

Planning

Growth & Development

Delegated officer report for planning application

Application no. 137242/FO/2023

Date registered valid: 12 September 2023

Proposal: Erection of an additional storey, above existing building, with 3 storey side extension to form a 3-storey building including retention of an existing community centre and formation of 15 student bedsits (sui generis), ancillary facilities and retained car parking

Address: 9 Dolphin Street, Manchester, M12 6BG

Ward(s): Ardwick Ward

Applicant: Mr Osman Kocak, UK Turkish Islamic Cultural Centre

Agent (if any): Simon Plowman, Plan:8 Town Planning Ltd

Case officer: Sue Wills
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Recommendation: Approve

Date of recommendation: 27th August 2024

Application details

Type of application: Full Application Consent

Development type: Minor Other

Standard consultations:

Printed: 13 September 2023 Expired: 4 October 2023

Neighbour notifications

Printed: 13 September 2023 Expired: 4 October 2023

Site notice

No site notice has been produced

Press advert

Published: 19 September 2023 Expired: 3 October 2023

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

The site is currently occupied by a two-storey building which is used as a community centre for the Turkish Community. At ground floor level there is a reception, with community rooms, dining halls, and kitchen facility. At first floor level, there is a meeting hall space, and study rooms.

There is lift access to both floors. The centre provides services for the community with classes and a general meeting space. The building is positioned directly adjacent to the office building to the west, and is set forward of that building, by approximately 2 metres. The existing building is two storeys in height. Car parking is located to the east of the building with a row of 9 spaces, along the eastern boundary of the site, accessed by a vehicular route, from Dolphin Street.

The existing building comprises brickwork with glazed elements, with entrances from both Dolphin Street and the parking area. Black metal railings form the boundary treatment to the back of pavement on Dolphin Street with an associated gated access to the off-street parking provision, with temporary wooden panels to the rear boundary. As part of the previous planning consent the boundary treatment to the northern (rear) boundary would comprise 1.8 metre open metal railings, which has yet to be implemented.

The community centre opens from 7am to 11pm, 7 days a week, with the peak times being from 10am to 8pm, when the classes operate. Activities include after school clubs, and adult education.

Refuse storage is to the rear of the building.

Planning History

103569/FO/2013/N2 - Erection of a double height Class B8 Storage & Distribution Warehouse with associated car parking and service area.

Approved 05.11.2013 . This permission was never implemented.

115958/FO/2017 - Erection of two storey building to form community centre (Class D2).
Approved subject to conditions 16.08.2017.

CDN/22/0857- Discharge of condition 8 (ground conditions) attached to planning permission referenced 115958/FO/2017. Approved 27.04.2023.

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

Description of area

The site lies in a predominantly commercial /industrial area, with knitwear factories to the east and south east of the site, a self-storage and office premises to the south of Dolphin Street. The building to the west is used for educational purposes. To the northwest of the site is Fenton House which is a Grade II listed building which has planning consent to be used as 7 self-contained apartments. The property to the north of the site has been severely fire damaged, but historically was used as a large-scale HMO, with the building to the north east of the site being used for vehicle repairs.

Description of development

Consent is sought for the erection of an additional storey, above the existing building, with a 3 storey side extension to form a 3-storey building, including retention of an existing community centre and formation of 15 student bedsits (sui generis), ancillary facilities and retained car parking. The scheme would lead to 792 sqm of additional floorspace, leading to an overall figure of 1608 sqm on site.

The existing vehicular and pedestrian access from Dolphin Street would be retained, together with the nine parking spaces at ground level to the east of the existing building.

Six accessible student bedsits are proposed within the extension 3 at first, and 3 at second floor level, which would be accessed via internal stairs or from the lift within the existing building, which would be extended to serve the proposed second floor accommodation. Supporting information accompanying the planning submission states that the student accommodation would be used in conjunction with the community centre with the bedsit accommodation not including kitchen facilities and the students utilising the dining facilities within the community centre element of the building.

The existing building is finished in render, and it is proposed that the elevation associated with the proposed development would match the existing finish.

Consultations & Notification Responses

Publicity – The occupiers of adjacent premises have been notified and the proposals have been advertised in the local press as a major development on 19th September 2023, Site notices have also been placed adjacent to the application site on 22nd September 2023. No representations have been received.

Local Residents

Local Businesses – 3 emails has been received supporting the scheme on the grounds of providing safe and supporting housing form newly arrived students into the UK, that the scheme is in a sustainable location, that the design of the scheme takes security into account , and the project promotes inclusivity.

Providing safe and accessible housing for newly arriving students to the UK is crucial for their overall well-being and academic success. The proposed accommodation will not only meet the

housing needs of students, but also offer them a supportive and inclusive environment. The Selimiye Community Centre is located adjacent to a high frequency public transport route and aimed to serve local community. Given its sustainable location, the proposed development promotes Low Carbon Living located close to amenities. By providing adequate number of parking spaces, it does not negatively impact on local parking. Designs have been done taking account of Secure by Design principles and will improve natural and passive surveillance in the area. Expanding the community centre vertically, rather than horizontally, demonstrates a commitment to sustainable urban development by optimizing the use of existing infrastructure and minimizing the footprint on valuable green spaces. By accommodating students within a highly sustainable location, this project can potentially reduce traffic congestion and parking challenges in the area, contributing to a more efficient and sustainable transportation system. The Selimiye Community Centre has historically played a vital role in promoting cultural and religious diversity in the community. This project further reflects its commitment to inclusivity by welcoming students of diverse backgrounds. This project presents an excellent example of how communities can work together to address pressing housing needs of newly arriving students to Manchester.

36 emails of support from the wider community have been received on the grounds of:

- The benefit this facility provides as a communal focal point to locals and students.
- The existing centre helps people from different countries with education and other activities, and brings people together from different backgrounds, supporting the community. The additional space is needed due to the level of use of the centre.
- Providing safe and accessible housing for newly arriving students to the UK is crucial for their overall well-being and academic success. The proposed accommodation will not only meet the housing needs of students but also offer them a supportive and inclusive environment.
- Given its sustainable location, the proposed development promotes Low Carbon Living located close to amenities. By providing adequate number of parking spaces, it does not negatively impact on local parking.
- Manchester's growing student population demands suitable housing, and this project addresses this need. It enhances community services, promotes inclusivity, and aligns with sustainable development principles.
- support the extension because it is a purpose-built building that caters for the community's needs. The management is well organised and respectable.
- Manchester is offering more accommodation options for students. These kinds of places should be supported by council to offer more secure and healthy environment to students.
- Aims to create a centre that encourages diversity and social cohesion. If completed the building will attract people across the region who would engage in intellectual and social activities that benefit the local and regional communities through influx of investments, support for local economy and engagement with the wider community to solve social and societal issues.
- The project's designs have been carefully crafted with Secure by Design principles in mind, enhancing natural and passive surveillance in the area, thereby improving safety.
- Opting for vertical expansion of the community centre, rather than horizontal, showcases a commitment to sustainable urban development by efficiently utilizing existing infrastructure and minimizing the impact on valuable green spaces.
- The development is much needed. The mosque does so much good for communities far and wide and is so inclusive.
- There is a huge issue with student accommodation in the city. At the moment there is lack of accommodation. It is evident that Manchester's growing student population requires suitable housing options, and this project effectively addresses this pressing need.

