They conclude that the proposals do not accord with adopted Core Strategy policies H12, CC9 and DM1.

Statutory and non-statutory consultees

MCC Highway Services – The applicant has submitted a Transport Statement and Travel plan to accompany the application which was updated following initial highway comments on the proposals. Following assessment of this information MCC Highway Services raise no highway objections on road safety or highway capacity grounds to the proposals.

The site has a reasonable/good level of accessibility by public transport according to its 5/6 rating on GMAL. The closest bus stops are within walking distance on Upper Brook Street serving routes towards the city centre, East Didsbury and Salford via various University campus sites. Pedestrian access is proposed to be maintained from Hathersage Road (block 6 only) and internally from Bax Road.

On-site pedestrian routes would have a minimum width of 1.8m footways in alignment with MCC Design for Access 2 standards. This is welcomed by Highways.

The amended Transport Statement (TS) sets out that total cycle parking provision has been increased slightly to 282no. spaces - 264no. long stay (sheltered and secure) with the remaining 20 being uncovered, for short stay provision including 2no. at the south of Block 6 for the commercial unit users. At least 5% of the cycle parking bays could cater for large bicycles. The TS confirms that staff associated with the Block 6 commercial unit would also have access to the proposed long stay cycle parking provision along with the applicant's staff. This level of student cycle spaces provision (around 30%) is considered acceptable.

The site currently provides 129no. demarcated parking spaces although 101no. parking spaces will be lost as part of the development proposals. 28no. parking spaces will be retained/re-provided. Some kerbside parking will be permitted along Bax Road although the level of provision will also reduce from 36no. to 14no.

The proposed 28no. provision includes 13no. basement parking bays (at Block 1) and 15no. surfaced parking bays distributed as follows:

- 2 bays to the south of Block 4 - marked for small van deliveries;
- 4 staff parking bays and 3 disabled bays to the north of Block 5;
- 2 staff bays around the southeastern corner of Block 2; and
- To the east of Block 5, 2 bays for visitors. Additionally, 2 flexible spaces could either be used for deliveries or during student changeover days.

The quantum of disabled parking (3no. is considered acceptable by Highways and it is noted that an additional bay is possible within the basement car-park. Highways request that this is demarcated accordingly.

The TS includes a review of car parking occupancy across the site in order to justify the proposed reduction in parking provision. Surveys show that parking occupancy across the site reached a total demand of 30no. spaces across the 157no. total spaces provided. Off-site parking surveys have also been undertaken and the TS presents parking stress levels across a number of local streets in close proximity of the site. Overall, it appears that the impact on on-street parking is likely to be minimal.

Further details regarding car parking management have been provided within the TS. Onsite parking will be managed, resident on-site parking will be managed through a separate parking lease agreement if requested by any resident, which will then be allocated a parking space on Block 1 basement. Staff members are allocated a parking permit free of charge on request. They will park their vehicles at street-level. The number of parking spaces available on Bax Road for staff is sufficient for the existing demand. Parking allocation will be regularly monitored. Short-stay parking permits for staff, students, and mainly visitors, are available, with these users having to check in at reception to obtain this permit. It is stated that an on-site parking warden is currently employed in order to monitor that no unauthorised parking is taking place. The TS notes that potential kerbside restrictions along Bax Road are not necessary as Bax Road is a private road, with on-site parking managed by signage and on-site management. In this case, Highways agree that internal parking restrictions are not necessary, however it is requested that a formalised Parking Management Plan is conditioned with any approval.

Highways request double-yellow restrictions at the Hathersage Road/Bax Road junction in order to protect junction visibility.

The TS has been updated with a review of existing Car Club provision, and the nearest car club bay is located some distance from the site, approximately 650m away at Manchester Royal Infirmary. In order to further discourage car ownership, Highways request that one car club bay is provided either at Bax Road or local to the site.

An outline student 'moving in / moving out' strategy has been included within the TS which is considered acceptable in principle on the basis that the management strategy will utilise Bax Road. Highways request that a detailed strategy is conditioned with any approval.

Servicing vehicles associated with the student accommodation will access and manoeuvre within the site along Bax Road. Internal parking bays are proposed and will be marked for servicing only. The management/usage of these bays will need to be included as part of the site Car Park Management Plan and Delivery and Servicing Management Strategy.

New external bin stores will be provided around all blocks in close proximity to (and at ground level with) Bax Road in order to cater for on-road servicing. An internal bin store is provided for the Block 6 commercial unit and on-road servicing will take place from Hathersage Road. Other commercial deliveries will also be taken directly from Hathersage Road. Given the scale of this unit and anticipated low level of delivery/servicing vehicles, this is considered acceptable by Highways.

The proposed student accommodation, supporting staff accommodation and ancillary uses will generate several other delivery/servicing and taxi movements throughout the day, including van, motorcycle and cycle based movements (deliveries of food and general parcels). Highways therefore request that a Delivery and Servicing Management Strategy is conditioned with any approval.

A Framework Travel Plan has been submitted as part of the application which is aimed towards both staff and residents. Highways request that a Full Travel Plan is conditioned with any approval.

A Construction and Environmental Outline Method Statement Plan (CEMSP) has been submitted. The CEMSP is acceptable in principle although a detailed Construction Management Plan (CMP) will be required prior to the commencement of demolition/construction works.

Highways request mitigation be provided through a Section 278 Agreement to include the following:

- Footway resurfacing at the site frontage at Hathersage Road.
- Tactile paving/dropped-kerb provision along Hathersage Road in the vicinity of the site.
- Provision of kerbside restrictions at Hathersage Road/Bax Road junction.
- Provision of pedestrian/cycle wayfinding signage.
- Provision of one car club bay.

MCC Environmental Health – Raise no objections to the proposals.

The applicant has provided information in relation to acoustic insulation of the residential units and performance of external plant and equipment which has been considered to be acceptable subject to the verification that the completed units/installed equipment comply with the findings of the submitted acoustic assessment.

The submitted waste management strategy for the site has been found to be acceptable and can be approved.

The submitted construction and environmental management plan for the development is considered to be acceptable.

It is recommended that conditions be attached to any approval relating to the submission and approval of details relating to: type and number of electric vehicle charging points to be installed; details of fumes and odour extraction equipment; opening hours of the commercial units; delivery and servicing hours; external lighting scheme; acoustic insulation and treatment of the commercial units; and ground conditions remediation strategy and validation report when completed.

MCC Flood Risk Management – Have assessed the submitted flood risk assessment and drainage strategy. They raise no objections to the proposals but recommend conditions are attached to any approval of the proposals for the detailed design of the surface water drainage of the site; and verification of the installed scheme and a maintenance and management plan for it.

MCC Neighbourhood Team Leader (Arboriculture) – Raise no objection to the proposals on arboricultural grounds but recommend that the submitted Tree Replacement Strategy be a condition of any approval of the proposals.

MCC Work & Skills Team – Request that a local labour condition for the construction phase be attached to any planning approval.

Greater Manchester Ecology Unit – Raise no objections to the proposals on ecological grounds.

The submitted bat emergence survey found no evidence of bats using the site for roosting. Consequently, they confirm that there are no further issues with bats associated with this application.

As trees are proposed to be removed from the site to facilitate the development it is recommended that a condition be attached to any approval to ensure that there is no removal of trees during bird nesting season.

The submitted ecological appraisal makes recommendations for the introduction of bat and bird boxes to the site, as enhancement measures for species. GMEU recommend that these be required using a condition for such enhancements.

The submitted metric and BNG report demonstrate that the proposals will achieve a net gain of some 18%, partly because of the low baseline of the site. To ensure that the claimed gains are achieved, we would recommend that a Habitat Management and Maintenance Plan (HMMP) for habitats of medium (or higher) distinctiveness be required for approval via an appropriately worded condition.

Greater Manchester Archaeological Advisory Service - The application site does not contain any designated heritage assets or known sites of archaeological interest,

although there are numerous designated heritage assets in the immediate vicinity, including the Grade II* listed Victoria Baths.

Having reviewed their records, including the Greater Manchester Historic Environment Record, GMAAS are satisfied that delivery of the proposed development will not impact on any known or suspected below-ground archaeological remains. As such, no further consideration of archaeological remains is warranted in this instance.

Historic England – Have provided the following advice.

The proposed development site is located to the immediate north, east and west of Victoria Baths on Hathersage Road in Manchester, surrounding the Grade II* listed baths complex on three sides. The Victoria Park Conservation Area is located circa 100m south of the site. Their advice focusses on the impacts of the development on the significance of those two heritage assets.

Victoria Baths is designated as Grade II* listed; this highlights it as being of more than special architectural or historical interest. The building is included on the Heritage at Risk Register, due to current and historic concerns about its condition.

The building has considerable historic value, particularly in relation to the evidence it provides of the city's more philanthropic approach to public health at the start of the twentieth century. With further associative historical value with prominent architects of the period. Furthermore, its function as a public bath and laundry complex and its long life gives it communal value as it has featured in the collective memories, experiences, and lives of a great many people. In acknowledgement of this significance the building is Grade II* listed.

The significance of the Victoria Park Conservation Area lies in its origins as a very early, purpose-built private residential estate. Although the area has undergone many changes and is now bisected by the busy Anson Road, many original villas and landmark buildings survive, and it remains legible as a planned settlement. It retains its character as a predominantly low-rise area, with many instances of open spaces between buildings being maintained.

Historic England are not opposed to the principle of redeveloping the site and welcome the intention to improve the setting of the listed building, which is currently quite desolate and unwelcoming. The proposed development would, however, introduce a considerable change in the prevailing character of the surrounding townscape as a result of its massing, height and design.

The stepped building heights across the proposed scheme and the gable roof details of building 6 fronting onto Hathersage Road help to achieve a general grading of the built form such that the scheme would not as a whole appear uncomfortably out of scale with the historic townscape. This is with the exception of the 12-storey block proposed between buildings 5 and 6. This building will protrude out above the general graded form and appear incongruous and conspicuous.

The Victoria Baths building is predominantly viewed and appreciated from Hathersage Road where the building dominates the street scene due to its striking and highly significant principal elevation, clock tower and varying roof profile. In the views of the proposed development looking west along Hathersage Road, the proposed 12-storey block would diminish the prominence of the baths and obscure the outline of the roof and clock tower. We consider that this will cause harm to the significance of the baths by affecting its setting and by overshadowing the glazed roofs of the pools, and that this harm has not been clearly or convincingly justified.

Historic England do not consider that the proposed development will cause harm to the Victoria Park Conservation Area.

Historic England acknowledge that the layout of the proposed scheme responds to the varied historic street pattern of the area and could provide a fitting relationship with the existing townscape at street level. The proposed high-quality finish and detailing to the new buildings are acknowledged as providing some improvements to the setting to the baths at street level, especially to the rear of the baths in the area around the laundry yard by improving the surroundings. However, Historic England indicate that these benefits only have limited heritage gains, and do not outweigh the level of harm caused to the significance of the baths by the proposed 12-storey block dominating the street scene and overshadowing the baths. They advise that further efforts should be made to minimise the harm caused by this 12-storey block. This could be achieved primarily by reducing the height to ensure the iconic Victoria Baths building remains the dominant presence on Hathersage Road.

Historic England has concerns regarding the application on heritage grounds. They consider that the issues and safeguards outlined in their advice need to be addressed in order for the application to meet the requirements of paragraphs 201, 205, 206, 208, and 212 of the NPPF.

Victorian Society – Have provided a response providing advice on the proposals. The predominate setting of the immediate area is characterised by low rise domestically scaled buildings- imbuing the Victoria Baths with a landmark quality.

The 12-storey scale of the proposed building would transform the setting of this heritage asset and diminish its landmark quality. The Victorian Society therefore ask the local authority to consider if such a scale is appropriate and if the harm to the setting of this heritage asset is justified.

Transport For Greater Manchester – Recommend that TROs are in place in the vicinity of the site to ensure there are no incentives for occupiers to use a car. Suggest that cycle lanes are marked out on Hathersage Road and that existing road humps be made cycle friendly. Improvements to cycle signage in the area for destinations such as the University campuses and City Centre. Comments are made regarding the need for secure cycle parking spaces and improvements to cycle security. It is recommended that a full travel plan be in place for the development.

Active Travel England – Raise comments around the applicants Transport Statement including the use of peak hour data, the age of the data used, lack of audit of

highways infrastructure outside of the application site, and aspirations for higher rates for short trips to be walked, wheeled or cycled.

Comments are made around improving the permeability through the site including to the north-east of the site.

ATE welcome the commitment in the scheme to integrated on-site public realm to improve the quality of the spaces on the application site. ATE consider that the development can further maximise its potential to contribute to more comprehensive active travel routes, for example by including a good wayfinding strategy ensuring that students are aware of the location of nearby amenities and public transport.

Electricity Northwest – Have considered the planning application and indicate it could have an impact on their infrastructure. They raise no objections to the proposals but indicate that the applicant should be advised that great care should be taken at all times to protect both the electrical apparatus and any personnel working in its vicinity. The applicant's agent has been provided with the response of ENWL and relevant documents provided by them relating to works in the vicinity of underground and overhead electrical infrastructure and minimum safety clearances.

United Utilities Water PLC – Recommend a condition be attached to any approval for the submission and approval of a surface water and foul water drainage scheme.

Cadent Gas – Raise no objection to the proposals but request an informative be attached to any approval notifying the applicant that there may be Cadent assets in the vicinity of the development and the appropriate methods for in which they are able to contact Cadent to discuss these.

Health & Safety Executive (Fire Safety) - Following a review of the information provided in the planning application, HSE is content with the fire safety design as set out in the project description, to the extent it affects land use planning considerations. However, HSE has identified matters that the applicant should try to address in advance of later regulatory stages separate to material planning considerations and these matters have been forwarded separately to the applicant's agent, so they are aware of these.

Policy

Section 38 (6) of the Town and Country Planning Act 2004 states that applications for development should be determined in accordance with the adopted development plan unless material considerations indicate otherwise. The adopted development plan consists of the Core Strategy (adopted 2012) and the saved policies of the Unitary Development Plan. Due consideration in the determination of the application will also need to be afforded to national policies in the National Planning Policy framework (NPPF) which represents a significant material consideration.

Local Plan Policy

Core Strategy Development Plan Document

The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy replaces significant elements of the Unitary Development Plan (UDP) as the document that 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.

Relevant policies in the Core Strategy are detailed below:

Policy SP 1 Spatial Principles - The redevelopment of previously developed land to improve the built environment and local character on a site accessible by public transport proposed is considered to accord with the spatial principles of the Core Strategy subject.

Policy H1 Overall Housing Provision – The proposal would re-provide and increase the amount of PBSA at an established student accommodation site.

Policy H 5 – Central Manchester Housing - This would be a high density PBSA development on a site which is considered to be appropriate for further high density PBSA.

Policy H12 - Purpose Built Student Accommodation – states the provision of new PBSA will be supported where the development satisfies the criteria below.

1. Sites should be in close proximity to the University campuses or to a high frequency public transport route which passes this area.
2. The Regional Centre, including the Oxford Road Corridor, is a strategic area for low and zero carbon decentralised energy infrastructure. Proposed schemes that fall within this area will be expected to take place in the context of the energy proposals plans as required by Policy EN 5.
3. High density developments should be sited in locations where this is compatible with existing developments and initiatives, and where retail facilities are within walking distance. Proposals should not lead to an increase in on-street parking in the surrounding area.
4. Proposals that can demonstrate a positive regeneration impact in their own right will be given preference over other schemes. This can be demonstrated for example through impact assessments on district centres and the wider area. Proposals should contribute to providing a mix of uses and support district and local centres, in line with relevant Strategic Regeneration Frameworks, local plans and other masterplans as student accommodation should closely integrate with existing neighbourhoods to contribute in a positive way to their vibrancy without increasing pressure on existing neighbourhood services to the detriment of existing residents.
5. Proposals should be designed to be safe and secure for their users and avoid

causing an increase in crime in the surrounding area. Consideration needs to be given to how proposed developments could assist in improving the safety of the surrounding area in terms of increased informal surveillance or other measures to contribute to crime prevention.

6. Consideration should be given to the design and layout of the student accommodation and siting of individual uses within the overall development in relation to adjacent neighbouring uses. The aim is to ensure that there is no unacceptable effect on residential amenity in the surrounding area through increased noise, disturbance or impact on the streetscene either from the proposed development itself or when combined with existing accommodation.

7. Where appropriate proposals should contribute to the re-use of Listed Buildings and other buildings with a particular heritage value.

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

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

10. Applicants/developers must demonstrate to the Council that their proposals for PBSA are deliverable.

The development is considered to be in accordance with policy H12 for the reasons set out in the Issues section of this report.

Policy EC1 (Employment and Economic Growth in Manchester) - looks to ensure priorities for economic growth with the Council supporting significant contributors to economic growth and productivity including health, education, retailing, cultural and tourism facilities, and other employment generating uses. In this instance the proposals would support the higher education provision located on Oxford Road which are identified as a major economic driver of the city economy.

Policy EC8 (Central Manchester) seeks to create a positive sense of place at the interface of the health and education institutions along Oxford Road and the residential areas, using design and public realm.

Policy T1 (Sustainable Transport) – the proposals include a reduction of onsite car parking which would assist in encouraging a modal shift away from car travel to more sustainable alternatives.

Policy T2 (Accessible Areas of Opportunity and Need) – the site is well located in relation to the City's main economic drivers, including the Regional Centre, the Oxford Road Universities and Hospitals and is accessible by walking, cycling and public transport.

Policy EN1 (Design Principles and Strategic Character Areas) – The proposals are considered to be of a high quality of design and would enhance the built environment at this location within modern student accommodation.

Policy EN2 (Tall Buildings) – The proposals are considered to be designed and sited in an acceptable and appropriate manner and would contribute positively to sustainability, place making, and would bring significant regeneration benefits.

Policy EN3 (Heritage) – There are no designated heritage assets in the site but Victoria Baths grade II* listed building is immediately adjacent whilst Victoria Park conservation area is located to the south of the site. Consideration of these matters are set out in more detail within the issues section of this report below.

Policy EN 4 (Reducing CO2 Emissions by Enabling Low and Zero Carbon Development) & Policy EN6 (Target Framework for CO2 reductions from low or zero carbon energy supplies) – Energy and Environmental Sustainability statements confirm that the proposals would reduce energy use.

Policy EN 8 (Adaptation to Climate Change) - Mitigation measures have been identified to increase resilience to the likely effects of climate change.

Policy EN 9 (Green Infrastructure) - The application demonstrates a commitment to the creation of green infrastructure across the site including green roofs, landscaping and tree replacement scheme.

Policy EN14 (Flood Risk) – The site is in flood zone 1 and is at low risk from flooding. Outline proposals have been submitted but final details and a maintenance strategy of any drainage would be required and would be subject to conditions.

Policy EN15 (Biodiversity and Geological Conservation) - The site contains does not contain habitats for protected species including bats. Ecological and tree surveys have been provided and as set out in the report the proposals would be consistent with the principles of this policy subject to conditions.

Policy EN16 (Air Quality) – The site is not located within but is adjacent an air quality management area but the application is supported by an air quality assessment. This demonstrates that local air quality impacts would not be a constraint, and the development would not give rise to unacceptable impacts in terms of air quality if mitigation is undertaken at construction stage.

Policy EN 17 (Water Quality) - The proposal would not have adverse impacts on water quality, surface water drainage and contaminated land subject to appropriate conditions.

Policy EN 18 (Contaminated Land and Ground Stability) - The ground conditions are not considered unusual or complex and would not constrain the development of the site subject to appropriate conditions.

Policy EN 19 (Waste) - An operational waste management strategy has been provided and is considered to be acceptable.

Policy DM 1 (Development Management) – This policy sets out the requirements for developments and outlines a range of general issues that all development should have regard to including: 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.

The application is considered in detail in relation to the above issues within the Issues section below.

Places for Everyone Joint Development Plan Document (March 2024)

Policy JP-S1 (Sustainable development) -The proposals are considered to deliver a sustainable form of development that has been designed to minimise adverse impacts. The form of development proposed is considered distinctive, with a clear identity that as set out in the issues section of this report conserves and enhances the historic environment and local history and culture.

Policy JP-S2: (Carbon and Energy) – The proposal would include renewable energy sources and high standards of energy performance have been applied across the design of the buildings to reduce their operational energy requirements.

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

Policy JP-S6: (Clean Air) – The proposals would reduce the number of car parking spaces on the site. Construction activities can be mitigated to minimise the impact on local air quality.

Policy JP-S7: (Resource Efficiency) – Resources would be consumed during construction. On site demolition is limited and retained structure utilised within the proposals. The proposal would be highly efficient and low carbon.

Policy JP-P1 (Sustainable Places) states the aim to become one of the most liveable city regions in the world, consisting of a series of beautiful, healthy and varied places, each having a range of key attributes.

Policy JP-H3 (Type, Size and Design of New Housing) - seeks a variety of dwelling types, size and design to be provided across the conurbation.

Policy JP-G9: (A Net Enhancement of Biodiversity and Geodiversity) – There would be tree planting and a net increase in biodiversity on the site.

Policy JP-P 2 (Heritage) - The architecture and materiality would be high quality and minimise impacts to nearby historic buildings.

Unitary Development Plan (1995)

The majority of the previous UDP policies have been replaced by the Core Strategy, however there are still saved policies that remain extant. The relevant policies for this application are set out below.

Policy DC19.1 (Listed Buildings) - This policy promotes the desirability of securing the retention, restoration, maintenance and continued use of listed building and to protecting their general setting.

DC 26 (Noise) - Indicates that the Council will use the development control process to reduce the impact of noise on people living and working in, or visiting, the City. particular, consideration will be given to the effect of new development proposals which are likely to be generators of noise.

Relevant National Policy

The National Planning Policy Framework (December 2023) - sets out Government planning policies for England and how these are expected to apply. The NPPF seeks to achieve sustainable development and states that sustainable development has an economic, social and environmental role. The NPPF outlines a “presumption in favour of sustainable development”. This means approving development, without delay, where it accords with the development plan.

Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed.

The following specific policies are considered to be particularly relevant to the proposed development:

Section 5 (Delivering a sufficient supply of homes) – The proposals seek to provide additional student accommodation on an existing site that has been used for student accommodation.

Section 6 – (Building a strong and competitive economy) - The proposal would create jobs during construction and operational phases.

Section 7- (Ensuring the Vitality of town centres) – The proposals seek to provide a range of support services for occupiers of the development.

Section 8 (Promoting healthy and safe communities) – The proposals are accompanied by a Crime Impact Statement that raises not significant concern with the proposals.

Section 9 (Promoting Sustainable Transport) – The proposal is located within in a sustainable urban location that can be accessed on foot, bicycle and public transport.

Section 11 (Making Effective Use of Land) – The proposal would increase the number of bedspaces and overall density of development at the site. The land is currently occupied by buildings and its redevelopment would enable the sustainable reuse of land within an urban context.

Section 12 (Achieving Well-Designed Places) – The application is accompanied by a Heritage and Townscape Visual Impact Assessment and Design and Access statement that sets out the design approach. The proposals are considered to be of good design.

Section 14 (Meeting the challenge of climate change, flooding and coastal change) – The proposals are supported by documents and strategies that indicate that it can meet the challenge of climate change.

Section 15 (Conserving and enhancing the natural environment) – The documents submitted with this application have considered issues such as ground conditions, noise and the impact on ecology and demonstrate that the proposal would not have a significant adverse impact in respect of the natural environment.

Section 16 (Conserving and Enhancing the Historic Environment) - The application is accompanied by a Heritage and Townscape Visual Impact Assessment and Design and Access statement that indicate that through appropriate high-quality design, siting and layout the proposals can be accommodated on the site and would not have significant impact on designated heritage assets.

There has been a recent Government consultation in relation to a draft update to the guidance contained within the National Planning Policy Framework and those proposed draft changes have been fully considered in relation to this report and the associated recommendation.

Other material considerations

Guide to Development in Manchester Supplementary Planning Document (SPD) and Planning Guidance (April 2007) - This document provides guidance to help develop and enhance Manchester. In particular, the SPD seeks appropriate design, quality of public realm, facilities for disabled people (in accordance with Design for Access 2), pedestrians and cyclists. It also promotes a safer environment through Secured by Design principles, appropriate waste management measures and environmental sustainability. Sections of relevance are: -Chapter 2 'Design' -Chapter 8 'Community Safety and Crime Prevention' -Chapter 11 'The City's Character Areas'

Manchester Housing Strategy 2022-2032 – The strategy seeks to deliver 36,000 new homes by 2032, including 10,000 affordable homes (some 28% of total delivery) and supports high density housing in the core of the conurbation. It also sets out the need for residents (who include students) to have access to good quality accommodation across different types, tenures, and price angles.

The proposed development would go some way to contribute to achieving the above targets and growth priorities and would deliver affordable bedspaces.

Manchester Residential Quality Guidance (2016) - The City Council's Executive has endorsed the Manchester Residential Quality Guidance. As such, the document is now a material planning consideration in the determination of planning applications and weight should be given to this document in decision making. The purpose of the document is to outline the consideration, qualities and opportunities that will help to deliver high quality residential development as part of successful and sustainable neighbourhoods across Manchester. Above all the guidance seeks to ensure that Manchester can become a City of high-quality residential neighbourhood and a place for everyone to live. The document outlines nine components that combine to deliver high quality residential development, and through safe, inviting neighbourhoods where people want to live. These nine components are as follows: Make it Manchester; Make it bring people together; Make it animate street and spaces; Make it easy to get around; Make it work with the landscape; Make it practical; Make it future proof; Make it a home; and Make it happen.

Report to the City Council's Executive on PBSA - The Council's Executive endorsed a report regarding PBSA on 9 December 2020 following the outcome of a public consultation exercise with key stakeholders, on PBSA in Manchester. The report was endorsed by the Executive to help guide the decision-making process in advance of a review of the Local Plan. The report is clear that Core Strategy Policy H12 retains relevance in how PBSA is developed in Manchester and it was requested by the Council's Executive that the report on PBSA in Manchester be considered as a material planning consideration until the Local Plan has been reviewed.

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

The report states, a high-quality residential offer for students in appropriate locations, is critical for Manchester's Universities ability to attract and retain students in a global market and confirms that accommodation should be located in the areas immediately adjacent to the core university areas, principally the Oxford Road Corridor area.

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.

National Planning Policy Guidance

The Government produced a suite of documents to act as a live resource which set out advice and best practice on a wide range of planning issues following a detailed review of planning policy guidance as a way of streamlining policy. The relevant sections/extracts of the NPPG are set out below:

Housing Needs of Different Groups

Strategic policy-making authorities need to plan for sufficient student accommodation whether it consists of communal halls of residence or self-contained dwellings, and whether or not it is on campus. Encouraging more dedicated student accommodation may provide low-cost housing that takes pressure off the private rented sector and increases the overall housing stock. Strategic policy-making authorities are encouraged to consider options which would support both the needs of the student population as well as local residents before imposing caps or restrictions on students living outside university-provided accommodation.

Local Planning Authorities will also need to engage with universities and other higher educational establishments to ensure they understand their student accommodation requirements in their area.

Noise - Local planning authorities should take account of the acoustic environment and in doing so consider:

- whether or not a significant adverse effect is occurring or likely to occur;
- whether or not an adverse effect is occurring or likely to occur; and
- whether or not a good standard of amenity can be achieved.

Mitigating the noise impacts of a development will depend on the type of development being considered and the character of the proposed location. In general, for noise making developments, there are four broad types of mitigation:

- engineering: reducing the noise generated at source and/or containing the noise generated;
- layout: where possible, optimising the distance between the source and noise sensitive receptors and/or incorporating good design to minimise noise transmission through the use of screening by natural or purpose built barriers, or other buildings;
- using planning conditions/obligations to restrict activities allowed on the site at certain times and/or specifying permissible noise levels differentiating as appropriate between different times of day, such as evenings and late at night, and;
- mitigating the impact on areas likely to be affected by noise including through noise insulation when the impact is on a building. Design states that where appropriate the following should be considered:
 - layout – the way in which buildings and spaces relate to each other;
 - form – the shape of buildings;
 - scale – the size of buildings;
 - detailing – the important smaller elements of building and spaces;
 - materials – what a building is made from.

Air Quality – Guidance states that when air quality is considered relevant to a planning application, which includes when proposals:

- Give rise to potentially significant impact (such as dust) during construction for nearby sensitive locations;

- Significantly affect traffic in the immediate vicinity of the proposed development site or further afield; or
- Expose people to existing sources of air pollutants. This could be by building new homes, workplaces or other development in places with poor quality.

Section 66 Listed Building Act requires the local planning authority to have special regard to the desirability of preserving the setting of listed buildings. This requires more than a simple balancing exercise and case law has considerable importance and weight should be given to any impact upon a designated heritage asset but in particular upon the desirability of preserving the setting with a strong presumption to preserve the asset.

S17 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.

S149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

Issues

Principle

The proposed development would make efficient use of a previously developed site in a sustainable urban location, close to the main Manchester University campuses, within a reasonable walking distance of the Oxford Road corridor and associated university buildings. The proposal is of a high-quality design and would positively contribute to the mix of student accommodation supply in the city, by meeting a recognised quantitative and qualitative need for such accommodation and would reduce reliance on houses in multiple occupation for student occupation and mainstream apartments in the city centre.

The scheme would deliver economic, social and environmental benefits including job creation, spending in the local economy, provide a catalyst for further regeneration in the area, and upgrade the appearance of the site adjacent to the designated heritage asset of Victoria Baths. On this basis, the proposal is considered to accord with relevant policy and guidance. Specific planning issues, including the acceptability of purpose-built student accommodation and the impact to amenity of adjacent residential properties and the setting of the adjacent Grade II* listed building at Victoria Baths is considered further below.

Principle of Purpose-Built Student Accommodation (PBSA)

Policy H12 of the Core Strategy is the main overarching development plan policy for considering proposals for PBSA. The policy also needs to be considered in the context of the interim policy position on PBSA adopted by the Executive Committee in December 2020.

Subject to the criteria in the policy, such development could be supported. Priority is to be given to schemes that are part of the universities' redevelopment plans or which are being progressed in partnership with the universities, and which clearly meet the Council's regeneration priorities.

Policy H12 lists criteria developers are 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 bedspaces.

It is considered that the proposal meets the policy criteria contained within policy H12 and as such, the principle of student accommodation on the site can be supported.

Taking each of the 10 criteria in turn, the following commentary and assessment is provided, and which sets out why each policy requirement is met:

1) Sites should be in close proximity to the University campuses or to a high frequency public transport route which passes this area.

The site is close to the university campuses and within reasonable walking and cycling distances being approximately 700 metres from Oxford Road which provides the main north-south road connecting with the University campuses and a number of high frequency bus services to the universities and beyond. The applicant has also confirmed that the site is currently operating as a popular student accommodation location functioning successfully, which they believe indicates its acceptability in terms of proximity to the university campuses.

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 EN5.

An Environmental Standards Statement submitted as part of the application outlines how the proposed development would exceed the minimum standards set in current Building Regulations and also targets a BREEAM 'Excellent' and EPC 'A' rating. The proposals includes passive design measures, such as improved building fabric performance, energy efficient building services and provision of low carbon and renewable energy i.e. air source heat pumps and MVHR and PV panels. These passive design measures are a significant enhancement on the current buildings, which currently have poor thermal efficiency and lack any low carbon technologies.

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.

The proposal has been designed and sited to respect the adjacent designated heritage asset and surrounding existing residential properties.

The site is within a reasonable walking distance to a range of amenities to the west along Oxford Road and a parade of local shops and food and drink businesses along Hathersage Road. A Tesco convenience store is also located a short distance (500 metres) to the north-east along Upper Brook Street.

The location of the site is highly sustainable and accessible, within a reasonable walking distance of the universities and proximate to a range of bus services.

It is not anticipated that the proposal would lead to an increase in on-street parking. The development is to be largely car free with some retained spaces for staff and students, with three accessible parking spaces provided and an uplift in cycle parking provision provided across the development. The applicant has confirmed within their submitted transport assessments that car-ownership amongst students is low and that the proposed level of car parking is adequate for the proposals and would not result in harmful impacts on nearby residential streets. The Council's Highway Services raise no objections to the conclusions to the applicant's transport assessments or level of car parking proposed.

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.

The proposed development would facilitate a number of regenerative benefits including, the redevelopment of a brownfield site, contributing to the shortfall in student accommodation in an existing location providing student accommodation, the provision of managed and affordable student accommodation, and enhancing the appearance of the site.

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.

As outlined within the submitted Crime Impact Statement, the proposed development has been designed to provide a number of positive aspects including good levels of ground floor activity and surveillance and concludes that the design will not lead to an increase in crime.

The proposals include a number of management and security to ensure the safety of its residents and visitors. The main entrance would be accessed via an electronic access control system for residents and staff. The arrangement of the lobby space would be controlled via a concierge and security measures have been incorporated into the building design. The student management plan indicates that security

provisions would be included with the aim to provide visible, but not obtrusive security through a combination of CCTV, access control and security personnel.

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.

The site layout, design, scale and appearance are considered acceptable and would be sympathetic to its surroundings. The layout has been informed by the existing buildings on site some of which are to be retained and remodelled, adjacent residential and neighbouring buildings, the existing road network, and site boundaries.

The application proposals are accompanied by a number of supporting documents including sunlight/daylight analysis, townscape and heritage impacts, and noise assessment. More detailed consideration of these matters are set out below but the overall conclusions are that the proposals would not have an unacceptable effect on amenity issues in relation to noise, disturbance or the street-scene.

7) Where appropriate proposals, should contribute to the re-use of Listed Buildings and other buildings with a particular heritage value.