- it serves to enhance community services, promote inclusivity, and align with sustainable development principles

Councillor Cllr Abdigafar Muse – Has written to support the application, advising that this project aligns perfectly with the needs and aspirations of the community, and is confident in its ability to bring numerous benefits to both our residents and the incoming students arriving in Manchester. He makes comments regarding addressing housing demand in a growing student population, and he the rising demand for quality, culturally sensitive housing options in the neighbourhood, which puts strain on existing housing resources, but also creates obstacles for students seeking affordable and convenient accommodation. The proposed expansion of Selimiye Community Centre, incorporating a dedicated floor for student housing, represents a thoughtful and community-centred response to this pressing issue.

He further advises that there are several factors that have led him to firmly endorse this project, including community integration playing a vital role in facilitating connections between students and the broader community; improving student well-being with the proposed student accommodation not only catering to their housing needs, but also offering an inclusive and supportive environment, which is crucial for their transition into our city; a sustainable location; enhanced security measures; optimizing existing infrastructure effectively minimizing the footprint on valuable green spaces and preserving the natural beauty of the neighbourhood; reduced traffic congestion on the basis of a highly accessible location; and promoting inclusivity: Selimiye Community Centre has a long-standing history of promoting cultural and religious diversity within our community. This project serves as another testament to the centre's unwavering commitment to inclusivity, as it warmly welcomes students from diverse backgrounds. It sets a prime example of how our community can collaborate to address the pressing housing needs of incoming students to Manchester.

He states he has confidence in this development's potential to greatly enhance both the well-being of our community and the experience of students arriving in our city.

University of Salford – have written to support the application, advising that as Manchester's student population continues to grow and thrive, the demand for decent and culturally sensitive student housing provision in the vicinity has increased significantly. This demand not only puts pressure on the existing housing options but also presents challenges for students seeking affordable and convenient accommodation. The proposal to expand the Community Centre by adding a floor for student accommodation addresses this pressing issue in a thoughtful and community-centred manner.

The Selimiye Community Centre has long been an integral part of the local community, fostering unity and understanding among residents of diverse backgrounds. This project not only enhances the services the Community Centre offers to its congregation, but also extends its support to the local student population.

Providing safe and accessible housing for newly arriving students to the UK is crucial for their overall well-being and academic success. The proposed accommodation will not only meet the housing needs of students but also offer them a supportive and inclusive environment. This project further reflects its commitment to inclusivity by welcoming students of diverse backgrounds. This project presents an excellent example of how communities can work together to address pressing housing needs of newly arriving students to Manchester.

Highway Services –

The site is located adjacent to 30mph adopted highway Dolphin Street, with adoption extending to the back of footway. Dolphin Place is an unadopted road which runs along the rear of the building.

The existing building was granted consent in 2017 (Ref: 115958/FO/2017) with a number of conditions were placed on this approval. Several of these conditions related to Highways matters.

At present, it is understood that condition nos. 4,5,10,12,13,14,15 and 16 relating to highway matters have not been discharged, although an application to discharge outstanding conditions will be submitted in parallel with the current student accommodation application.

HIGHWAYS RESPONSE

A Transport Statement (TS) has been prepared by Axis in March 2022 to support the planning application. The TS provides details on the existing site layout and road network, the accessibility of the site by sustainable modes of transport, the development proposals and outlines the forecast trip generation of the site. The previous planning submission included an Interim Travel Plan. There has been no Interim Travel Plan submitted as part of this application.

TRIP GENERATION AND JUNCTION CAPACITY

The trip generating potential of the site has been considered in the TS. This review highlights that the student accommodation units would generate a total of 4 two-way person trips in the weekday AM peak hour and 4 two-way person trips in the weekday PM peak hour. The methodology for estimating the level of trips generated by the site is considered acceptable. Given that the proposals will not provide vehicle parking for the student accommodation units the proposals are unlikely to give rise to a significant level of new vehicle trips. Therefore, it is accepted that no highway concerns in terms of safety or capacity are considered likely to arise and no junction capacity assessments will be required.

SITE ACCESSIBILITY

It is recognised that the site is located adjacent to Manchester City Centre and is in a highly accessible location. The TS outlines the accessibility of the site by sustainable modes of transport and identifies are several services and amenities located in close proximity to the site. There are no details provided on the accessibility of the site to the educational establishments in Manchester. As the proposals relate to purpose-built student accommodation further details are required. This information should include walking, cycling and public transport options for student residents.

PARKING AND ACCESS

There is no car parking proposed for this application. Due to the location of the development this is considered acceptable, however supporting information should be submitted to outline how residents will be able to access the site by other modes of transport. There are 9no. car parking spaces provided for the community centre. Further details should be provided on the management of these spaces and the measures which will be adopted to restrict resident access to these spaces. The submitted plans indicate that the extension to the first and second floors of the building will be constructed over these parking spaces. Confirmation is sought that sufficient clearance will be provided to ensure these spaces continue to operate in a safe manner following the construction of the extension. Condition 10 of the previous consent outlines that the car park (as approved) should be available at all times whilst the site is occupied. As the proposals for the extension are likely to result in these parking space becoming unavailable further information is required as to how the displacement of parking will be managed during the construction phase of the proposals. There are no additional off-site highways works required as part of this application.

PEDESTRIAN ACCESS

Pedestrian access will be provided from Dolphin Street. The submitted plans indicate that a residential access will be provided within the internal car park for the residents to access the stairwell which will provide connections to the upper floors. Access will also be provided through

the community centre for the residents with a lift provided within the community centre for residents. This approach is considered acceptable to Highways.