There are no listed buildings or heritage assets within the site but immediately adjacent is the designated heritage asset of the grade II* listed Victoria Baths. Victoria Baths were former public baths that now operate as a visitor and commercial venue managed on behalf of the Council by The Manchester Victoria Baths Trust, set in up in 2000 by local residents, with the aim of re-opening the Baths for public use. Given that the application site extends up to the boundaries of the Victoria Baths there are considerations required for the ongoing activities associated with its use. Following amendments to the layout and arrangement of landscaping around the boundaries of the Baths, the proposals would enable continued access points into the designated heritage asset in order to allow ongoing maintenance and associated activities.

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.

A Waste Management Strategy provides details of the number of receptacles and recycling arrangements, and confirms that sufficient internal and external space is provided to enable the necessary segregation and management of the waste streams generated, whilst also ensuring waste collection can be appropriately managed and coordinated.

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 bedspaces.

The Executive Report to Committee, December 2020 refers to a revised approach to PBSA, with support given to new accommodation in close proximity to university campuses, such as that proposed.

The report references an earlier Executive Report to Committee in November 2019 which refers to evidence that suggest that Manchester needs a more diverse pipeline of new PBSA to help stabilise rental growth and to meet the needs of students at an affordable price.

The report acknowledges that there is a need to replace existing poor quality stock and that PBSA development would not only provide accommodation for increasing number of students, but will also replace existing poor quality stock.

Given the policy background and the report to Executive which form important material considerations in decision making for new student accommodation, there is recognition that there is a need for further student accommodation in the city. The applicant has also prepared a supporting assessment on the need for student accommodation which indicates that there has been a growing reliance on non-PBSA accommodation in the City by students to the detriment of the local housing market for working households.

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

The supporting documents identify the applicant as having a proven track record of delivering high quality, popular and well-managed student accommodation across the UK. This includes The Chapel, on Upper Brook Street in Manchester, a Grade II listed converted chapel a short distance from the university campuses and local amenities.

On this basis it is considered that the proposals accord with policy H12.

Demolition and part demolition of the existing buildings

The proposals would result in the demolition of blocks 4 and 6 in their totality, with some limited demolition taking place to blocks 2,3 and 5. Block 1 would remain largely the same in terms of its form although would be extended. Through the retention and extension of some of the buildings on site this would enable savings in both embodied carbon and waste generation arising from total demolition of the buildings on site. It is indicated that pre-demolition audits of materials to be removed would allow re-use and re-purposing where appropriate, and where this is not possible materials would be recycled and diverted from landfill wherever possible. The approach taken to demolition of some buildings and reuse of existing structures where this is possible is considered to be appropriate in this instance.

Redevelopment of the Site and Contribution to Regeneration

The proposal would redevelop an existing site containing student accommodation. It is considered that the increased density on the site would lead to an efficient use of

land within a sustainable location to the benefit of the area, including through job creation and benefits to the local economy via increased expenditure at local businesses – a local labour agreement condition is proposed to be attached to any approval. As considered below the high standard of design is considered to enhance the character and appearance of the area and contribute to the regeneration of the area. It is acknowledged within adopted planning policies that there is a strong link between economic growth, regeneration and the provision of a range of residential accommodation across the city including for students in appropriate locations. A key objective of development plan policy and relevant material considerations does aim to deliver the accommodation and infrastructure needed to attract students to Manchester and support its reputation as a world class place to study. On balance, the proposal would have a positive and beneficial effect on the area

Amount of Development

The proposed floorspace is organised across the 6 blocks to provide a total of 694 units and 876 bedspaces in the following mix:

- 552 Studio apartments (including 74 post graduate apartments)
- 23 Wheelchair accessible units
- 58 Two-bedroom apartments
- 59 Three-bedroom apartments
- 2 Four-bedroom apartments

The apartments floorspaces range in size from 18sqm – 23.7 sqm for studio apartments, 29.7sqm for the wheelchair accessible units, 39.6 - 47.6 sqm for two-bedroom apartments, 65.4sqm for three-bedroom apartments, and 94sqm for four-bedroom apartments.

This amount of development would result in a net increase of 423 units and 310 bedspaces over the current level of provision on the site which currently comprises 271 units and 566 bedspaces (113no. Studio; 34no. two bedroom, 111no. three bedroom and 13no. four bedroom apartments).

As set out below in consideration of matters relating to the siting, appearance and impacts of the proposals, whilst the proposals would see a considerable uplift in accommodation provided on the site, the proposed development is considered acceptable in this instance

Site Layout

The proposed development comprises the provision of 6 buildings, the positioning of these is largely dictated by the current arrangement of buildings on the site many of which, as set out in the description of the development section of this report, are to be retained and redeveloped to improve their visual appearance and to be extended/redeveloped to increase the number of bedspaces to be provided across the site.

The extensions to blocks 2 and 3 which involve additional built form and height (6 storeys) are in main located away from existing residential properties to the rear located along Upper West Grove and South Grove. Likewise Block 4, which is a completely new building, has its taller 9 storey element located towards Bax Road with it falling to four storeys to the rear.

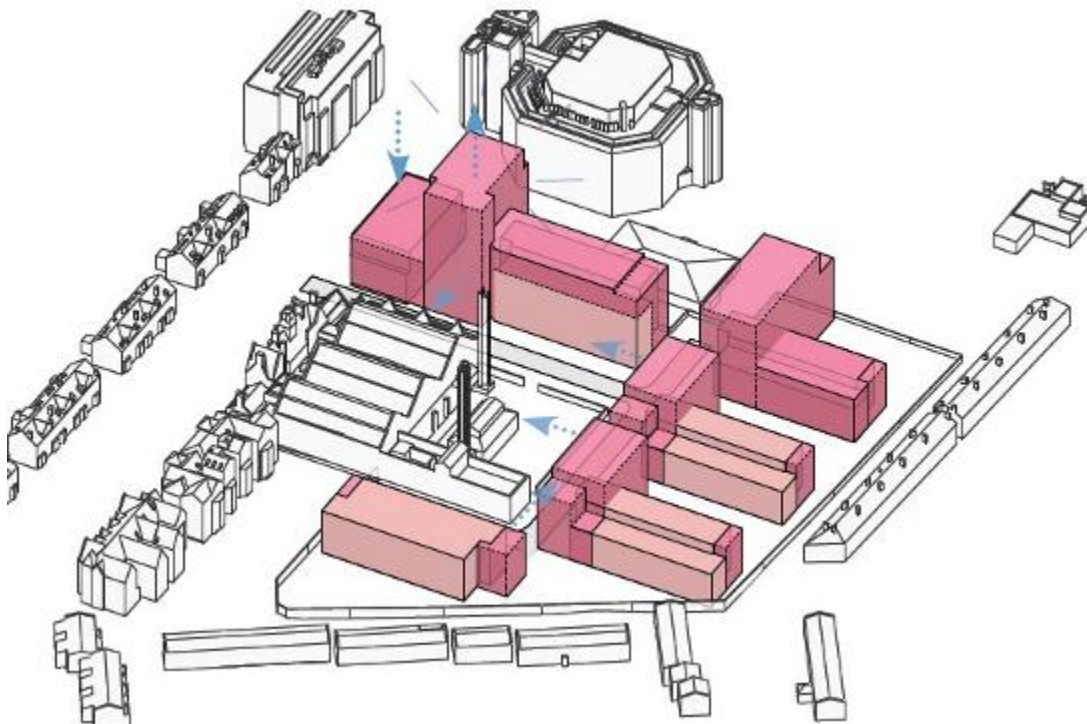
The redevelopment of Block 6 fronting Hathersage Road gives the opportunity for an improvement to the street-scene and relationship to the adjacent Victoria Baths building. This building is set at 4 storeys along the road frontage with the new infill building between Block 6 and 5 increasing in height to 12 storeys away from the street frontage with Block 5 be increased in height from 5 to 7 storeys. The layout of roads and accesses serving the site would be retained as they are currently aligned with improvements proposed to the public realm in general to improve the setting of the buildings and its relationship with Victoria Baths particularly to the rear.

Block 1 consists of postgraduate studio apartments with an extension to the north increasing the building footprint to provide additional accommodation and a secondary means of escape.

Blocks 2 and 3 are similar in layout and include the new 6 storey elements which incorporate a new primary core of lift and staircase plus service risers with central corridor access to all student accommodation. Each block includes a new secondary escape stair to its northern elevation. Each upper floor also includes a shared study space overlooking the internal private courtyard.

Block 4 comprises entirely new build with its southern leg rising to 9 storeys but with a set back to its upper levels. Accommodation includes a mix of studios and cluster bedrooms with a shared study space overlooking Bax Road.

Blocks 5 and 6 combine to create one single structure but split into three separate communities around the three access cores. Accommodation is generally studio apartments but 2 bedroom apartments generally occupy external corners, 3 and 4 bedroom clusters plus accessible bedrooms are contained within the 12 storey part of the building.



Proposed building layout, dark red identifies extensions and new buildings, light red identifies existing building structures

Basements are retained to Blocks 1-3 and 4 and a new part basement incorporated to the new build block 4. The basements provide space for new building services plant, a small number of car spaces are retained to Block 1.

The layout has been arranged to allow for potential future access from Bax Road to the adjacent site and land to the rear of Octagon House and through to Carmoor Road, which would restore an historic connection.

Outdoor amenity spaces would be retained between buildings in the form of landscaped courtyard areas adjacent Blocks 1,2,3 and 4 with a smaller landscaped area located on the western side of Block 5. External terraces are also proposed to the fifth floor of Blocks 2 and 3, the 6th floor of Block 4, the first-floor roof of the infill between Blocks 5 and 6, and the 11th floor of Block 5 and 6. These terrace areas are enclosed by a tall parapet to maintain safety and increase privacy. External cycle stores would be located along the northern boundary of the site adjacent Blocks 2 and 3 with further external storage adjacent Block 1 and 5. Basement cycle storage is also included within the basement areas of Blocks 2, 3 and 5.

Car parking would be retained in the basement of Block 1 with areas of surface car parking also provided to the north of Block 5 accessed from Bax Road including 3 accessible parking spaces.

Victoria Baths shares its northern, eastern and western boundaries with the application site. There are a variety of accesses to the Baths along these boundaries including accesses to the rear car parking and serving area, fire accesses and maintenance accesses. The applicant has recognised these accesses and the proposed landscaping scheme around the site would enable these accesses to be useable and not hindered by soft landscaping or street furniture. This would provide a direct benefit to Victoria Baths and enable these accesses to be used and maintained into the future and support its ongoing use and maintenance, an appropriately worded condition is proposed to maintain these access points.

It is considered that the overall layout proposed is acceptable and reflective of the constraints and context of the site and the current arrangement of buildings to be retained on it.

Scale, Design and Appearance

The application proposals are accompanied by a Design and Access Statement, Townscape and Visual Impact Assessment and a Heritage Statement and a Tall Buildings Statement as it is recognised that the proposal incorporates elements that are larger in scale than the existing buildings on site and surrounding buildings.

The applicants submitted documents set out that the proposals provide an opportunity to improve the urban design and placemaking of the site as part of a comprehensive regeneration strategy, through:

- Investing in the public realm and streetscape to prioritise pedestrians and cyclists and diminish the dominance of car parking.
- Capitalise on Victoria Baths as a destination by improving the hard landscaping to the rear.
- Create a more varied and improved townscape through remodelling the existing 6 buildings.
- Improve the setting of all of the buildings through improvements to the green space and better delineating between public and private spaces.
- Re-addressing the Hathersage Road frontage to improve the setting of Victoria Baths whilst improving the “front door” of Victoria Point.
- Allow for a future connection between Bax Road and Carmoor Road
- Improve the connectivity between blocks by creating an active street frontage across the site.

The applicant has undertaken an assessment of the context of the site, this identifies a range of building heights in the area ranging from: single storey elements associated with rear buildings of Victoria Baths and temporary buildings associated with the NHS use of the site at Octagon House; two and three storey Victorian terraced properties located on the Groves to the north of the site and Hathersage Road to the south; Victoria Baths at 3 storeys to Hathersage Road and up to 4 storeys with equivalent of 4 storeys with its roofs; a 6 storey recently developed apartment building to the south east on Hathersage Road; and, Octagon House to the immediate west which is indicates as having an equivalent height of 8 residential storeys.

The proposals have been designed and orientated to provide a strong street frontage to Bax Road and Hathersage Road addressing issues with the current arrangement of buildings on the site which do not provide natural surveillance or sense of enclosure to the street, with the rear of site particularly having a sense of isolation. This is particularly the case with the additional height to the southern extent of Blocks 2, 3 and 4. The provision of additional height in these areas also provides separation from the existing two storey terraced residential properties to the north.

The re-development of Block 6 and infilling the space with Block 5 creates a taller structure to identify the main entrance to the scheme and is described by the applicant as a response to the scale of Octagon House. Moving the taller element of the proposals away from the Hathersage Road frontage is also noted as being a direct response to addressing the Hathersage Road frontage and the setting of the Grade II* Listed Victoria Baths, with a reduced height and scale for Block 6 to create an appropriate scale and form to Hathersage Road to reflect the street and adjacency to the listed building.

Whilst consideration of impacts of scale are considered further below with regards to residential amenity and impacts on Victoria Baths, the approach to the scale of development in respect of the site, its context, and relationships to adjacent sites and properties is understood and considered appropriate in this instance.

The appearance of the proposals has been informed by an understanding of the character of the area and an understanding of the heritage of the built form and environment in the vicinity of the site. The submitted Design and Access statement

indicates that in terms of design and appearance a common approach has been made across the site proposals but with variations in the detail and final design to create interest and variety to each building.

To reflect this understanding the buildings are to be predominantly finished in red brick with subtle detailing, with formal, repetitive window arrangements set deep into the façade. The entrances to blocks 1-4 would be identifiable by a different glazed brick colour which have been chosen to reflect the colours and tones of the tiles used within Victoria Baths. Each entrance would be articulated with serrated brickwork detailing and to provide additional interest the parapet to the external roof terraces would be articulated with a serrated brickwork detail.



Proposed entrance to Block 3



Typical bay window and parapet details including brick detailing

The approach to the design and appearance of Blocks 5 and 6 again reflect the general approach to use red bricks with regular window pattern and brick detailing to subtly reflect the brick banding on the adjacent Victoria Baths. Entrances and infill panels are to be finished in contrasting ceramic flat and profiled tiles again as a reference to finishes within Victoria Baths.



Proposed material precedents for Blocks 5 and 6



Typical window detail Block 5 and 6

Entrance finish to Block 6

The overall approach to the design and appearance of the proposals set out within the supporting documents and drawings is considered to be of high quality with detailed consideration of finishes, window and entrance design. There would be an overall uplift in terms of appearance and finishes from the existing building on site which fail to deliver a high-quality environment and detract from the character of the area.

It is considered that the cohesive approach to design and appearance of the proposals together with the high quality of finishes outlined above would enable the scale of development to successfully assimilate into the street scene and wider area. As such it is considered necessary to attach appropriate conditions to any approval to agree the exact specification of the material finishes to ensure delivery of the proposals set out within the application documents.

Impact of the historic environment and cultural heritage

The site is not in a conservation area and there are no listed buildings at the site. The nearest conservation area is Victoria Park conservation area approximately 100metres to the south of the site. There are listed buildings nearby which includes the adjacent grade II* Victoria Baths. The application is supported by a Heritage Statement and a Townscape and Visual Impact Appraisal. These documents are proportionate to the application proposals to identify the significance of designated heritage assets in the vicinity of the site and to assess the potential impacts of the application proposals on those assets.

Legislation and planning policy seek to preserve and enhance the character, appearance, and historic interest which heritage assets possess. Sections 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 require that 'special regard' is paid when taking decisions affecting listed buildings and their settings and conservation areas.

Impacts on the Victoria Park Conservation Area - The Conservation Area was designated in March 1972 and the significance arises from its origins as an early purpose built private residential estate. Whilst the area has undergone change since

it was originally planned and laid out, many original villas and landmarks remain, and it retains its character as a predominantly low-rise residential area.

There would be some limited views from within the conservation area of the proposed development particularly the 12 storey taller element from between Villas located on Daisy Bank Road close to the northern boundary of the conservation area.



Extract from plan from submitted Heritage Assessment – The application site is edged red, Victoria Park conservation area boundary is noted in green, Listed Buildings are marked with – Red dot (Grade I), Blue dot (Grade II), Purple dots (Grade II),*

Given the location of the application site, its physical separation from the conservation area together with intervening land uses, buildings and associated infrastructure it is not considered that the application proposals would give rise to harmful impacts on the Victoria Park conservation area.