CYCLE PARKING

In line with MCC Residential Guidelines, secure and sheltered cycle parking should be provided for the apartments at a provision of one-per-unit (15 in total). The submitted plans indicate that a cycle store will be provided to the rear of the building which will provide 20no. cycle parking spaces. In response to the previous application Highways requested that 20 cycle parking spaces be provided for the community centre. Based on the submitted plans and the information contained within the TS, it appears that there is no uplift in cycle parking proposed as part of this application. This is not considered acceptable and additional cycle parking will be required to support the application. Cycle parking demand should also be monitored, with additional on-site provision made available if necessary.

TRAVEL PLAN

Given the type of development it is considered that a Travel Plan should be prepared for student accommodation. The Travel Plan should include;

- o Details on the site location and surrounding amenities;
- o Information on the walking, cycling and public transport options surrounding the site;
- o Details on the accessibility of the site to the universities within Manchester;
- o Initiatives to promote active travel; and,
- o Targets and measures for access the effectiveness of the Travel Plan. A Travel Information Brochure should also be prepared and distributed to students to inform them of the accessibility of the site and how they can travel to/from university to the site.

REFUSE AND SERVICING

A Waste Proforma has been prepared in support of the application. This proforma outlines that as the proposals relate to a mixed-use development the bin storage will be mixed between the community use and the student rooms. This is not considered acceptable and separate bins should be provided for the community centre and the student residential accommodation. This is to ensure that sufficient storage is provided for both land uses. Condition 5 and Condition 14 of the previously consented scheme relate to deliveries, servicing and waste collections. These conditions remain valid and should be applied to this application. Any proposed alterations to the Waste and Servicing Strategy will need to be submitted to and approved in writing by the City Council as local planning authority prior to the occupation of the student accommodation units.

CONSTRUCTION MANAGEMENT

A construction management plan is required prior to any construction works commencing on the site which may impact on highway operations. This plan should provide details of the proposed construction traffic routes to and from the site, the site compound details, the controls to ensure deliveries and loading do not block the highway and the measures for on-site / off-site car parking. A planning condition setting out the requirement for a construction management plan is therefore recommended. Detail should be sought from the applicant in relation to any proposed construction or fitout arrangements, where there is an impact on the highway. The applicant should be advised that any requirements for licensing, hoarding / scaffolding, skips and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highway Applications and Network Resilience teams.

ADDITIONAL HIGHWAYS COMMENTS 13.08.24

Additional/updated plans have been submitted which show the location of the proposed steel columns over the existing parking bays. Highways request that an additional plan is submitted which shows dimensions of all parking bays in consideration of any space utilised by these steel

columns in order to ensure appropriate parking bay dimensions are retained. Plans show that the student accommodation stairwell has partly extended into the area used for vehicular access to the car park. Plans should show the retained access dimensions. Given that the boundary of the stairwell is located directly adjacent to the vehicular access and the footway, Highways request demonstration of 2m x 2m pedestrian visibility splay at the site access. Previous comments provided herein in relation to the proposals remain with regard to requirement for a Travel Plan, Parking Management (including retention/management of spaces during construction), cycle parking and waste management and servicing. With regard to Highways previous comments relating to the 2017 approval (Ref: 115958/FO/2017), Highways recently recommended the discharge of Conditions 15 (Travel Plan) and 16 (Highways Works) - Application Ref. CDN/24/0697

Environmental Health – Have recommended that conditions relating to construction hours, a scheme for a clean air intake, and refuse storage. They state that the information submitted is insufficient regarding the storage of waste for the overall building and that the commercial and residential should be separate and so additional information is required with regard to this. In regard to acoustic insulation, they advise that the applicant must ensure that the noise mitigation measures set out in the submitted acoustic report are implemented, in full, at the premises. Furthermore, that details of the mechanical ventilation system to be installed should also be submitted along with confirmation that the system installed does not affect the internal noise levels at the development. The applicant must also submit an overheating assessment.

Further comments were received on 18.10.2024, requesting a contaminated land condition be attached to any approval.

LLFA – recommend that a condition is attached to any approval to require the submission of a surface water drainage layout for the site, based on sustainable drainage principles, with details provided of how the scheme shall be maintained and managed after completion.

Design for Security - No comments received

United Utilities – No comments received

GMEU - Whilst the existing building is a year older and therefore the risk of bats or bird utilising the site slightly higher, they are still satisfied that the risks are very low and that their previous recommendations re. 132729/FO/2022 apply.

Bats

They would normally recommend a bat assessment for this level of disturbance to an existing roof, even if a flat roof, given the building in question has been constructed since 2018 and does have a low risk roof structure, they are satisfied that in this instance an informative will suffice. *Whilst the building to be modified has been assessed as low risk for bats, the applicant is reminded that under the 2019 Regulations it is an offence to disturb, harm or kill bats. If a bat is found all work should cease immediately and a suitably licensed bat worker employed to assess how best to safeguard the bat(s). Natural England should also be informed.*

Nesting Birds

They are satisfied that this is a very low risk site for nesting birds, potential risk of birds nesting on the flat roof can be dealt with via an informative.

The applicant is reminded that, under the Wildlife and Countryside Act 1981 as amended it is an offence to remove, damage, or destroy the nest of a wild bird, while the nest is in use or being built. Planning consent does not provide a defence against prosecution under this act. If a bird's nest is suspected work should cease immediately and a suitably experienced ecologist employed to assess how best to safeguard the nest(s).

Contributing to and Enhancing the Natural Environment Section 174 of the NPPF 2021 states that the planning policies and decisions should contribute to and enhance the natural and local environment. Given the negligible impact on habitats or species, they satisfied that all that is required to enhance the site would be a bird or bat box on the new elevations. The details can be conditioned.

Policy Legislative and Policy Context

Places for Everyone

The Inspectors' Report on the examination of the Places for Everyone plan was published on 15 February 2024. The Inspectors' Report sets out and justifies their recommendations in relation to the plan, and they have concluded that all legal requirements have been met and that with the recommended main modifications set out in the appendix to their report, the Places for Everyone plan is 'sound'.

The plan was considered at the Full Council meeting in Manchester on 20 March 2024, and was subsequently approved on 21st March 2024. Given the stage the Plan has reached, the Plan and its policies is now a material planning consideration in the determination of planning applications. The Plan and its policies must therefore be given significant weight in the planning balance.

Paragraph 1.43 states that the plan has adopted a 'brownfield preference' through its policies. Policy JP-S1 relating to sustainable development reflects this, stating that 'preference will be given to using previously developed land and vacant buildings to meet development needs'. Paragraph 1.52 highlights that the Places for Everyone plan supports Greater Manchester's drive to be carbon neutral by 2038. To meet this carbon commitment, Policy JP-S2 encourages the delivery of nature-based solutions and biodiversity net gain.