Impacts on Victoria Baths (Grade II* Listed Building) – The submitted Heritage Statement identifies the building as having an eclectic style with its striped, red Ruabon brick and pale terracotta. It is symmetrical in massing and outline to Hathersage Road, with steep shaped gables, a lower central gable with a projecting canted bay at ground floor, and two lower flanking wings. Stained glass windows exist throughout, in arched openings at ground floor and in square headed openings at first floor – all with deep reveals. A tall central clock tower rises from the roof in the form of a cupola. The building is a well-preserved example of a public baths from the period and has a surviving interior decorative scheme of ornate stained glass, decorative tiling, mosaic floors, conserved pool halls and suites of Turkish and Russian Baths. The building is now operated by the Victoria Baths Trust as a visitor attraction and commercial venue.

The setting of the listed building has evolved since its construction at the start of the 20th Century although it still sits within a predominantly residential area. The terraces of stuccoed villas to the east pre-date the Baths but are representative of the residential community that developed in this area during the mid to late 19th century. Whilst the building is primarily enjoyed and appreciated from Hathersage Road its principal elevation, there is decorative quality to the Bax Road elevation whilst the eastern elevation is plainer.

The applicant has prepared a series of views of the proposals in the context of the listed building, these confirm that the lower Block 6 fronting Hathersage Road would not complete or diminish the views from the east of the Hathersage Road frontage of Victoria Baths. The taller infill element to the rear of Block 6 which rises to 12 storeys would be clearly visible appearing as a backdrop to the clock tower and varied roof of the Victoria Baths. As such there is considered to be harm to the significance of the listed building from some viewpoints on Hathersage Road.



CGI view of proposals towards Victoria Baths from Hathersage Road



CGI view of proposals towards Victoria Baths from Naburn Street

The second visual above shows the relationship between the proposals and Victoria Baths with the varied heights of Block 6 visible with the lower element towards the Hathersage Road frontage sitting alongside similar height and varied roofscape of Victoria Baths.

The applicant has indicated that a contextual approach has been taken to the design and materials with red brick throughout, as described in the preceding section of this report, but with variety of bonds, size of brick and textures. Although there is variation within the surrounding area, red brick remains the predominant building material, and this selection is considered appropriate. Repetitive and ordered elevations are proposed to provide a simple backdrop to Victoria Baths. Since the original submission of the proposals the applicant has reviewed the choice of potential red bricks to be used on Block 6 and the tall infill element to reduce the visual impacts identified in the submitted Heritage Statement. A review of lighter red bricks indicates that the identified visual impacts could be reduced through an appropriate choice of bricks.



Lighter red brick option adjacent Victoria Baths wall

The proposals would have a combination of effects on the adjacent Grade II* listed Victoria Baths. The replacement of Block 6 with a frontage building of broadly equivalent height to the existing building but with a higher quality of design and finish together with an improved landscaped setting would improve the setting of the listed building on Hathersage Road. The increased height of the taller element of Block 6 and in combination with the enlarged Block 5 is considered to cause harm to the significance of the listed building, particularly due to the conflict with the silhouette of the building in views westwards from Hathersage Road. As a result, it is concluded that this would diminish, to a degree the prominence and stature of the building in these views of the principal façade. As such it is considered that the proposals would cause less than substantial harm to the listed building.

Concern was raised by Historic England regarding impacts of the proposal and the taller elements on the natural lighting of the internal pool rooms in Victoria Baths. The applicant has provided a series of sun path drawings that indicate that the roof lanterns within the listed building would retain good levels of lighting throughout the year at various times of the day, as such it is not considered that the height of the proposals would give rise to harm on the appreciation of internal spaces within Victoria Baths.

As less than substantial harm to the Grade II* Listed Victoria Baths has been identified, this harm has to be weighed against the public benefits of the proposals.

It is considered that there would be a range of benefits deriving from the proposals and these included:

- the replacement of accommodation that no longer provides a positive setting to the adjacent listed building and improves the overall appearance of the site;
- a high quality of proposed development that would also improve the overall setting of the listed building;
- contributing towards the provision of additional student accommodation and affordable bedspaces which have been identified as being needed in the city and that supports the functioning and development of the universities;

- creation of jobs during the construction phase (expected to be of the order of 130 gross direct full time equivalent jobs) and the operational phase (20 jobs locally and 25 full time equivalent jobs on-site);
- contribution of £34.8 million to the local economy;
- effective and efficient use of a sustainably located brownfield site;
- Bio-diversity net gain on site of 18%; and,
- Provision of energy efficient buildings and accommodation.
- Retention and protection of accesses to Victoria Baths located on the site boundary

It is considered, therefore, that, notwithstanding the considerable weight that must be given to preserving the setting of the listed buildings and conservation areas as required by virtue of S66 and S72 of the Listed Buildings Act, the harm caused would be less than substantial and would be outweighed by the public benefits of the scheme and therefore meet the requirements set out in paragraph 208 of the NPPF.

Accessibility

All proposed blocks have been designed to meet Part M of the building regulations, in terms of the various Blocks and as the proposals do seek to retain and extend a number of these there are differing solutions to address current level changes with internal and external levels and these are set out below.

Block 1 - as the existing raised ground floor level is being maintained a ramp at 1:20 is provided with a half level landing to allow for wheelchair accessibility. All floors are served by lifts with the bin store located at grade close to the main entrance.

Blocks 2 and 3 - as the existing raised ground floor is being maintained, level access is achieved via lift. This lift has entry on two sides to help serve the level difference between at grade ground floor lobby and raised ground floor level.

Block 4 - level access is achieved across the ground floor. Two lifts are provided to serve all floors. For this reason, 12 of the 23 wheelchair accessible units are located within this block. This ensures that students of these rooms have access should a lift not be in working order.

Block 5 and 6 - as the existing raised ground floor level is being maintained, level access is achieved via lift at the Block 6 core. This lift has two sides to help serve the difference between at grade ground floor lobby and raised ground floor level. The bin store is also located at grade and is accessible via the main core within Block 6. 11 of the 23 wheelchair accessible flats are located within Block 6 as this also has two lifts serving all floors.

Amenity Space

The proposals incorporate a range of external space for occupiers of the development. The current landscaping at the site comprises grassed areas with interspersed tree planting with limited opportunities for use by the current occupiers of the blocks.

The proposals seek to improve the setting to Hathersage Road, increase and improve street furniture and trees planting and integrate landscaped areas into the

overall layout and design of the scheme to establish a series of purposeful spaces connected with each building. The proposals also seek to ensure that landscaping and landscaped areas enhance the current ecological and biodiversity value through creation of habitats and appropriate planting and tree species. Consideration of the overall landscaping scheme is set out below, but the proposals show a series of private landscaped courtyard areas serving the accommodation Blocks which will also serve differing purposes. The area adjacent to Block 4 is identified as an outdoor extension of the indoor yoga studio offering a versatile outdoor space for various recreational activities. A significant feature of this area is the large, grassed expanse, intentionally retained as an open quiet area to accommodate a range of recreational low key uses. To define its perimeter and enhance privacy, proposed hedges, retained trees, and additional tree planting are to be strategically placed along the west and north boundaries. Two further courtyards are located between Block 3 and 4 and Block 2 and 3 which provide opportunities for sitting out within a landscape setting. The amenity area adjacent Block 1 and Block 2 is identified as a habitat zone



Areas of proposed outdoor amenity space edged red

The level of amenity space to be provided to serve the development is considered acceptable.

Residential Amenity

Concerns have been raised by existing residents on the impacts of the proposals on residential amenity, particularly in terms of loss of privacy and overlooking and loss of daylight and sunlight from the increase in height of buildings proposed on the application site.

Daylight/Sunlight and Overshadowing- The application proposals are accompanied by a Daylight and Sunlight assessment which assess the impact on existing light levels upon neighbouring residential buildings and the proposed residential accommodation together with quantifying the overshadowing effects to neighbouring

amenity areas and gardens. The assessment uses the industry standard methodology as prescribed by the Building Research Establishment (BRE) guidance 'Site layout planning and daylight and sunlight' (2022).

The BRE guidance outlines two detailed methods for calculating daylight within properties neighbouring a proposed development: the Vertical Sky Component (VSC) and the No-Sky Line (NSL) tests.

The VSC test measures the amount of sky that is visible to a specific point on the outside of a property, which is directly related to the amount of daylight that can be received. It is measured on the outside face of the external walls, usually at the centre point of a window.

The NSL test calculates the distribution of daylight within rooms by determining the area of the room at desk / work surface height (the 'working plane') which can and cannot receive a direct view of the sky and hence 'sky light'. The working plane height is set at 850mm above floor level within residential property.

For the above methods, the guidance suggests that existing daylight may be noticeably affected by new development if: -

- Windows achieve a VSC below 27% and are reduced to less than 0.8 times their former value; and / or
- Levels of NSL within rooms are reduced to less than 0.8 times their former values.

The submitted assessment has reviewed the impacts of the proposals on those residential properties closest to the application site with windows overlooking the proposed development.

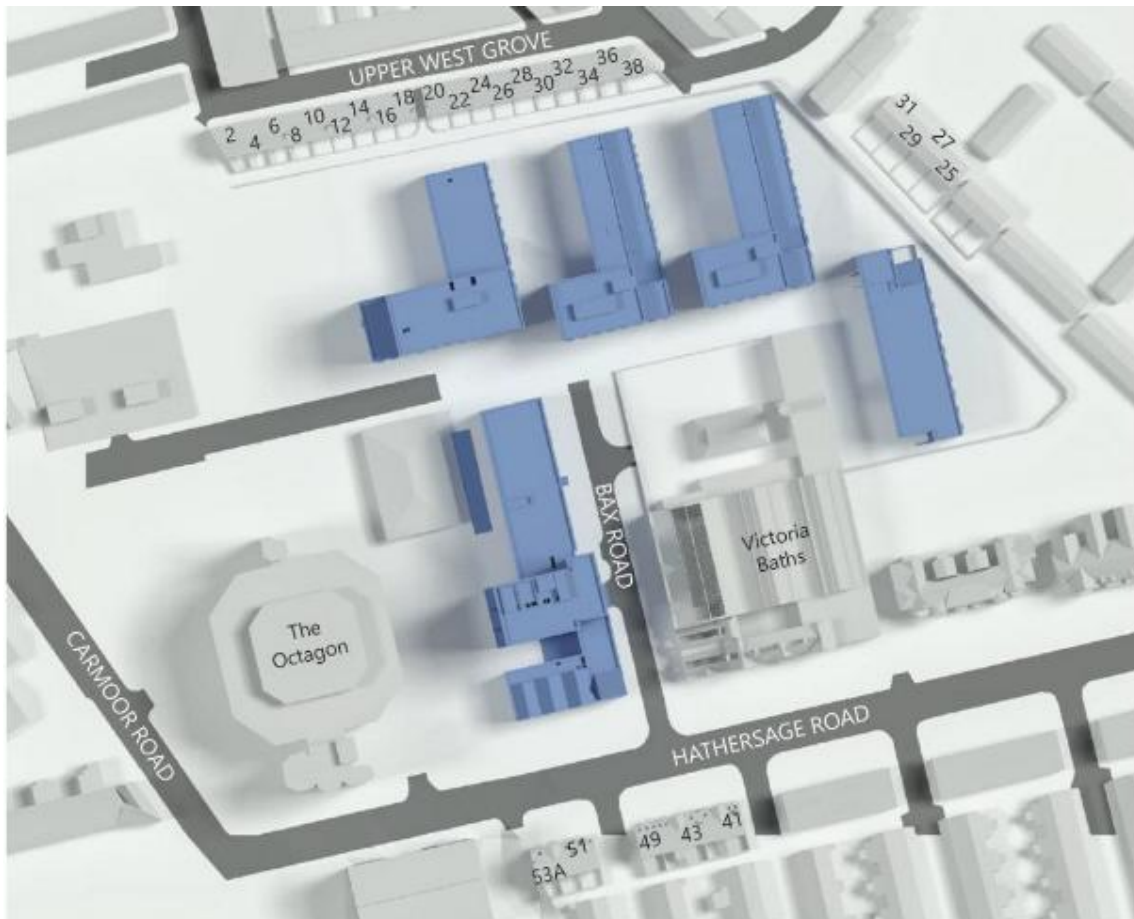


Image from Daylight/Sunlight assesment identifying those existing residential properties assessed

2-10 Upper West Grove (Even)- The results of the VSC assessment have shown that all windows assessed will retain good levels of daylight with the proposal in place, in excess of BRE targets. The further NSL assessment has shown that 19 of 20 rooms across this row will meet or exceed BRE targets. One ground floor room in No.4 would retain 0.77 times the former value (where the target is 0.8). BRE guidance recommends flexibility be applied to its nationally applicable numerical targets. As such the submitted assessment sets out that the retained value of 0.77 is considered acceptable.

For sunlight, only main living rooms oriented within 90° of due south are relevant for assessment under BRE methodology. It is likely that the main living rooms in these properties are in the northern elevation (facing away from the proposal) and therefore not relevant for assessment. However, as layouts are unknown, the assessment has considered all rooms. The results of the assessment have shown that all rooms assessed will retain high levels of both annual and winter sunlight, in excess of BRE targets.

12-18 Upper West Grove (Even) - The results of the VSC assessment have shown that 15 of 16 windows across this row would retain good levels of daylight with the proposal in place, in excess of BRE targets. One ground floor window in No.18 would retain 0.79 times its former values, (very close to the 0.8 target), the assessment

indicates that this is therefore considered acceptable when applying a degree of flexibility as advised in the BRE guidance.

The further NSL assessment has shown that 9 of 16 rooms across this row would meet or exceed BRE targets. Of the 7 rooms that do not meet standard BRE targets, 2 retain 0.70 and 0.77 times their former values respectively and are therefore considered acceptable. 3 further rooms appear to be bathrooms at first floor level and would therefore not be relevant for assessment, with the other two small ground floor rear windows again falling below the BRE target. The BRE does advise that NSL results are not used where layouts are unknown to draw conclusions on daylight impacts, although they have been included within the assessment for information purposes. In this instance whilst there are indicated impacts on windows these are not considered to warrant refusal of the application proposals.

The results of the APSH assessment have shown that all rooms assessed will retain high levels of both annual and winter sunlight, in excess of BRE targets.

20-28 Upper West Grove (Even) - The results of the VSC assessment have shown that 18 of 20 windows across this row would retain good levels of daylight with the proposal in place, in excess of BRE targets. 2 ground floor windows in No.28 will retain 0.79 and 0.78 times the former value respectively, very close to the 0.8 target and therefore considered acceptable when applying a degree of flexibility as advised by the BRE guidance.

The further NSL assessment has shown that 8 of 20 rooms across this row of properties would meet or exceed BRE targets. 6 rooms that do not meet standard BRE targets would retain between 0.70 and 0.79 times their former values, very close to the 0.8 target and are therefore considered acceptable. 4 rooms Again (as noted above) the BRE advises NSL results are not used where layouts are unknown.

The results of the APSH assessment have shown that all rooms assessed will retain high levels of both annual and winter sunlight, in excess of BRE targets

30-38 Upper West Grove (Even) - The results of the VSC assessment have shown that 15 of 20 windows assessed across this row of properties would retain good levels of daylight with the proposal in place, in excess of BRE targets (i.e. above 27% VSC or 0.8 times the former value). 5 windows would retain between 0.77 and 0.78 times their former values, very close to the 0.8 target and therefore considered acceptable when applying a degree of flexibility as advised by the BRE guidance.

The further NSL assessment has shown that 13 of 20 windows across this row would meet or exceed BRE targets. 3 rooms that do not meet standard BRE targets would retain 0.77 times their former values, very close to the 0.8 target and this is considered acceptable.

The results of the APSH assessment have shown that all rooms assessed would retain high levels of both annual and winter sunlight, in excess of BRE targets.

25-31 Edbrook Walk (Odd), 41-49 (Odd) Hathersage Road & 51 & 53/53A Hathersage Road - The results of the VSC and NSL assessments for these

properties demonstrate full compliance with the BRE guidance: the retained VSC levels shown are well in excess of the suggested numerical targets.

For sunlight, only main living rooms oriented within 90° of due south are relevant for assessment under BRE methodology. All main living rooms tested would retain high levels of both annual and winter sunlight, in excess of BRE targets.

In terms of overshadowing impacts on amenity areas, the assessment does indicate impacts on amenity areas at numbers 20, 22, 34 & 36 Upper West Grove. Numbers 20 and 34 would retain 0.77 and 0.78 close to the target of 0.8 and are considered acceptable. The assessment does note that the external areas currently receive little sunlight on 21st March and are likely to achieve the minimum 2 hours of sunlight across 50% of their areas towards the summer months when the spaces are more likely to be used.

Additional concerns have been raised with regards to impacts on solar panels, the applicant has responded to these matters to clarify that whilst no properties between 2-38 Upper West Grove were noted as having solar panels installed, the sunlight assessment showed no material impact to sunlight on windows and indicate that it can be inferred that there would be no material impact to the roofs. In terms of properties on the opposite side of Upper West Grove (1-21 odd), it is confirmed these are too distance from the development to suffer material impacts to sunlight.

It is therefore considered that the proposed development is consistent with BRE guidance and relevant planning policy in terms of daylight and sunlight, especially having regard to its sustainable urban location. On balance, it is believed that the proposed development demonstrates a high level of compliance with the BRE guidance and that the impact upon neighbouring sunlight/daylight levels can be adequately sustained.

Loss of Privacy/Overlooking – Concerns have been raised regarding the impacts of the development on the privacy and overlooking of adjacent existing residential properties. The development, particularly where it has relationships to existing residential properties, has a similar footprint and relationship with these properties as the existing buildings on site.

In terms of Blocks 1 and 2 on the eastern side of the site these existing buildings have windows that face towards the existing residential properties on Edbrook Walk and Chelford Close.



Aerial view towards existing Block 1 (left) and Block 2 (right) and windows on elevations facing towards two storey residential properties on Edbrook Walk

Block 1 - The current arrangement of the existing eastern elevation of Block 1 contains 50 windows which face towards the existing two storey residential properties on Edbrook Walk. This elevation due to the angled relationship to existing two storey properties is between 13m and 37m from the rear boundaries and between 22m and 44m from the rear wall of those properties. The proposed redevelopment of this block would maintain the separation distances between windows and the existing properties but would reduce the number of windows to 39. As such it is considered given the separation distances and reduction of windows the proposals would not result in unacceptable impacts in terms of loss of privacy or overlooking of adjacent residential properties.

Block 2 – The current arrangement of the existing eastern elevation of Block 2 contains 37 windows which face towards existing residential properties on Edbrook Walk and Chelford Close. The existing building sits within 7 metres of the front garden and 14.5 metres rear garden of the closest property on Chelford Close and between 18m and 30m from the rear boundaries of the two storey residential properties on Edbrook Walk and between 25m and 39m from the rear walls of those properties. The proposed redevelopment of this block would maintain the separation distances between windows and the existing properties but would increase the number of windows to 38 as a result of the six-storey extension to the southern end of the existing building. This extension would also introduce a 5th floor roof terrace on the eastern side of the building which would be used as amenity space by residents. This space would be set behind a solid brick parapet wall approximately 1.1m in height and would be 30m from the rear boundary to the nearest residential property. The additional windows in this elevation would sit below the roof terrace within the extension to the building and would likewise be 30m from the closest rear boundary to residential properties.

In addition to the eastern elevation the proposed extension to Block 2 would contain a series of 15 windows arranged over 5 floors that would face north across the amenity courtyard towards South Grove and an end terrace on Upper West Grove. The windows in the extension would be 46 metres from the rear wall of the closest residential property which is the end terrace on Upper West Grove. Further windows to the rear staircase are shown on the northern elevation of this building given the

proximity to the boundary and although they would serve a staircase it is proposed to add a condition that these be obscurely glazed.

As such given the separation distances from the additional windows and roof terrace together with the existing relationships between windows it is not considered that the proposals for Block 2 would result in unacceptable impacts in terms of loss of privacy or overlooking of adjacent residential properties.

Block 3 – Contains rear facing windows serving the extended staircase area closest to the northern boundary and properties on Upper West Grove. As with Block 2 whilst these windows would serve a staircase it is proposed to add a condition that these be obscurely glazed.

The proposed 6 storey extension to the southern end of Block 3 again provides a 5th floor external terrace and associated parapet wall and a series of 15 windows arranged over 5 floors that would face north across the amenity courtyard towards Upper West Grove. The windows in the extension would be 40 metres from the northern boundary of the application site with views beyond being of the rear of those residential properties whose rear walls of the property are 47 metres from the windows in the proposed extension.

Given the separation distances from the additional windows to the extension and roof terrace it is not considered that the proposals for Block 3 would result in unacceptable impacts in terms of loss of privacy or overlooking of adjacent residential properties.

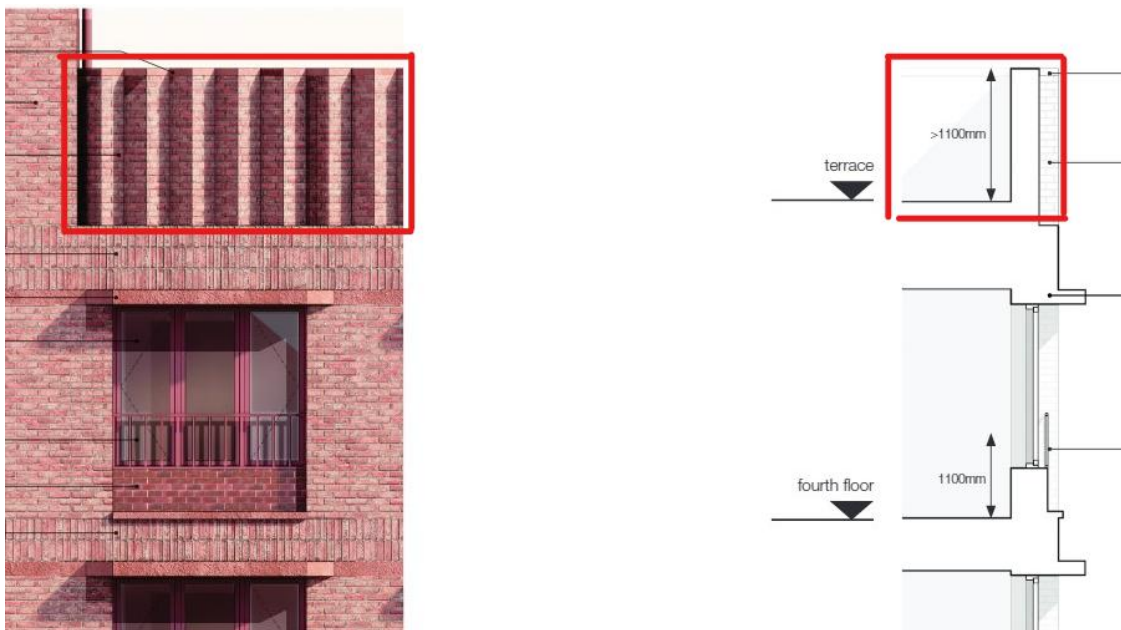


Proposed site layout with locations of external roof terraces edged in red

Block 4 – As set out in the preceding sections of this report this block is a wholly new block of accommodation. The closest element of this building to existing residential properties on Upper West Grove is the four storey element that has a similar height

and relationship to the existing building save for the addition of an area that forms a secondary staircase similar to that provided in Blocks 2 and 3. This elevation is located approximately 14.7m from the rear wall of the closest residential properties and contains 6 windows serving the staircase and three windows serving accommodation. Given the distance between this elevation the windows and the existing residential accommodation there is the potential for this to give rise to overlooking and loss of privacy to existing residential properties on Upper West Grove. As such it is proposed that a condition be attached to any approval of the proposals that a scheme is submitted to obscurely glaze and treat the windows serving accommodation to remove the potential for overlooking of existing residential properties.

In addition to the rear elevation closest to the northern boundary the 9 storey element of Block 4 has 47 north facing windows and a seventh floor external terrace area similar to that found on Blocks 2 and 3. The north facing windows would be 38 metres from the rear boundary of the residential properties on Upper West Grove and 42 metres from the rear wall of the property. Given the separation distances from the additional windows to the extension and roof terrace it is not considered that these elements of Block 4 would result in unacceptable impacts in terms of loss of privacy or overlooking of adjacent residential properties.

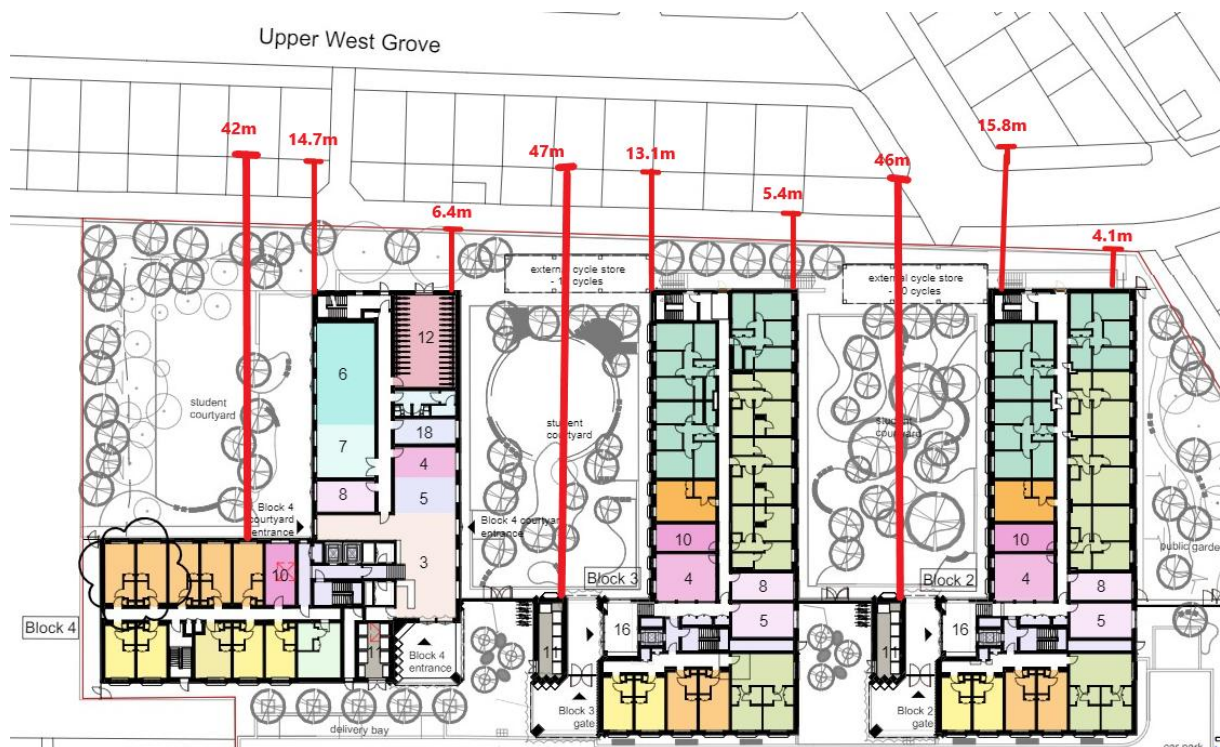


Brick detail to roof parapet around the external terraced areas and section drawing indicating height of parapet

Block 5 has no immediate relationship to adjacent existing residential properties and is therefore not considered to give rise to impacts on residential amenity.

Block 6 reflects the relationship of the existing block to residential properties on the southern side of Hathersage Road. The front windows to this Block are 33 metres from the front elevation of these properties and are not considered to give rise to unacceptable impacts in terms of overlooking or loss of privacy. The upper floors of the 12 storey element would be set approximately 53 metres from the residential properties to the south along Hathersage Road, whilst there would be a series of

windows across a number of floors it is not considered that the form of development would give rise to a loss of privacy or overlooking of existing residential properties, given the separation distances.

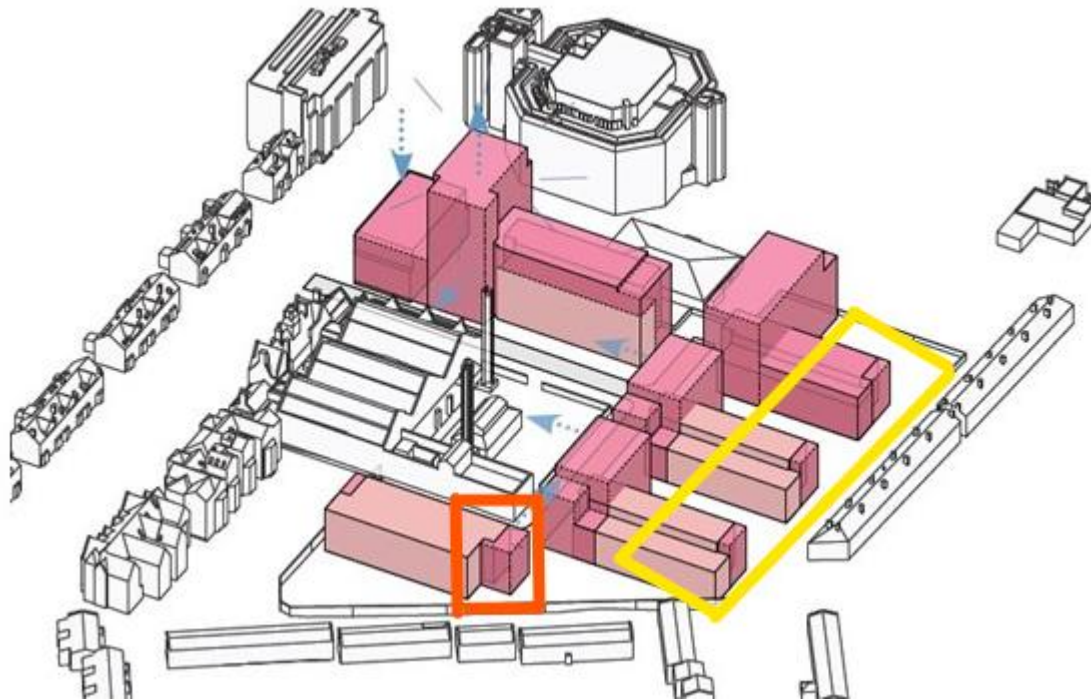


Site layout indicating distances between the proposals and existing terraced properties to the north

On this basis, and along with the proposed conditions including relating to the agreement of hours of use of the proposed external terrace areas, the impact upon the living conditions and the amenity of neighbouring occupiers is considered to be acceptable.

Impacts of scale – In terms of the impacts of the scale of development on residential amenity, the arrangement of proposed buildings has been dictated by the existing buildings on site. Those elements of the proposals closest to existing residential properties Blocks 1-4 retain the heights of the existing buildings. The diagram below provided by the applicant identifies the areas of extensions and new build with the dark red showing areas of extension/new build with the lighter red indicating the structures of the buildings to be retained. The orange box identifies the extension to Block 1 with the yellow box highlighting the extensions to the north of Blocks 2 and 3 and the new build of Block 4.

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It is acknowledged that the built form at four storeys would be brought closer to the northern boundary of the site closest to the rear of residential properties on Upper West Grove. Given there is already built form in close proximity to this boundary and that as set out above there are no significant harmful impacts on sunlight and daylight to those properties this scale of development in this location is considered to be acceptable.

Other concerns have been raised regarding the 9 storey element of Block 4 and impacts on residential amenity as a result. It is considered that given the distance between this element and those residential properties to the north the proposals would not be of a scale that would have significant harmful impacts on the residential amenity of those properties.

Disturbance and activity associated with the use - The proposed occupier operates student accommodation throughout the country and has also submitted a property management plan to accompany the application. This sets out the approach to the management of the site through its on-site management office and team who are encouraged to engage and work with the local community and to resolve matters that may arise. The proposed accommodation would be registered with the Accreditation Network UK established (with the support of the Department for Communities and Local Government) to ensure standards within privately run schemes are maintained to the highest level. The management plan indicates that University Vice Chancellors are advised by their own body to only use ANUK accredited schemes when recommending private sector accommodation. The accommodation would have on-site management cover present 24 hours a day who would be expected to act in the interests of good neighbourliness to local occupiers.

The proposals would see an increase in the numbers of people residing at the site, activity and movements to and from the site would be via the existing access from Bax Road onto Hathersage Road. Given the levels of activity on this road and adjacent uses it is not considered that the increase in occupation would give rise to

unacceptable impacts from associated movements of people to and from and within the site. The formation of built form along street frontages on Bax Road within the site would assist in minimising potential disturbance particularly later in the evenings. The layout together with the effective management of the site as set out above is considered to acceptable to minimise impacts on residential amenity from the occupation of the site.

Noise Impacts

A Noise assessment has been prepared and submitted alongside the application and this has been fully assessed.

The submitted noise assessment has considered the impacts from noise arising from the proposed development. This identified that the dominant noise source at the application site was from road traffic noise on Hathersage Road. Due to the inclusion of plant and equipment as part of the development there would need to be mitigation to ensure impacts do not give rise to unacceptable impacts on residential amenity, these measures include acoustic screening to external plant and equipment and acoustic insulation for other plant and equipment. As recommended in the response from Environmental Heath a number of conditions are proposed to deal with these matters.

Highway

The application is accompanied by a Transport Statement and outline Travel Plan which have been fully assessed. MCC Highway Services raise no objections to the proposals on highway safety or capacity grounds as such the proposals are not considered to give rise to unacceptable impacts on highway safety and the cumulative impacts on the road network are not considered to be severe. However, as set out below there are matters that require proportionate mitigation to improve access to and from the site particularly by pedestrians and cyclists.

The site is served via Hathersage Road by Bax Road, a private road within the site, granting pedestrian, cycle and vehicular access to five of the six blocks (as block 6 is accessed directly from Hathersage Road) and the associated parking bays around them and on the underground floors. Bax Road also provides access to the car parking area serving Victoria Baths and the parking bays on the eastern side of the carriageway.