Policy JP-S4: Flood Risk and the Water Environment supports an integrated catchment-based approach will be taken to protect the quantity and quality of water bodies and managing flood risk, by (amongst others) expecting developments to manage surface water runoff through sustainable drainage systems and as close to source as possible and designing suitable sustainable drainage systems.

Policy JP-S6: Resource Efficiency supports measures to achieve promotion of overall reduction in level of waste produced include, using sustainable design and construction techniques to reduce carbon emissions, adapt and future proof to the impact of climate change, reduce and recycle waste and minimise water use.

Policy JP -C1 seeks to delivering a pattern of development that minimises both the need to travel and the distance travelled by unsustainable modes to jobs, housing and other key services, including healthcare, education, retail, recreation and leisure facilities, green space and green infrastructure.

The National Planning Policy Framework National Planning Policy Framework (NPPF)

This Framework came into effect on 27th March 2012 and was amended and updated in February 2019 in July 2021, and subsequently in December 2023. It represents key up to date national policy and is an important material consideration in determining the current application. A number of key aspects of the NPPF that impact on the considerations that need to be given to the current application are identified below. The document states that the 'purpose of the planning system is to contribute to the achievement of sustainable development. The document clarifies that the 'objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs' (paragraph 7). The purpose of the planning system is to achieve sustainable development. Paragraph 8 of the NPPF states that to achieve this, there are three overarching objectives, which need to be pursued mutually. Firstly, the economic role should contribute to sustainable development by building a strong, responsive and competitive economy and ensuring the sufficient amount of and right type of development to support growth. Secondly,

the social role is required to support communities by creating a high-quality built environment with accessible local services to reflect the needs of the community. Lastly, the environmental role should protect and enhance the natural, built and historic environment. The Framework reiterates that planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The statutory status of the development plan remains as the starting point for decision making.

Section 8 'Promoting Healthy and Safe Communities' states that planning policies and decisions should aim to achieve healthy, inclusive and safe places (paragraph 96) which promote social interaction, be safe and accessible and enable and support healthy lifestyles.

Section 9 'Promoting Sustainable Transport' states that 'significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health' (paragraph 108). Developments should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe (paragraph 115). Within this context, applications for development should: a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use; b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport; c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards; d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations (paragraph 116). The site is well connected to all public transport modes which would encourage sustainable travel. The development would incorporate sustainable transportation options and chapter 9 would be positively responded to. A travel plan would be secured as part of the conditions of the approval.

Section 11 'Making effective use of land' states that 'planning decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions' (paragraph 123). Decisions should support development that makes efficient use of land, taking into account: a) the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it; b) local market conditions and viability; c) the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use; d) the desirability of maintaining an area's prevailing character and setting (including residential gardens), or of promoting regeneration and change; and e) the importance of securing well designed, attractive and healthy places. (paragraph 128). Where there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that planning decisions avoid homes being built at low densities, and ensure that developments make optimal use of the potential of each site. Paragraph 129 (c) states that Local Planning Authorities should refuse applications which they consider fail to make efficient use of land, taking into account the policies in the NPPF. In this context, when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards).

The scale and density of the proposal is considered to be acceptable and represents an efficient use of land. The PBSA would meet known regeneration requirements in the area, but would be directly connected to the existing UK Turkish Islamic Cultural Centre. The site is close to sustainable transport infrastructure. There would be no additional car parking provided to serve the proposed accommodation (the 9 existing spaces to serve the community centre would be retained), thereby reducing car journeys associated with the development.

Section 12 'Achieving Well Designed Places' states that 'the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this' (paragraph 131). Planning decisions should ensure that developments: a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development; b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping. The NPPF is clear that planning permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents. Conversely, where the design of a development accords with clear expectations in plan policies, design should not be used by the decision-maker as a valid reason to object to development. Local planning authorities should also seek to ensure that the quality of approved development is not materially diminished between permission and completion, as a result of changes being made to the permitted scheme (for example through changes to approved details such as the materials used). (paragraph 140). In this case, the development would involve the erection of a second floor above the existing building, and a three storey side extension at the premises. The proposed built form has been designed to be contemporary in nature using materials to match the existing building and is considered to be acceptable in terms of its form and siting. On this basis, it is considered that chapter 12 would be appropriately responded to.

Section 14 'Meeting the challenge of climate change, flooding and coastal change' Paragraph 157 seeks that the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure. Paragraph 162 expects new development to comply with any relevant development plan policies relating to decentralised energy, where viable, and take account of design-based factors including landform, layout, building orientation, massing and other criteria to minimise energy consumption. Paragraph 165 seeks to direct development away from areas which are at the highest risk of flooding. Paragraph 173 sets out that, in the determination of planning applications, local planning authorities should ensure that flood risk is not increased elsewhere and that, where appropriate, planning applications should be supported by a site-specific flood risk assessment. The proposed development lies within flood zone 1, with the site area falling below the threshold for the requirement for the submission of an FRA.

Section 16 'Conserving and enhancing the historic environment' states that in determining applications, Local Planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local

planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation (paragraph 200). In considering the impacts of proposals, paragraph 201 states that local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. Paragraph 208 states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

NPPF defines designated heritage assets as: 'A World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated under the relevant legislation'. The proposal lies approximately 6.87 m to the southeast of a Grade II listed building (Fenton House) and is separated from it by an unadopted highway- Dolphin Place. The site also approximately 65.6m to the southwest of nos. 2-4 Palfrey Place, which are a pair of Grade II listed properties

Reference is made to the above as context to the proportionate consideration of the issues concerning consideration of a designated heritage asset. NPPF adds that the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset (paragraph 209).

Paragraphs 10, 11, 12, 13 and 14 of the NPPF outline a "presumption in favour of sustainable development". This means approving development, without delay, where it accords with the development plan and where the development is absent or relevant policies are out-of-date, to grant planning permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the NPPF.

Planning Practice Guidance (PPG)

The relevant sections of the PPG are as follows:

Noise

This section states that Local Planning Authorities' should take account of the acoustic environment and in doing so consider:

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

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

- engineering: reducing the noise generated at source and/or containing the noise generated;
- layout: where possible, optimising the distance between the source and noise sensitive receptors and/or incorporating good design to minimise noise transmission through the use of screening by natural or purpose built barriers, or other buildings;
- using planning conditions/obligations to restrict activities allowed on the site at certain times and/or specifying permissible noise levels differentiating as appropriate between different times of day, such as evenings and late at night, and;
- mitigating the impact on areas likely to be affected by noise including through noise insulation when the impact is on a building.