The site is considered to be accessible by a variety of modes of transport including by walking and cycling with good provision of facilities in the vicinity of the site to allow access to a range of services and facilities including bus services. The site is located within an area of a Greater Manchester Accessibility Level (GMAL) of 5 and 6 which indicates a relatively high accessibility to public transport services. As such the site is in a highly sustainable location.

The proposals would reduce the level of car parking available on site both formal spaces and spaces within Bax Road (101 formal spaces in total). The level of provision to be provided would be 28 formal spaces, in the form of 15 surface car parking spaces including 3 accessible spaces and 13 underground spaces would be retained at Block 1. The applicants submitted information indicates that the resulting level of car parking provision would be in-line with other similar developments. In

addition, to demonstrate that the application proposals would not give rise to additional parking demands outside of the site, the applicant has undertaken parking surveys the results of which are discussed in the submitted Transport Statement and confirm that if demands of the site were to be greater than envisaged then this is unlikely to give rise to unacceptable impacts on surrounding streets or exacerbate parking stress to unacceptable levels.

The application proposals would see an increase in the provision for cycle parking spaces from 58 to 282 spaces on the site (264 covered spaces and 18 uncovered). The submitted statement indicates a high level of usage of existing cycle parking provision. The site is also well located in relation to the provision of on street bicycle hire hub where provision is approximately 100m from the site to the west along Hathersage Road. The proposed level of cycle parking provision is considered to be acceptable.

Servicing of the site would be retained as per existing arrangements with refuse lorries and other servicing vehicles accessing the site from Hathersage Road, these arrangements are accompanied with technical details to demonstrate appropriate access can be maintained and this is accepted. The proposed commercial unit would be serviced directly from Hathersage Road.

In addition to servicing the applicant has provided an outline student 'Moving in/Moving Out strategy' which is acceptable in principle subject to a final strategy being prepared and agreed via an appropriately worded condition.

MCC Highway Services identify several matters that they consider would require mitigation via appropriately worded conditions this includes the provision of footway resurfacing at the site frontage on Hathersage Road, provision of tactile paving/dropped kerb provision along Hathersage Road in the vicinity of the site, provision of kerbside restriction at the Hathersage Road/Bax Road junction, provision of pedestrian/cycle way finding signage, and provision of car club bay.

Commercial/Local Community Use

The proposals incorporate a space (145 sqm) that could be utilised as either commercial or community related uses on the ground floor of Block 6 facing towards Hathersage Road.

The applicant has also identified a further community space within the ground floor of Block 5, this space would also have access to an area of private amenity space to the rear of Block 5.

There is no in principle objection to such uses being incorporated into the development in this location which would add further activity to the Hathersage Road frontage. There would be a clear link to the development, but conditions would be required to be attached to any approval for the agreement of the operating hours of the commercial space to ensure there would be no unacceptable impacts on residential amenity.

Waste Management

A detailed waste Management Strategy has been submitted as part of the application and this has been fully assessed and considered acceptable.

The proposals incorporate a number of bin storage facilities across the site serving each Block, each bin store would be ventilated and have impermeable surfaces to assist in cleaning. These bin stores are located at ground floor level and would have step free access. Blocks 1 -4 would have bin stores close to the entrances to the buildings with Block 5 and 6 having a shared store with two direct accesses, the commercial ground floor unit would have its own dedicated bin store. Bins would be available to ensure the separation of waste streams including food/organic waste, dry recyclables and general waste, these would be colour coded to assist students when transfer waste to the bins. All on-site waste would be managed in accordance with the waste hierarchy which will be promoted to all residents to encourage waste reduction, reuse and recycling.

Waste would be collected by a licensed waste carrier with bins collected on a weekly basis. The on-site management team would be responsible for taking bins out to the edge of Bax Road prior to collection and returning the bins to the stores immediately after collection. There is an on-site turning area on Bax Road to enable waste collection vehicles to leave Bax Road onto Hathersage Road in forward gear, vehicle tracking drawings have been provided to demonstrate these manoeuvres.

A condition is proposed to ensure the development is operated in accordance with the submitted waste management plan.

Crime and Security

A Crime Impact Statement has been prepared and submitted alongside the application. This confirms that the proposals have been assessed against the principles 'Crime Prevention Through Environmental Design' (CPTED), in order to reduce the opportunities for crime and the fear of crime. The CIS highlights the positive aspects of the scheme including, the ground floor uses providing natural surveillance and enliven the surrounding public realm as intended, in order to discourage antisocial activity and more serious disorder around the development.

It is proposed to attach a condition to any approval of the proposals so that they achieve Secured By Design Accreditation.

Landscaping and Trees

The application proposals are accompanied by an arboricultural impact assessment and full detailed landscaping scheme including tree planting, it is indicated that the landscaping and tree replanting strategy has informed the design process of the proposals to minimise the loss of existing trees and to ensure areas of new planting ensure the longevity of existing and proposed trees. The City Council's Arboriculturist has undertaken a review of the submitted assessments.

In terms of landscaping, the submitted landscape masterplan and planting strategy proposes a hard and soft landscaping scheme to provide a high-quality environment that would respond positively to the setting of existing and proposed buildings and street-scene. The scheme would create a varied and interesting collection of outdoor breakout spaces for use by occupiers of the development and enhance the public

realm around the buildings. The area in front of Block 6 serves as the entrance to the site and as such the proposals seek to enhance this presence along Hathersage Road and create a cohesive frontage with the neighbouring Grade II* listed building of Victoria Baths. This enhancement would be achieved by planting trees along the boundary, creating a row of trees that would add to the visual appearance of the frontage along Hathersage Road.

There are also proposed linear rain gardens along Bax Road which serve, primarily, as part of the sustainable urban drainage system managing stormwater runoff to prevent flooding and ensure the safety of the surrounding area, however, they also serve as a physical barrier, separating the pedestrian footpath from the vehicular road to enhance safety for pedestrians. These elements would also enhance the streetscape. The proposed planting along the frontage of Block 5 is intended to transform the current hard environment into a welcoming arrival space for the block.

There are 139 existing trees on the site. The Arboricultural Impact Assessment identifies the most important trees as the Grade B trees, particularly those lining Bax Road and Hathersage Road. Trees close to Blocks 1 and 2 also have value due to the visual amenity they provide as a group. In other areas, it is noted that trees have been planted very close to buildings and in some instances the tree species planted will grow too big for the available space. This is identified as a risk to their long-term retention on site within the submitted tree reports.

As a result of the proposals 78 trees would require removal, 36 Grade B trees, 14 Grade C trees and 1 Unclassified tree. Most of the tree removals stem from the incursion of proposed building footprints, with changes in ground levels a secondary impact. The submitted landscaping proposals seek the replanting of 132 trees/large shrubs on site which alongside the landscaping scheme and other measures would see a predicted 18.42% increase of biodiversity on the site which is in excess of the 10% net gain now required through the Biodiversity Net Gain legislation introduced earlier this year and the adopted Places for Everyone development plan document. As such whilst it is regretted that the application proposals would result in the loss of trees on site, these losses can be effectively mitigated through the landscaping scheme which would be subject of specific conditions together with a long term Habitat Management and Maintenance Plan as recommended by the Greater Manchester Ecology Unit.

Ecology and Bio-diversity

The application was accompanied by a Preliminary Ecological Appraisal, a Biodiversity Net Gain Assessment, a Bat emergence Survey, and a statutory BNG metric, these documents have been fully assessed. The site has been confirmed as not containing any statutory or non-statutory designated sites and does not contain any notable or rare habitats. In addition, the bat surveys have found no evidence of bats using the site for roosting.

The proposals do result in the loss of trees and as such any approved removal of trees would need to be undertaken outside of bird nesting season and an appropriately worded condition is proposed.

There are recommendations for further biodiversity enhancements to be included within the development in the form of bat and bird boxes together with other measures including the landscaping scheme described above. Together these measures and enhancements are predicted to see a net gain on site of biodiversity of 18%, which is considered to be a significant benefit arising from the proposals, in excess of that required by adopted policy and planning legislation. As such the Council's specialist ecologists at the Greater Manchester Ecology Unit have indicated the need for a 30-year habitat management and maintenance plan to be subject of a condition of any planning approval.

Flood Risk/Surface Water Drainage

The site is located within Flood Zone 1, where a low risk of flooding is anticipated (indicating an annual probability of fluvial flooding of less than 1 in 1,000. A flood risk assessment and sustainable urban drainage scheme strategy has been submitted alongside the application which has been considered by the City Council's Flood Risk Management Team.

The proposals incorporate a range of proposed methods to control surface water flow entering into the public sewer system, this includes: rain gardens, permeable paving, green roofs and the installation of an attenuation tanks as part of the phases of development.

The overall strategy is acceptable subject to the final detailed designs of the drainage proposals being submitted for approval. Suitably worded conditions are proposed to be attached to any approval of the proposals.

Ground Conditions

The application includes the submission of a Phase I Geo-environmental assessment report on the ground conditions of the site and to identify any areas requiring remedial action. The submitted information has been assessed by the Council's Environmental Health team who raise no objections to the proposals and recommend that conditions are proposed for the submission of remediation strategy for the site and validation of the remediation following completion of the development.

Environmental Standards

City Council policy requires that developers focus on achieving low carbon and energy efficient developments and therefore development should be expected to demonstrate its contribution to these objectives.

The application has been accompanied by an Environmental Standards Statement and an Energy Statement which sets out how the proposed scheme complies with the energy efficiency requirements and carbon dioxide emission reduction targets prescribed within the Development Plan. A commitment is made to targeting a BREEAM Excellent certification for the development.

The proposals have been designed to follow the energy hierarchy aiming to initially minimise building energy demands through passive design measures, followed by application of energy efficient systems with the opportunity of renewable technologies then considered. Several measures have been implemented to limit heat losses across the buildings. These include highly efficient built form and high levels of

insulation and airtightness to both the new and existing fabric. New windows with solar control glass would be implemented to minimise solar heat gains and reduce the energy required for cooling. Daylight into the building would be maximised through the specification of glazing with a high visible light transmittance. Services would include energy-efficient lighting systems, controls, and efficient plant and equipment. Systems to be used include air source heat pumps, heat recovery ventilation, lighting, and controls. The latest technologies would be applied to reduce energy consumption and CO2 emissions to ensure the building uses energy as efficiently and cleanly as possible.

The proposals would employ an all-electric heating strategy incorporating Air Source Heat Pumps to deliver low carbon domestic hot water heating to the buildings and 1094m² of photovoltaic panels to deliver renewable electricity to the buildings.

The approach set out in the submitted documents is considered to be acceptable and consistent with national and local policy.

Air Quality

The site is situated within a highly sustainable location with excellent access to a range of amenities and public transport and within walking distance of the nearby universities which the proposal is intended to serve.

The proposal is largely car free and would not generate additional traffic on the local road network. The site is located close to a busy, main arterial route and transport corridor, and is therefore unlikely that there would be any significant or harmful contribution to air quality as a consequence of vehicular movements or ongoing activity.

The proposal includes cycle storage, electric vehicle charging points and would require a detailed Travel Plan to be agreed. The development will also incorporate energy efficient measures as part of the development, as outlined in the section relating to environmental standards. Together such measures would serve to limit the impact the air quality in the area.

Any impact during construction would be limited and temporary in duration. Mitigation measures would be implemented to reduce dust emissions and through the use of good practice control measures via the implementation of a Demolition/Construction Management Plan. Air quality factors are not considered a constraint to development of the site. A condition has been included to ensure the mitigation measures contained within the submitted Construction Management Plan are complied with.

Affordable student accommodation

The Executive reports set out within the policy section of this report relating to the provision of PBSA in the city recognise that PBSA should include an affordable element. In this case, the applicant has agreed to include an element of affordable provision as part of the proposal with up to 20% of all additional bed spaces (i.e up to 62) to be advertised below market rent at 80% of open market rent. The applicant has agreed to enter into a legal agreement to this effect and is considered to represent a significant regenerative benefit in this instance.

TV and Radio Reception Impact

A baseline signal survey and reception impact assessment indicate that impact to digital terrestrial television (DTT) is not expected. The proposal may cause reception degradation immediately to the northwest of the site, up to 72 m from the base of Block 4. Repositioning satellite dishes to new locations where views of the south-eastern skies are no longer obscured would restore services for any affected user this effect is not expected to be severe. The proposals are not expected to affect the reception of VHF (FM) radio broadcasts. A condition is proposed to ensure the appropriate mitigation is installed if required.

Other matters

A number of responses from residents and ward members have raised concerns with the impacts of the proposals on issues such as: litter and waste generation, noise impacts, an unbalance in the make-up of the local community and increase the pressure on local services including GPs, dentists, and public transport. The Council recognises that there are issues that residents face due to the behaviour and impact of some students living in the wider community. These can affect the living conditions and well-being of permanent residents.

It has been recognised by Planning Inspectors in recent appeals that the provision of PBSA accommodation would operate in a manner that contrasts with Houses in Multiple Occupation, in that it would be more effectively managed and would limit the potential for late night activities and associated noise, crime and antisocial behaviour. It was reasoned that whilst outside of the application site it would be more difficult to manage behaviour, if this was attributable to its occupiers, those who manage the proposal could be approached by the relevant authorities. It was also considered in that case that the proposed student management plan would include measures that seek to keep such noise and disturbance to a minimum.

This site has been used for student accommodation since it was constructed in 2009 and has been managed by the current applicant since their purchase of the site in 2017 as such the use to provide student accommodation in this location has become an established feature of the area and would generate comings and goings, noise, and activity. It is acknowledged that the proposal would increase the level of accommodation at the site, but it would operate as a managed facility with on-site staff and supervision and would be subject to the operation of a student management plan. Such a plan has been submitted alongside the application which sets out amongst other things that the site would be subject to a support and security team 24 hours a day. The current proposals has to be considered on its planning merits and the extent of the harm. The Council does not consider that managed accommodation on the site would cause a significant increase in activity or disturbance in the area that would justify rejecting the application.

The applicant has also provided further information relating to the setting up of a community engagement programme which they and the management company of the student accommodation would be involved with. This includes initiatives such as quarterly litter picks, gardening, and other neighbourhood/placemaking efforts.

An objection has been received from the freeholder of the site and in particular the deliverability of the proposals. Whilst these matters would be of a civil legal nature, it

should be noted that the existing use of the site is as student accommodation. The applicant has written to confirm in respect of comments made by the freeholder of the site that the leaseholder (being the applicant) does not require the express approval of the freeholder to undertake works which are subject of the planning application under the terms of their lease. As set out in this report it is considered that the redevelopment of the site for additional student accommodation can be acceptably accommodated on the site and delivered by a student housing provider who has a track record of delivering and managing such accommodation in Manchester and other university towns and cities.

Conclusion

On balance, it is considered that the proposed development would make effective use of brownfield site and represents an appropriate and satisfactory form of development that would make a meaningful contribution to the supply of student accommodation.

The site is situated within a highly sustainable location close to the main Manchester University campuses and would deliver regenerative benefits involving economic, social and environmental improvements including job creation and spending in the local economy. It is felt that given the surrounding environmental context, coupled with the design, scale and appearance of the building, the proposed development would enable the development to make the most efficient use of the land and would assimilate effectively into its surroundings.

It is considered that the proposed building has been designed to a high standard and the layout and form of buildings has taken account of the setting of the Victoria Baths Listed Building and existing residential properties to reduce impacts. The site is located within a highly urbanised environment and responds positively to the character, scale, massing and varying height of adjoining buildings.

The proposals would deliver a wide range of significant benefits as outlined in this report and these are considered to weigh in favour of the granting of permission against the less than substantial harm identified to the adjacent Victoria Baths Grade II* Listed Building.

There would be no significant harmful impact upon either residential amenity, or the operation of the highway and it would integrate effectively into the wider streetscape. As such, the proposed development accords with relevant local policy and planning guidance.

Equality Act 2010

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

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

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

Recommendation	Minded to Approve subject to a S106 agreement to secure affordable student housing for 20% of the additional 310 bedspaces to be provided at the site at a rate of 80% of the market rent.
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Article 35 Declaration

Officers have worked with the applicant in a positive and pro-active manner to seek solutions to problems arising in relation to dealing with the planning application. This has included discussions about the form and design of the development and amended details and drawings have been provided by the applicant. The proposals are considered to be acceptable and appropriately worded conditions are proposed.