Design

This section states that where appropriate the following should be considered:

- layout – the way in which buildings and spaces relate to each other
- form – the shape of buildings
- scale – the size of buildings

- detailing – the important smaller elements of building and spaces
- materials – what a building is made from

Health and Well Being

This section states opportunities for healthy lifestyles have been considered (e.g. planning for an environment that supports people of all ages in making healthy choices, helps to promote active travel and physical activity, and promotes access to healthier food, high quality open spaces and opportunities for play, sport and recreation); Travel Plans, Transport Assessments in Decision Taking This section states that applications can positively contribute to:

- encouraging sustainable travel;
- lessening traffic generation and its detrimental impacts;
- reducing carbon emissions and climate impacts;
- creating accessible, connected, inclusive communities;
- improving health outcomes and quality of life;
- improving road safety; and
- reducing the need for new development to increase existing road capacity or provide new roads.

Local Development Framework

The principal document within the framework is the Manchester Core Strategy which sets out the spatial vision for the City and includes strategic policies for development during the period 2012 – 2027.

'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 also been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must therefore be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents.'

Strategic Spatial Objectives

The Core Strategy contains a number of Strategic Spatial Objectives that form the basis of the policies as follows:

SO1. Spatial Principles this is a highly accessible location and development here would reduce the need to travel by private car and support the sustainable development of the City and help to mitigate climate change.

SO2. Economy The scheme would provide new jobs during construction and permanent employment and facilities in a highly accessible location. The employment would support the City's economic performance, reduce economic, environmental and social disparities, and help to create inclusive sustainable communities.

S03 Housing – The scheme would provide student accommodation in a highly accessible and sustainable location.

S05. Transport -The development would be highly accessible, reduce the need to travel by private car and use public transport effectively. Sustainable transport networks would improve physical connectivity and enhance the functioning and competitiveness of the city and provide access to jobs, education, services, retail, leisure and recreation.

Policy SP 1 (Spatial Principles) - The proposal would not have any significant impacts on visual amenity, being designed to be in keeping with the character of the community centre.

Policy H1 Overall Housing Provision - The development would provide purpose built student accommodation in Ardwick to support students from the Turkish community in association with the existing Turkish Cultural Centre on Dolphin Street.

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

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

Policy T1 (Sustainable Transport) – The proposal would encourage modal shift away from car travel to more sustainable alternatives which would prioritise pedestrians, cyclists and public transport.

Policy T2 (Accessible Areas of Opportunity and Need) – The proposal would be accessible by a variety of sustainable transport modes and would help to connect residents to jobs, local facilities and open space.

Policy EC8 – (Loss of employment land)– the establishment of the site for purposes other than employment use was fully considered in connection with the earlier planning consent to develop the site for two storeys building to form community centre (Class D2) (ref:115958/FO/2017) which was approved subject to conditions 16.08.2017.

Policy EN1 (Design Principles and Strategic Character Areas) - The design would be in keeping with the character of the existing building which has been built in recent years.

Policy (EN3 Heritage) – The impact on the settings of the nearby listed buildings and conservation areas is discussed in more detail later in the report.

Policy EN16 (Air Quality) - The proposal would be highly accessible by all forms of public transport and reduce reliance on cars and minimise traffic emissions. Parking is not proposed, but secure cycle storage would be included within the scheme.

Policy EN18 (Contaminated Land and Ground Stability) - A desk study identifies possible risks arising from ground contamination and the impact could be controlled through a condition.

Policy EN19 (Waste) - The development would be consistent with the principles of waste hierarchy. A Waste Management Strategy sets out how waste would be stored, together with the storage capacities for the various waste streams.

Policy DM1 (Development Management) – Careful consideration has been given to the design, scale and layout of the building along with associated impacts on amenity. These issues are considered full, later in this report.

The Unitary Development Plan for the City of Manchester (1995)

The Unitary Development Plan for the City of Manchester was adopted in 1995. However, it has now been largely replaced by the Manchester Core Strategy. There are some saved policies which are considered relevant and material and therefore have been given due weight in the consideration of this planning application. The relevant policies are as follows:

Saved Policy DC26.1 and DC26.5 Development and Noise – The application is supported by a noise assessment and the proposal would not have a detrimental impact on the amenity of surrounding occupiers through noise. This is discussed in more detail below.

Other material policy considerations

The Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (Adopted 2007)

This document provides guidance to help develop and enhance Manchester. In particular, the SPD seeks appropriate design, quality of public realm, facilities for disabled people (in accordance with Design for Access 2), pedestrians and cyclists. It also promotes a safer environment through Secured by Design principles, appropriate waste management measures and environmental sustainability. Sections of relevance are:

Chapter 2 'Design' – outlines the City Council's expectations that all new developments should have a high standard of design making a positive contribution to the City's environment.

- Paragraph 2.7 states that encouragement for "the most appropriate form of development to enliven neighbourhoods and sustain local facilities. The layout of the scheme and the design, scale, massing and orientation of its buildings should achieve a unified form which blends in with, and links to, adjacent areas.
- Paragraph 2.8 suggests that in areas of significant change or regeneration, the future role of the area will determine the character and design of both new development and open spaces. It will be important to ensure that the development of new buildings and surrounding landscape relates well to, and helps to enhance, areas that are likely to be retained and contribute to the creation of a positive identity.
- Paragraph 2.14 advises that new development should have an appropriate height having regard to the location, character of the area and specific site circumstances. Although a street

can successfully accommodate buildings of differing heights, extremes should be avoided unless they provide landmarks of the highest quality and are in appropriate locations.

- Paragraph 2.17 states that vistas enable people to locate key buildings and to move confidently between different parts of the neighbourhood or from one area to another. The primary face of buildings should lead the eye along important vistas. Views to important buildings, spaces and landmarks, should be promoted in new developments and enhanced by alterations to existing buildings where the opportunity arises.

Chapter 8 'Community Safety and Crime Prevention' – The aim of this chapter is to ensure that developments design out crime and adopt the standards of Secured by Design;

Chapter 11 'The City's Character Areas' – the aim of this chapter is to ensure that new developments fit comfortably into and enhance the character of an area of the City, particularly adding to and enhancing the sense of place.

MCC Executive Committee Reports on PBSA

The Council's Executive Committee considered a report entitled 'Consideration of Policy H12: Purpose Built Student Accommodation Within the Changing Market Context' in November 2019. This set out that there is an increasing scarcity of land within the City Centre, including within the Oxford Road Corridor. As such, there is a need for the finite amount of land to be used strategically to support the economic growth of the Corridor.

The report goes on to highlight that there are an increasing number of international students who are typically choosing to live in the City Centre due to rising lifestyle expectations, property type and management; however, there has been a limited number of PBSA schemes delivered resulting in increasing pressure on the traditional rental market, coupled at a time with an increasing number of non-student residential growth. These trends have contributed to an increasing rental level across the City and high levels of council tax exemptions in traditional market housing stock.

The report references that whilst Policy H12 remains relevant, market changes, which have seen higher numbers of numbers of second- and third-year students in particular living in the mainstream private rented sector in the city centre, dictate the need to review the interpretation and application of the Policy. The purpose of the review being to primarily respond to affordability challenges, the need for PBSA, and the need to locate accommodation in close proximity to the higher education institutions.

The Report sets out policy proposals made with respect of the application of Policy H12 in ensuring that the right mix of student housing is delivered, in the right parts of the city, to meet the demands of the evolving student population and the wider growth and regeneration objectives of MCC and its partners.

On 9 December 2020, the Executive considered a subsequent report titled Purpose Built Student Accommodation in Manchester, which concluded that the principles set out in the November Executive Report remain appropriate as providing context for the application of Core Strategy Policy H12. The Report concluded that, "While not formal policy, the recommendation is for this approach to be of material consideration in the application of Policy H12 when considering planning applications for purpose-built student accommodation schemes."

The Report therefore suggested that a refreshed approach to PBSA is required to ensure that the right mix of PBSA is delivered in the right parts of the City in order to cater to the demands of the evolving student population and wider economic growth of Manchester.

The Report noted that there is a need to provide balanced neighbourhoods that respond to all forms of housing need, including PBSA located in the Oxford Road Corridor, in proximity of the universities concluding that the Oxford Road Corridor is the appropriate location for such new PBSA.

The critical need to ensure there is a residential market, which meets the needs of students at an affordable price was also noted. The city cannot allow affordability to impact on the ability to attract and retain students from a range of backgrounds, and/or prohibit them from living in areas close to the university campuses. The policy consideration of this application has therefore been considered with respect of the above Reports.

Ardwick Local Plan

The Ardwick Local Plan was approved by the City Council in 2007 and is now embedded in the Core Strategy. The plan aims to transform areas like Ardwick into places where people choose to live and work, which attract new higher-earning residents while encouraging local people to stay in the area and benefit from the improvements. The Local Plan for Ardwick will help guide improvements to the area over the next 10 to 15 years by tackling long-term issues such as the poor choice of housing in the area, poor health, high levels of unemployment and low skills levels.

Ardwick NDF

The Ardwick Neighbourhood Development Framework identifies character areas within the locality, with this site lying within the 'Knitting District'. Within this area it is suggested that there are a range of opportunities for a range of new buildings, which could vary in height or mass, but that the setting of the existing buildings adjacent is a key consideration. Sensitively repurposing existing buildings where necessary and encouraging high quality development adjacent to the existing warehouses and townhouses is also referenced. It is also stated that the introduction of more varied uses in the area, in addition to the manufacturing and commercial uses which are prevalent, and the provision of active frontages at ground floor, could aid in providing 24 hour use and a higher degree of passive security.

Issues

Principle

The principle of the proposal, for the development of purpose built student accommodation to support students from the Turkish community in association with the existing Turkish Cultural Centre on the site is accepted. However, consideration must be given to policy H12 'Purpose Built Student Accommodation' which outlines key criteria which should be addressed.

The proposed additional floor and the first and second floor levels in the side extension being proposed would comprise student accommodation for 15 students. The site is close to both universities and to Oxford Road and is well connected to and in close proximity to the University Campuses and would therefore satisfy the requirements of point 1 of Policy H12.

The design and layout is compatible with the surrounding uses. Furthermore, it is not considered that there are any unacceptable impacts on amenity of existing surrounding commercial uses. Waste management arrangements would encourage recycling.

The site is a sustainable and close to amenities and services, as well as public transport. Students would be further encouraged to use sustainable transport as part of a Travel Plan, (which would be attached to any approval), and by the provision of on-site cycle storage. It is expected, therefore, that the proposal would not result in an increase in on-street parking in the surrounding area. It is considered therefore that the proposal would meet the requirements of point 3 of Policy H12. The site has been developed as a community centre for the Turkish Community. The proposal would improve safety and security by a 24 hour presence within the property. It would also provide an alternative for those Turkish students who want to have a

closer connection with the local Turkish community in Manchester. This would assist supporting the traditional housing market in the Brunswick /Ardwick areas to return to occupancy by economically active households and reduce pressures on the traditional rental market. It is considered therefore that the proposal would meet the requirements of point 4 of Policy H12.

Both the main entrance and side entrance to the property is accessed by use of an entry control system and is covered by CCTV. Furthermore, the access to the side entrance would be via the existing a car park which is gated. It is considered therefore that the proposal would meet the requirements of point 5 of Policy H12.

The proposed accommodation would be located in conjunction with an existing community use and is located within a predominantly commercial area. It is not considered that the proposal would give residential disamenity through increased noise, disturbance or impact on the streetscene. The proposal would be subject to appropriate acoustic insulation levels, and which would be conditioned. It is considered therefore that the proposal would meet the requirements of point 6 of Policy H12.

The site does not contain any heritage assets. Impact on heritage assets in the surroundings have been assessed and it is considered that instances of less than substantial harm would be outweighed by the benefits of the development. It is considered therefore that the proposal would meet the requirements of point 7 of Policy H12. Student refuse would be stored at ground level within a bin storage area used by the community centre.

It is considered therefore that the proposal would meet the requirements of point 8 of Policy H12. The need for new PBSA to support the growth and changing demographic of student demand since the Core Strategy was adopted is acknowledged in recent committee reports. These reports confirm the Council's objective to locate new PBSA within the Oxford Road Corridor in close proximity to the city's universities. This need for well-located PBSA has been further established by two appeal decisions at Deansgate South and Oakley, 188 Wilmslow Road. Despite recent new PBSA provision which includes MMU's schemes at Archway, Downing's River Street Tower, Vita's Circle Square, Unite's Artisan Heights, and Mansion Students Mansion Point, it is acknowledged that there is a shortage of student accommodation in Manchester. The growth in student numbers has coincided with increased pressure on Manchester City Centre's housing supply. Salford University have also provided a letter of support with the application to accord with point 9 of Policy H12.