Conditions to be attached to the decision

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

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

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

Drawings:

0814-BPA-ZZ-ZZ-A-0120 Rev P01 Existing_Demolition Plan_Basement
0814-BPA-ZZ-ZZ-A-0121 Rev P01 Existing_Demolition Plan_Ground Floor
0814-BPA-ZZ-ZZ-A-0122 Rev P01 Existing_Demolition Plan_First Floor
0814-BPA-ZZ-ZZ-A-0123 Rev P01 Existing_Demolition Plan_Second Floor
0814-BPA-ZZ-ZZ-A-0124 Rev P01 Existing_Demolition Plan_Third Floor
0814-BPA-ZZ-ZZ-A-0125 Rev P01 Existing_Demolition Plan_Fourth Floor
0814-BPA-ZZ-ZZ-A-0126 Rev P01 Existing_Demolition Plan_Fifth Floor

0814-BPA-ZZ-ZZ-A-0127 Rev P01 Existing_Demolition Plan_Roof

0814-BPA-ZZ-ZZ-A-1001 Rev P03 Proposed_Site Plan Wide
0814-BPA-ZZ-ZZ-A-1002 Rev P04 Proposed_Site Plan
0814-BPA-ZZ-ZZ-A-1099 Rev P03 Proposed_Site Plan_Basement
0814-BPA-ZZ-ZZ-A-1100 Rev P03 Proposed_Site Plan_Ground Floor
0814-BPA-ZZ-ZZ-A-1101 Rev P03 Proposed_Site Plan_First Floor
0814-BPA-ZZ-ZZ-A-1102 Rev P03 Proposed_Site Plan_Second Floor
0814-BPA-ZZ-ZZ-A-1103 Rev P03 Proposed_Site Plan_Third Floor
0814-BPA-ZZ-ZZ-A-1104 Rev P03 Proposed_Site Plan_Fourth Floor
0814-BPA-ZZ-ZZ-A-1105 Rev P03 Proposed_Site Plan_Fifth Floor
0814-BPA-ZZ-ZZ-A-1106 Rev P02 Proposed_Site Plan_Sixth Floor
0814-BPA-ZZ-ZZ-A-1107 Rev P03 Proposed_Site Plan_Seventh Floor
0814-BPA-ZZ-ZZ-A-1108 Rev P03 Proposed_Site Plan_Eighth Floor
0814-BPA-ZZ-ZZ-A-1109 Rev P02 Proposed_Site Plan_Ninth Floor
0814-BPA-ZZ-ZZ-A-1110 Rev P01 Proposed_Site Plan_Tenth Floor
0814-BPA-ZZ-ZZ-A-1111 Rev P01 Proposed_Site Plan_Eleventh Floor
0814-BPA-ZZ-ZZ-A-1112 Rev P01 Proposed_Site Plan_Roof
0814-BPA-ZZ-ZZ-A-1150 Block 1 Rev P01- Proposed Plans_01
0814-BPA-ZZ-ZZ-A-1151 Block 1 Rev P01- Proposed Plans_02
0814-BPA-ZZ-ZZ-A-1152 Block 2 Rev P01- Proposed Plans_01
0814-BPA-ZZ-ZZ-A-1153 Block 2 Rev P01- Proposed Plans_02
0814-BPA-ZZ-ZZ-A-1154 Block 3 Rev P01- Proposed Plans_01
0814-BPA-ZZ-ZZ-A-1155 Block 3 Rev P01- Proposed Plans_02
0814-BPA-ZZ-ZZ-A-1156 Block 4 Rev P02- Proposed Plans_01
0814-BPA-ZZ-ZZ-A-1157 Block 4 Rev P02- Proposed Plans_02
0814-BPA-ZZ-ZZ-A-1158 Block 4 Rev P02- Proposed Plans_03
0814-BPA-ZZ-ZZ-A-1200 Rev P01 Proposed Elevation A-A
0814-BPA-ZZ-ZZ-A-1201 Rev P01 Proposed Elevation B-B
0814-BPA-ZZ-ZZ-A-1202 Rev P02 Proposed Elevation C-C
0814-BPA-ZZ-ZZ-A-1203 Rev P01 Proposed Elevation D-D
0814-BPA-ZZ-ZZ-A-1204 Rev P012 Proposed Elevation E-E
0814-BPA-ZZ-ZZ-A-1210 Rev P02 Block 1 - Proposed Elevations
0814-BPA-ZZ-ZZ-A-1211 Rev P01 Block 2 - Proposed Elevations
0814-BPA-ZZ-ZZ-A-1212 Rev P01 Block 3 - Proposed Elevations
0814-BPA-ZZ-ZZ-A-1213 Rev P02 Block 4 - Proposed Elevations
0814-BPA-ZZ-ZZ-A-1300 Rev P01 Proposed Section A-A
0814-BPA-ZZ-ZZ-A-1301 Rev P02 Proposed Section B-B
0814-BPA-ZZ-ZZ-A-1303 Rev P01 Proposed Section C-C
0814-BPA-ZZ-ZZ-A-1310 Rev P02 Block 1 - Proposed Sections
0814-BPA-ZZ-ZZ-A-1311 Rev P01 Block 2 - Proposed Sections
0814-BPA-ZZ-ZZ-A-1312 Rev P01 Block 3 - Proposed Sections
0814-BPA-ZZ-ZZ-A-1313 Rev P01 Block 4 - Proposed Sections
0814-BPA-ZZ-ZZ-A-4301 Rev P01 Block 3 - Bay Study_Entrance
0814-BPA-ZZ-ZZ-A-4302 Rev P01 Block 3 - Bay Study_Typical Window and Parapet

06051-5PA-MP-ZZ-DR-A-002201 Rev P03 Proposed Site Plan-Blocks 5 and 6
06051-5PA-B1-ZZ-DR-A-022101 Rev P03 Demolition Basement and Ground Plan

06051-5PA-B1-ZZ-DR-A-022102 Rev P03 Demolition First and Second Plan
06051-5PA-B1-ZZ-DR-A-022103 Rev P03 Demolition Third and Fourth Plan
06051-5PA-B1-ZZ-DR-A-022104 Rev P03 Demolition Fifth and Roof Plan
06051-5PA-B1-ZZ-DR-A-022201 Rev P04 Proposed Basement and Ground Plan
06051-5PA-B1-ZZ-DR-A-022202 Rev P06 Proposed First and Second Plan
06051-5PA-B1-ZZ-DR-A-022203 Rev P06 Proposed Third and Fourth Plan
06051-5PA-B1-ZZ-DR-A-022204 Rev P06 Proposed Fifth and Sixth Plan
06051-5PA-B1-ZZ-DR-A-022205 Rev P05 Proposed Seventh and Eighth Plan
06051-5PA-B1-ZZ-DR-A-022206 Rev P06 Proposed Ninth and Tenth Plan
06051-5PA-B1-ZZ-DR-A-022207 Rev P04 Proposed Eleventh and Roof Plan

06051-5PA-B1-XX-DR-A-042101 Rev P02 Demolition Elevations
06051-5PA-B1-XX-DR-A-042201 Rev P04 Proposed Elevation South
06051-5PA-B1-XX-DR-A-042202 Rev P03 Proposed Elevation East
06051-5PA-B1-XX-DR-A-042204 Rev P03 Proposed Section AA and South Courtyard Elevation
06051-5PA-B1-XX-DR-A-042206 Rev P04 Proposed Planning Elevations South and East
06051-5PA-B1-XX-DR-A-042207 Rev P03 Proposed Planning Elevation North and West
06051-5PA-B1-XX-DR-A-043201 Rev P02 Typical Bay 01
06051-5PA-B1-XX-DR-A-043202 Rev P02 Typical Bay 02
06051-5PA-B1-XX-DR-A-043203 Rev P02 Typical Bay 03
06051-5PA-B1-XX-DR-A-043204 Rev P02 Typical Bay 04
06051-5PA-B1-XX-DR-A-052201 Rev P02 Section BB and Section CC
06051-5PA-B1-XX-DR-A-025201 Rev P03 Proposed Living Unit Layouts 01
06051-5PA-B1-XX-DR-A-025202 Rev P03 Proposed Living Unit Layouts 02
0814-BPA-ZZ-ZZ-A-4325 Rev P00 Open Cycle Store
0814-BPA-ZZ-ZZ-A-4326 Rev P00 Closed Cycle Store

0814-BPA-ZZ-ZZ-DR-A-1050 Rev P01 Proposed_Site Phasing Plan

Landscape Drawings

12355-LUC-XX-00-DR-L-0100 Rev P12 Landscape GA Plan
12355-LUC-XX-00-DR-L-0200 Rev P05 Hard Landscape Plan - 1 of 5
12355-LUC-XX-00-DR-L-0201 Rev P04 Hard Landscape Plan - 2 of 5
12355-LUC-XX-00-DR-L-0202 Rev P05 Hard Landscape Plan - 3 of 5
12355-LUC-XX-00-DR-L-0203 Rev P06 Hard Landscape Plan - 4 of 5
12355-LUC-XX-00-DR-L-0204 Rev P06 Hard Landscape Plan - 5 of 5
12355-LUC-XX-00-DR-L-0400 Rev P06 Soft Landscape Plan - 1 of 5
12355-LUC-XX-00-DR-L-0401 Rev P04 Soft Landscape Plan - 2 of 5
12355-LUC-XX-00-DR-L-0402 Rev P04 Soft Landscape Plan - 3 of 5
12355-LUC-XX-00-DR-L-0403 Rev P04 Soft Landscape Plan - 4 of 5
12355-LUC-XX-00-DR-L-0404 Rev P03 Soft Landscape Plan - 5 of 5

Documents:

Aboricultural Impact Assessment and Method Statement – Prepared by LUC
April 2024
FRA and SuDS Strategy Report ref 3124 Rev 03 – Heyne Tillett Steel

Waste Management Strategy 23 August 2024 Revision 06 prepared by SLR Consulting
Transport Assessment 23 August 2024 Revision 07 prepared by SLR Consulting
Travel Plan August 2024 Revision 07 prepared by SLR Consulting
Air Quality Assessment Revision 03 – 2 May 2024 prepared by Hoare Lea
Crime Impact Statement ref: 2017/0081/CIS/01 Version A
Energy Statement Rev P02 dated 17/4/2024 prepared by Atelier Ten
Environmental Standards Statement Revision P03 dated 16/4/2024 prepared by Atelier Ten
Overheating Assessment Revision P02 April 2024 prepared by Atelier Ten
Hello Student Management Ltd Property Management Plan
Television and Radio Reception Impact Assessment – GTech Surveys Ltd Version 1.0 dated 01/05/2024
Planning Noise Report 023790-R03-B 2 May 2024 prepared by Sandy Brown
Biodiversity Net Gain May 2024 prepared by Greengage
Preliminary Ecological Appraisal May 2024 prepared by Greengage
Statutory BNG Metric Dated May 2024
Phase I Geo-Environmental Assessment Report - OS/C5515/12598 January 2024
Phase II Geo-Environmental Assessment Report - OS/C5515/12691 Rev B February 2024

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

- 3) Prior to the commencement of demolition works within each phase, a demolition environmental management plan outlining working practices in relation to the demolition works within that phase shall be submitted to and approved in writing by the City Council as local planning authority. The submitted management plan shall include:
- Measures to control noise and vibration;
 - Dust suppression measures including measures to avoid the tracking of mud and debris onto the highway;
 - Avoidance strategy for nesting birds;
 - The phasing and quantification / classification of vehicular activity associated with the construction;
 - Utility works and associated traffic management;
 - Locations of site hoardings;
 - Commentary on types and frequency of vehicular demands together with evidence (including appropriate swept-path assessment) of satisfactory routeing both within the site and on the adjacent highway;
 - Contractor parking provision;
 - A highway dilapidation survey, the survey should include photographs and commentary on the condition of carriageway / footways on construction vehicle routes surrounding the site.
 - Details of protection of trees that are to be retained during site set up works.

The development shall be carried out in accordance with the approved management plan.

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

Reason - To safeguard the amenities of nearby residents and for highway safety reasons and protection of wildlife pursuant to policies SP1, EN15, EN19, DM1 of the Manchester Core Strategy.

- 4) Prior to the commencement of development (with the exception of site clearance and demolition and the erection of site hoarding or tree protection barriers) within each phase a construction environmental management plan outlining working practices in relation to the works within that phase shall be submitted to and approved in writing by the City Council as local planning authority. The submitted management plan shall include:
- Measures to control noise and vibration;
 - Dust suppression measures including measures to avoid the tracking of mud and debris onto the highway;
 - Avoidance strategy for nesting birds;
 - The phasing and quantification / classification of vehicular activity associated with the construction;
 - Utility works and associated traffic management;
 - Locations of site hoardings;
 - Commentary on types and frequency of vehicular demands together with evidence (including appropriate swept-path assessment) of satisfactory routeing both within the site and on the adjacent highway;
 - Contractor parking provision;
 - A highway dilapidation survey, the survey should include photographs and commentary on the condition of carriageway / footways on construction vehicle routes surrounding the site.
 - Details of protection of trees that are to be retained during site set up works.

The development shall be carried out in accordance with the approved management plan.

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

Reason - To safeguard the amenities of nearby residents and for highway safety reasons and protection of wildlife pursuant to policies SP1, EN15, EN19, DM1 of the Manchester Core Strategy.

- 5) a) Prior to the commencement of the development of any phase of development (including demolition work), details of a Local Benefit Proposal in relation to that phase which demonstrates commitment to recruit local labour for the duration of the construction of the phase of development, shall be submitted to and approved in writing by the City Council, as Local Planning

Authority. The approved document shall be implemented as part of the construction of the phase of development to which it relates to. In this condition a Local Benefit Proposal means a document which includes:

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

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

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

- 6) Notwithstanding the details contained within the Flood Risk Assessment and SuDs strategy, prior to the commencement of development within each phase of development with the exception of any demolition or site clearance works, a surface water drainage scheme prepared in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards shall be submitted to and approved in writing by the City Council as local planning authority.

The submitted scheme should set out the drainage strategy for the whole site together with the details of the relevant phase of development and shall include the following:

- Progression through the drainage hierarchy must be evidence based and supported by site investigation including assessments of ground conditions and infiltration testing in accordance with BRE365. Proposals of attenuation should achieve half drain time within 24 hours.
- Where surface water is connected to the public sewer, agreement in principle from United Utilities is required that there is adequate spare capacity in the existing system taking future development requirements into account. An email of acceptance of proposed flows and/or new connection will suffice.
- Maximised integration of green SuDS components (utilising infiltration or attenuation) if practicable.
- Development must be limited to greenfield runoff up to a 1 in 100-year event, including climate change allowance.
- A finalised drainage layout showing all components, outfalls, levels and connectivity.
- An existing and proposed impermeable areas drawing to accompany all discharge rate calculations.

- Hydraulic calculations of the proposed drainage system, including all design parameters. Calculations must include Critical Storm Events for the 1 in 2, 1 in 30 and 1 in 100 + 45% Climate Change. Results must demonstrate no surcharge for the 1 in 2, no flooding in the 1 in 30 and no flooding of buildings for the 1 in 100 + 45% Climate Change.
- A blockage risk assessment must be undertaken as part of the drainage strategy to support proposed flows less than 5 l/s.
- Construction details of flow control and all SuDS elements.
- A plan indicating easement. SuDS features (including attenuation tanks) should be appropriately positioned, including a 2.5m easement from the existing highway and a 5m easement from any dwellings, guaranteeing accessibility for future maintenance and contingency for asset failure. This practice is in accordance with SuDS Manual (C753).
- Finished floor levels and proposed ground levels plan.

The development shall be carried out in accordance with the agreed details.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution. This condition is imposed in light of national policies within the NPPF and NPPG and local policies EN08 and EN14.

- 7) No vegetation or tree clearance shall take place during the optimum period for bird nesting between 1st March and 31st August inclusive, unless nesting birds have been shown to be absent by a suitably qualified expert prior to vegetation being cleared and such confirmation being submitted to and agreed in writing by the City Council as local planning authority.

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

- 8) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained within the Arboricultural Impact Assessment and Method Statement – Prepared by LUC April 2024; 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.

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

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

- 10) Prior to above ground works within any phase, with the exception of site clearance and demolition, the following shall be submitted for approval in writing by the City Council, as Local Planning Authority in relation to that phase:
- i. baseline samples and specifications of all materials to be used on all external elevations;
 - ii. drawings to illustrate details of full sized sample panels that will be produced in line with an agreed programme: and
 - iii. a programme for the production of the full sized sample panels and for a strategy for quality control management. The panels to be produced shall include jointing and fixing details between all component materials and any component panels, details of any external ventilation requirements, details of the drips to be used to prevent staining and details of the glazing and frames. The sample panels and quality control management strategy shall then be submitted to and approved in writing by the City Council as local planning authority in accordance with the programme and drawings as agreed above.

The development shall be carried out in accordance with the agreed details.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, as specified in policies SP1, EN3 and DM1 of the Core Strategy.

- 11) Prior to the commencement of development in any phase (excluding demolition works), a report shall be 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.

The development of that relevant phase of development shall be carried out in accordance with the agreed details.

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 EN17 and EN18 of the Core Strategy.

- 12) a) When a phase of development commences, that phase of development shall be carried out in accordance with the previously agreed Remediation Strategy and prior to first occupation of the phase of development a Completion/Verification Report to validate that the development conforms with the approved Site Investigation Report and/or Remediation Strategy shall be submitted to for approval in writing by the City Council as local planning authority.

b) In the event of any non-conformity with the approved Site Investigation Report and/or Remediation Strategy, then any further measures that are required to remediate the land shall be carried out. Any required measures/remediation and validation shall continue until conformity has been achieved and agreed in writing by the City Council as local planning authority, prior to first use/occupation of the development.