Whilst the principle of the use it accepted , given the nature of the accommodation proposed has been designed to support students from the Turkish community in association with the existing Turkish Cultural Centre on the site, with students using the dining facilities within the community centre, it is proposed to attach conditions to any approval to require that *'The accommodation hereby approved shall only be used as residential accommodation for students, and for no other purposes of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended), or in any provision equivalent to that Class in any statutory instrument revoking or re-enacting that Order with or without modification';* and that *'The student accommodation hereby approved is ancillary to the UK Turkish Islamic Cultural Centre as stated in agent email dated 12th July 2023, and shall only be used in conjunction with the UK Turkish Islamic Cultural Centre'.*

Loss of Employment Land

Policy EC2 'Existing Employment Space' was addressed in connection with the previous consent. The changes sought would not have any additional impacts in regard to policy EC2.

Scale/impact of building works

The building to the west (2a Higher Ardwick) is four storeys in height, with the former the former mill building to the east having three levels, but due to the floor to ceiling heights, this property is taller than the building to the west (2a Higher Ardwick). Three and four storey buildings also lie to the south of Dolphin Street. Furthermore, no.2a Higher Ardwick, and the shell of the former building to the north of the site are two storey above basements which are partly above ground

level. On this basis, the proposed increase in building height would be generally lower than the adjoining buildings. Furthermore, due to the coverage of the buildings within area and coverage within the curtilage, in terms of scale and site coverage the proposal is not therefore considered to be excessive in relation to its surroundings. The existing building to the west lies in close proximity the existing building's location and as such due to the existing floorplate, the proposed second floor would project rearward by 5.5m, which would lead to a reduction in sunlight to the rear of that building in the early morning. It is not considered, however, that any potential impacts would be so significant to justify the refusal of permission.

In regard to the proposed side extension, the scheme has been revised during the determination of the application, so that a gap of two metres would be retained between the blank side gable of the proposed extension and the windows within the side elevation of the former mill premises (knitwear factory). The former mill premises are sited directly on the boundary of the existing community centre site. This would reduce the level of loss of light to the windows on the side elevation of the knitwear factory and enable the maintenance of both gables of the proposed extension and that of the former mill premises. Correspondence has been received from the former mill building owner stating that they require a 2m gap to be retained.

Design

The proposed development would involve the erection of an additional storey and a three-storey side extension. The side extension would effectively comprise two storeys of accommodation with the ground floor element comprising a fly over arrangement above the existing parking and servicing area, with an internal staircase at the south end of the extension. It is proposed that the additional floor and side extension would be finished in render to match the existing building. The main entrance is to the middle of the front facade of the building, with a secondary entrance to the side elevation to enable direct access to the upper floor, and a further access at ground level within the side extension.

Whilst the premises are not prominently located, being sited on a side street which runs behind properties fronting Hyde Road, due to the open nature of the site to the southwest, as a surface car park bounded by hoardings (at this time), the property is partly visible from the junction of Hyde Road, Stockport Road, Brunswick Street and Higher Ardwick. A main access to the building fronts directly onto Dolphin Street with a second entrance from the car parking area. It is considered that the appearance of the building, and relationship with Dolphin Street is acceptable.

Ground conditions

An Overarching Geo-environmental Assessment report accompanies the application. Whilst acknowledged that the ground conditions do not appear to be complex in this location, with a low risk for volatile contaminants, and a low risk in regard to mobile contamination having a risk to controlled waters; risks from ground gas are proposed to be managed by the incorporation of a gas membrane in the construction of the extension. However, comments from Environmental Health officers are noted, and it is further noted that the site investigations which the report is based on were undertaken in 2016 (to facilities the discharge of the contaminated land condition associated with the building at this site). Although, the report concludes that potential risks are low, due to the time which has elapsed since the Site Investigations were undertaken it is proposed that any approval be subject to a contaminated land condition.

Heritage

The site lies in proximity to Fenton House (no.2 Higher Ardwick) which is a Grade II listed building to the north west of the site on the opposite side of Dolphin Place, and nos. 2&4 Palfrey Place which are a pair of town houses lying over 70m to the north of the site, and are separated from the site by two highways. Whilst the proposed development will change the

appearance of the site , the site is not linked physically to either of the listed buildings , with other modern buildings closer and taller to both listed buildings . It is therefore considered that the proposed development would lead to less than substantial harm to the setting of the listed buildings. It is not considered that the proposal would lead to any significant impact to the character of the heritage assets and would not harm views over the site.

Security

A statement to reduce risk of crime and measures to improve security accompanies the application. The statement assesses risks from burglary, appraisal of the design and layout and includes measures in relation to boundary treatment, CCTV and physical security specifications. An appropriate condition is recommended to ensure that these measures are implemented.

Highway matters

A Transport Statement has been submitted to support the application. This site is accessible by sustainable forms of transport including bus services on Ardwick Green South , Hyde Road and Stockport Road , with train and tram services in walking distance at Piccadilly Station, and coach services at Chorlton Street bus station. The site is also in walking distance of Manchester University and MMU campus.

In addition, there are a number of on street cycle routes in Brunswick Street, Hyde Road and Stockport Road in the vicinity of the site.

It is noted that the level of car ownership in Ardwick ward is lower than other areas within the city, but it is also acknowledged that areas in Ardwick on the fringe of the City Centre suffer from fly parking by people working in the centre of the city. This element of the scheme is considered in more detail below.

The servicing arrangements associated with the proposed development would be the same as the existing arrangements for the Turkish Community Centre.

Furthermore, the proposed development is forecast to generate a total of 4 two-way person trips in the weekday AM peak hour and 4 two-way person trips in the weekday PM peak hour.

The Transport Statement also sets out a list of initiatives that are proposed to be implemented at the site in order to remove the need for car ownership amongst students and encourage the use of sustainable and alternative modes of transport to the private car.

Whilst comments from Highways Services on the accessibility of the site to the educational establishments in Manchester are noted, both Hyde Road and Stockport Road in close proximity to the site are served by a number of bus services giving access to Manchester City Centre, Gorton, Denton, Reddish , Stockport and Hattersley. The site is also in walking distance to Manchester University and MMU campuses .

There are also cycle lanes along Devonshire Street which connect from the site to the Manchester University Campus

Car Parking

Parking for 9 vehicles would be retained at ground level to the east of the existing building. No dedicated parking is proposed for the student accommodation, with emphases placed on more sustainable forms of transport including walking, cycling and public transport, given the proximity of the educational establishments.