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 EN17 and EN18 of the Core Strategy.

- 13) 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 after development commences, 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 is submitted to and approved in writing by the City Council as local planning authority. The development shall then be carried out in accordance with these details, together with any previously approved 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.

- 14) No phase of development hereby permitted shall be occupied until details of the implementation, maintenance and management of the sustainable drainage scheme have been submitted to and approved by the local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:
- Verification report providing photographic evidence of construction as per design drawings;

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

Reason: To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development.

- 15) Within 3 months of the commencement of development (excluding demolition work), full details of off-site highway works shall be submitted to and approved in writing by the City Council as Local Planning Authority. Such works shall include:
- Required amendments to TRO's at Hathersage Road/Bax Road junction.
 - Reinstatement of footway to Hathersage Road frontage.
 - Scheme for the provision of pedestrian/cycle wayfinding signage.
 - Scheme for the provision of one Car Club Bay.
 - Installation of dropped kerbs and tactile paving to the southern side of Hathersage Road between and including the junctions of Eston Street and Olney Street

The development shall not be occupied until the highway works have an agreed timescale for implementation. The development shall only be occupied in accordance with the agreed details.

Reason - In the interests of highway safety, pursuant to Policies DM1 and SP1 of the Manchester Core Strategy.

- 16) Within 3 months of the commencement of development (excluding demolition work), a scheme for the provision of electric car charging points to be installed within the development shall be submitted to and agreed in writing by the City Council, as Local Planning Authority. The development shall be carried out in accordance with the agreed details and be retained thereafter.

Reason - In the interest of air quality pursuant to policy EN16 of the Manchester Core Strategy.

- 17) Prior to the commencement of development in each phase, with the exception of demolition and site clearance, a Delivery and Servicing Management Strategy in relation to the operation of the Purpose Built Student Accommodation within that phase shall be submitted to and agreed in writing by the City Council as local planning authority. The submitted strategy shall ensure that servicing/delivery activities across the site are co-ordinated to ensure efficient use of any internal loading bays/short-stay parking areas. The strategy should also take into consideration food/parcel deliveries, providing clear direction on the following:
- Designated delivery drop-off points
 - Delivery and servicing hours for the site

- Provision of clear signage in common areas to guide delivery drivers to the drop-off point;
- Inform all new residents on the designated drop-off point and any specific rules or guidelines they need to follow when receiving deliveries;
- Establish specific delivery hours for residents of the development where possible;
- Periodically review how the drop-off process is working and encourage resident feedback;
- Set up a secure delivery holding area within the development; and
- Monitor Security Concerns.

The development shall operate in accordance with the agreed strategy.

Reason - In the interests of pedestrian and highway safety pursuant to policy DM1 of the Core Strategy.

- 18) Prior to any approved commercial use at the development as identified on the approved plans being occupied, a Delivery and Service Management Strategy in relation to the operation of that use shall be submitted in writing and approved by the City Council as local planning authority. This shall include proposals for waste management and collection and arrangements for deliveries to the site. The commercial use shall be thereafter be operated in accordance with the agreed details.

Reason - In the interests of pedestrian and highway safety pursuant to policy DM1 of the Core Strategy.

- 19) Prior to the first occupation of any phase of development hereby approved an Arrival/Departure Strategy in relation to that phase shall be submitted to and agreed in writing by the City Council as local planning authority. The strategy shall set out details of how cars arriving and departing the site at the beginning and end of academic year are to be managed. The development shall be subsequently carried out in accordance with the agreed strategy.

Reason - To ensure that an appropriate strategy is in place to deal with peak periods of car arrivals and departures to the site and to minimise the impacts on the surrounding highway network pursuant to policy T2 and DM1 of the Core Strategy.

- 20) Prior to the first occupation of any phase of development hereby approved a detailed Travel Plan in relation to that phase shall be submitted to and agreed in writing by the City Council as Local Planning Authority prior to first occupancy of the residential accommodation hereby approved. In this condition a Travel Plan means a document which includes:
- (1) The measures proposed to be taken to reduce dependency on the private car by those residing or employed in the development;
 - (2) A commitment to surveying the travel patterns of occupiers and staff during the first three months of the development and thereafter from time to time;
 - (3) Mechanisms for the implementation of the measures to reduce dependency on the private car; and

(4) Measures for the delivery of specified travel plan services; and 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 within any phase, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (2) above shall be submitted to the City Council as local planning authority for approval. 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 reduce dependency on the car travel and to promote alternative means of transport, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

- 21) Prior to the first occupation of any phase of development hereby approved the details of the space and facilities for bicycle parking associated with that phase shall be submitted to and agreed in writing by the City Council as local planning authority. The submitted details shall include detail of the access routes to the facilities including details of any ramps required to access them. The approved spaces and facilities shall then be installed, retained and permanently reserved for bicycle parking for users of the development.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to mode of transport in order to comply with policies SP1, T1 and DM1 of the Manchester Core Strategy.

- 22) Prior to the first occupation of any phase of development hereby approved, details of a car parking management plan shall be submitted to and agreed in writing by the City Council as local planning authority. The plan shall include:
- details of the allocation of parking spaces at the development;
 - the management arrangements of the spaces;
 - the ongoing monitoring of parking spaces including the demand for accessible spaces;
 - provision of additional accessible spaces if the monitoring of spaces undertaken as part of the management plan indicates the need for additional spaces;
 - the arrangements for the allocation of short-term permits;
 - how unauthorised parking at the site is managed and monitored.

The development shall be operated in accordance with the agreed details whilst occupied.

Reason – In order to ensure adequate management arrangements are in place for the car parking spaces on site pursuant to policies DM1 and T1 of the Core Strategy.

- 23) The car parking spaces as identified on the approved plans listed within condition 2 of this decision shall be laid out, demarcated and be ready for use prior to the first occupation of the residential accommodation associated with the phase of development in which the car parking is located. The parking areas shall be available for use at all times whilst the development is in operation.

Reason - To ensure that there is adequate car parking for the development proposed when the building is in use, pursuant to policies DM1, T2 and SP1 of the Manchester Core Strategy.

- 24) a) Fumes, vapours and odours associated with the operation of the purpose built student accommodation in each phase of development shall be extracted and discharged from the premises in accordance with a scheme for that phase of purpose built student accommodation to be submitted to and approved in writing by the City Council as local planning authority before the use of the purpose built student accommodation within that phase commences.

b) Prior to the first use of each phase of purpose built student accommodation hereby approved confirmation shall be submitted for the approval of the City Council as local planning authority that the approved scheme in relation to that phase has been implemented.

Reason - In the interests of the amenities of occupiers of nearby properties pursuant to Core Strategy policy DM1.

- 25) a) Fumes, vapours and odours associated with the operation of the approved commercial space as shown on the approved plans in the relevant phase/s of development shall be extracted and discharged from the premises in accordance with a scheme for that commercial space submitted to and approved in writing by the City Council as local planning authority before the use of that commercial space commences.

b) Prior to the first use of each defined area of commercial space hereby approved confirmation shall be submitted for the approval of the City Council as local planning authority that the approved scheme in relation to that commercial space has been implemented.

Reason - In the interests of the amenities of occupiers of nearby properties pursuant to Core Strategy policy DM1.

- 26) a) Within three months of the commencement of development within each phase, (excluding demolition and site clearance), an external lighting scheme in relation to that phase shall be submitted to and agreed in writing by the City Council as local planning authority. The scheme shall be designed so as to control glare and light overspill onto nearby residential properties and in line with best practices to avoid impacts on nocturnal animals.

b) Prior to occupation of the respective phase of development, a verification report shall be required to validate that the work undertaken throughout the

development conforms to the recommendations and requirements in the approved scheme. The report shall also undertake post completion testing to confirm that acceptable criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the criteria.

Reason - To safeguard the amenities of the occupiers of nearby properties and protected species pursuant to policies EN15 and DM1 of the Core Strategy.

- 27) a) Externally mounted ancillary plant, equipment and servicing shall be selected and installed in each phase of the development in accordance with the approved scheme within the Planning Noise Report 023790-R03-B 2 May 2024 prepared by Sandy Brown.

b) Prior to the operation of any external plant, equipment and servicing within each relevant phase of development a verification report shall be submitted to and approved in writing by the City Council as local planning authority to validate that the work undertaken throughout the phase of development conforms to the recommendations and requirements in the approved scheme. The report shall also undertake post completion testing to confirm that the noise criteria have been met and include a schedule for the testing of emergency generators at the site. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

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 policy DM1 of the Core Strategy and saved Unitary Development Plan policy DC26.

- 28) a) The acoustic insulation of the development hereby approved and each phase within it shall be carried out in accordance with the approved Planning Noise Report 023790-R03-B 2 May 2024 prepared by Sandy Brown.

b) Prior to the first occupation of the relevant phase of development, a verification report shall be submitted to and agreed in writing by the City Council as local planning authority to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the acoustic insulation scheme. The report shall also undertake post completion testing to confirm that acceptable criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

Reason - To safeguard the amenities of the occupiers of the building and occupiers of nearby properties pursuant to policy DM1 of the Core Strategy and saved Unitary Development Plan policy DC26.

- 29) a) Prior to the commencement of development of any phase that contains non-residential areas (gym, commercial uses) a scheme for the acoustic insulation and treatment of those areas to limit the break out of noise in accordance with a noise study of the premises and a scheme of acoustic treatment shall be submitted to and approved in writing by the City Council as local planning authority. The scheme shall be implemented in full before the use commences.

b) Prior to the first use of the commercial unit verification report shall be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report. The report shall also undertake post completion testing to confirm that acceptable criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

Reason - To safeguard the amenities of the occupiers of the building and occupiers of nearby properties.

- 30) Prior to the first use of the ground floor commercial unit within Block 6, details of a schedule of hours and days of opening of the unit shall be submitted to and agreed in writing by the Council as local planning authority. The unit shall be subsequently operated in accordance with the agreed details.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation pursuant to policy DM1 of the Core Strategy and saved Unitary Development Plan policy DC26.

- 31) The first use of the ground floor commercial unit within Block 6 as identified on the approved plans to be implemented shall thereafter be the permitted use of that unit.

Reason - For the avoidance of doubt and in order to secure a satisfactory form of development pursuant to Policy DM1 of the Core Strategy and saved Unitary Development Plan policy DC26.

- 32) Deliveries, servicing and collections, including waste collections shall not take place outside the following hours: 07:30 to 20:00, Monday to Saturday, no deliveries/waste collections on Sundays/Bank Holidays.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation pursuant to policy DM1 of the Core Strategy.

- 33) a) The approved scheme for the storage and disposal of refuse contained within the approved Waste Management Strategy 23 August 2024 Revision 06 prepared by SLR Consulting shall be implemented as part of each relevant phase of 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.

- 34) Prior to the first use of the roof terraces associated with Blocks 6,5,4,3 and 2, the opening hours for the roof terrace shall be submitted to and approved in writing by the City Council, as Local Planning Authority. The roof terrace shall only operate in accordance with the approved roof terrace opening hours. There shall be no amplified sound or music used on the roof terrace.

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

- 35) a)The approved hard and soft landscaping scheme as set out within the approved landscape drawings listed within condition 2 of this decision notice shall be implemented within 12 months of the first use of each relevant phase of development.

b)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.

- 36) Prior to the first use of any phase of the development hereby approved, full details of the specification and locations of bat and bird boxes to be installed at the development and the timescale for their installation shall be submitted to and approved in writing by the City Council as Local Planning Authority. The bat and bird boxes shall thereafter be installed in accordance with the agreed details and approved timescale and thereafter be retained and remain in situ.

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

- 37) Prior to any works on the proposed development commencing (excluding demolition), a written 30-year Habitat Management and Maintenance Plan (HMMP) for the site shall be submitted to and approved in writing by the City Council as local planning authority. The approved HMMP shall relate to all 'significant' biodiversity gains on site and shall be strictly adhered to and implemented in full for its duration and shall contain:
- A) Aims, objectives and targets for management, including habitat target conditions matching the associated Biodiversity Metric submitted with the application.
 - B) Descriptions of the management operations necessary to achieving aims and objectives.

- C) Preparation of a works schedule, including timescales for habitat clearance and habitat creation and/or enhancement.
- D) Details of monitoring needed to measure the effectiveness of management.
- E) Details of the persons responsible for the implementation and monitoring.
- F) Mechanisms of adaptive management and remedial measures to account for changes in the work schedule to achieve required targets.
- G) Reporting on years 1, 2, 5, 10, 20 and 30'.

Reason - In the interests of biodiversity net gain being achieved on site pursuant to Policy EN15 of the Manchester Core Strategy, Policies JP-G8 of Places for Everyone, National Planning Policy Framework (NPPF) and Schedule 7A of the Town and Country Planning Act 1990 (as amended).

- 38) Each phase of development, shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a secure by design accreditation or equivalent accreditation in respect of that phase of development.

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

- 39) Notwithstanding the TV and Radio Reception Study prepared by GTech Surveys as listed within condition 2 of this decision, prior to the commencement of development within each relevant phase, with the exception of demolition and site clearance works, studies containing the following with regard to television reception in the area containing the site shall be submitted to and approved in writing by the City Council as local planning authority:
- a) Measure the existing television signal reception within the potential impact area identified before development commences. The work shall be undertaken either by an aerial installer registered with the Confederation of Aerial Industries or by a body approved by the Independent Television Commission and shall include an assessment of the survey results obtained.
 - b) Assess the impact of the development on television signal reception within the potential impact area identified in a) above within one month of the practical completion of the relevant phase of development or before the relevant phase of development is first occupied, whichever is the sooner, and at any other time during the construction of the relevant phase of 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 in (a) above. The measures identified must be carried out either before the building is first occupied within each phase of development or within one month of the study being submitted to the City Council as local planning authority, whichever is the earlier.

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

- 40) The student accommodation element of the development hereby approved shall be used as purpose built student accommodation (PBSA) (Sui Generis) and for no other purpose of The Town and Country Planning (Use Classes) Order 1987 (or any order revoking and re-enacting that Order with or without modification) (including serviced apartments/apart hotels or similar uses where sleeping accommodation (with or without other services) is provided by way of trade for money or money's worth and occupied by the same person for less than ninety consecutive nights).

Reason - To ensure that the accommodation is used solely for the intended purpose - student accommodation and to safeguard the amenities of the neighbourhood by ensuring that other uses which could cause a loss of amenity such as serviced apartments/apart hotels do not commence without prior approval; to safeguard the character of the area, and to maintain the sustainability of the local community through provision of accommodation that is suitable for people living as families pursuant to policies DM1 and H11 of the Core Strategy for Manchester and the guidance contained within the National Planning Policy Framework.

- 41) Within 3 months of the completion of a phase of development, a verification statement/ certification shall be submitted to and approved in writing, by the City Council as local planning authority confirming the incorporation of the specified measures detailed within the submitted Energy Statement and Environmental Standards Statement as listed within condition 2 of this decision. Any deviations from the approved details shall be clearly set out along with measures required to ensure compliance with the agreed details.

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

- 42) The areas of the application site immediately adjacent the accesses to existing doors and rear car parking areas on the eastern, northern and western boundary of Victoria Baths shall be maintained and kept clear of obstructions, street furniture, above ground structures temporary or permanent as indicated on the approved hard landscaping drawings whilst Victoria Baths are in use.

Reason – In order to maintain accesses to the Grade II* Listed Building to enable its ongoing operation and use pursuant to policy EN3 of the Core Strategy and JP-P2 of Places for Everyone and section 16 of the NPPF.

- 43) Within 3 months of the commencement of development of Block 4 as identified on the submitted drawings listed in condition 2 of this decision, a scheme for the obscure glazing and inclusion of opening limiters to the three windows to the residential accommodation on the first, second and third floors of the northern elevation of Block 4 shall be submitted to an approved in writing by the City Council as local planning authority. The approved details shall be installed prior to the first use of the rooms served by the windows and shall remain so in perpetuity.

Reason - To protect the amenity and living conditions of adjacent residential property from overlooking or perceived overlooking and in accordance with policies SP1 and DM1 of the Core Strategy.

- 44) Prior to the first occupation of Blocks 2,3 and 4 as indicated on the approved drawings listed in condition 2 of this decision, the windows serving the internal staircases on the northern elevation of these buildings shall be obscure glazed to a specification of no less than level 5 of the Pilkington Glass Scale or such other alternative equivalent and shall remain so in perpetuity.

Reason - To protect the amenity and living conditions of adjacent residential property from overlooking or perceived overlooking and in accordance with policies SP1 and DM1 of the Core Strategy.

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 139987/FO/2024 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:

**Electricity Northwest
Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
Central Neighbourhood Team
Heritage & Urban Design
Work & Skills Team
Greater Manchester Police
Historic England (North West)
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
United Utilities Water PLC
Health & Safety Executive (Fire Safety)
National Amenity Societies
Greater Manchester Ecology Unit**

Active Travel England

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

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