In order to ensure that the measures will be adopted to restrict resident access to the existing and retained parking spaces community centre, a condition is proposed to be attached to any approval to require the management of the parking spaces.

The provision of a travel plan condition would serve to ensure that it is continued to place emphasis on sustainable modes of transport in relation to the occupiers of the proposed accommodation, and it is proposed that this is conditioned accordingly.

There are no parking restrictions in place on Dolphin Street.

Plans have been submitted confirming the dimension of the parking spaces, and that the parking space in proximity to the new staircase would have transfer space to enable use by a disabled person.

The revised site layout plans also shows that due to the existing width of the access being approx.5m, a vehicle leaving the site would have a line of sight of pedestrians using the footway on either side of the retained access, thereby reducing the potential for issues arising due to pedestrian/ vehicular intervisibility. Furthermore, the depth of the pavement on Dolphin Street is 2.4m, which would also assist in vehicular intervisibility in regard to traffic using Dolphin Street.

It is acknowledged that the condition attached to the approved community centre use requires that the parking provision which has been implemented should be available at all times whilst the site is occupied. The proposals for the extension are likely to result in these parking spaces becoming unavailable during any construction works. Whilst this is unfortunate, due to the limited duration of the construction, the number of spaces to be lost on a temporary basis, and that unrestricted on street parking which is available in the local area, it is not considered that this is likely give rise to significant highway safety issues in the local area.

Cycle storage

Cycle storage for 20 cycles is proposed to the rear of the building. It is recommended that this aspect of the scheme is conditioned to be implemented before the accommodation is occupied, together with a requirement for the finalised design details of the cycle storage building to be submitted and above prior to the occupation of the student accommodation. The previous approval for the community centre incorporated the provision of 7 cycle spaces, so the proposed level of provision represents an uplift in the level of secure cycle storage on site of 13 spaces in association with the proposed 15 units of student accommodation.

Highways observations have been noted, and it is therefore proposed that requirements of any cycle storage condition incorporate a requirement that in the event that Travel Plan monitoring identifies the need for increased cycle storage provision, the area the level of provision identified shall be implemented adjacent to the provision approved as part of this scheme. Any additional on-site provision could made available if necessary within the site in proximity to the current cycle storage arrangements within the site.

Refuse Storage

Refuse storage and recycling storage is to the rear of this building in a dedicated area. A Waste Proforma accompanies this application. Three 1,100 litre general waste bins are proposed, together with two 1,100 litre for pulvable recycling, two 1,100 litre for mixed recycling and 1 for food waste. These will be collected by a licensed waste contractor who already collects the waste from the community centre.

The planning consent of the community centre had provision comprising 2no. 240 litre bins for each of the following: general waste, pulvable recycling. mixed recycling and food waste. As such there would be an increased levels of provision for the proposed student accommodation.

Comments received from Environmental Health regarding separate bins being provided for the community centre and the student residential accommodation. It is therefore recommended that a condition be attached to any approval to require the finalised details of refuse storage arrangements on the basis of separated storage arrangements for the community centre and

the student residential accommodation to be submitted prior to the occupation of the student accommodation. This is to ensure that sufficient storage is provided for both land uses.

Servicing

Comments received from Environmental Health suggest a deliveries, servicing and waste collections be applied to this consent. However, on the basis that this condition is already attached to the use of the community centre, and waste to be collect would be undertaken in conjunction with the community centre, it is considered onerous to attach this condition to the proposed student residential accommodation.

Loss of privacy /overlooking

Windows to bedrooms at the proposed second floor level, and at first and second floor level in the northern elevation of the side extension, would be no closer to the northern boundary than windows in the existing building. However, on the basis that there would only be 3.2m between windows in the northern elevation and the northern boundary elevation, it recommended that all student bedroom windows on this elevation are obscurely glazed to a height of 1.7m above internal floor level, as annotated on the submitted plans and this aspect of the development is conditioned to safeguard the privacy of the future occupiers of the proposed development, and any occupiers of the vacant site to the north of Dolphin Place. There would be 9.66m from the proposed window openings in the northern elevation to the north side back of pavement on Dolphin Place (unadopted highway).

Air Quality

The property is in proximity is a busy roundabout serving three radial routes, which has the potential to give rise to air quality issues. In order to safeguard the future occupiers of the student residential accommodation, it is recommended that a condition be attached to any approval to require a scheme for a clean air intake for the proposed student accommodation.

Noise

The application is accompanied by a noise assessment which identifies that the site is principally affected by traffic noise from surrounding roads, and that noise from the surrounding commercial business is negligible. The report indicates that when windows are closed suitable noise levels for the proposed accommodation can be achieved, but that the opening of windows for ventilation would result in noise levels, within habitable rooms which would be above the guidance values as set out in BS 8233. Recommendations are set out in the report relating to suitable mitigation measures against external noise ingress, and for design details necessary to prevent the transmission of internal noise within the building. The assessment concludes that with the incorporated if the mitigation and design measures appropriate internal noise conditions can be achieved. It is therefore recommended that a condition to require the noise mitigation measures set out in the submitted acoustic report are implemented, in full, at the premises, together with a further requirement for the submission of the mechanical ventilation system to be installed (including confirmation that the system installed does not affect the internal noise levels at the development), together with an overheating assessment.

Flood Risk / Surface Water Drainage

The site is located in Flood Zone 1 (area at low risk of flooding), i.e., land defined as having an annual probability of flooding less than 0.1% (1 in 1000 years). The development would be classed as 'More Vulnerable' under the NPPF vulnerability classification due to the residential nature of the proposed development. The NPPF does not require that the Sequential Test be applied to development proposals in Flood Zone 1. Due to the site area being below the referenced threshold, a flood risk assessment is not required.

In view of the comments received in regard to surface water drainage it is proposed that

conditions be attached to any approval to require the submission of a finalised detailed design for surface water drainage and an on-going management and maintenance regime for the approved scheme.

Biodiversity

All of the site is either occupied by built form or is hard surfaced. The plans submitted show the introduction of potted planting along the front elevation of the existing community centre, but no specific details have been provided for consideration. It is considered that the introduction of containerised planting would contribute to the appearance of the property within the street scene, but the location of the proposed planting would need to be located to ensure that the existing ramped access to the main entrance is not impeded. It is therefore proposed to attach a condition to require finalised details of the containerised planting together with the location to be submitted prior to occupation of the residential student accommodation. In addition, having noted the observations by GMEU that all that is required to enhance the site would be a bird or bat box on the new elevations, it is proposed that this aspect of the development is also conditioned.

Boundary treatment

The existing building has a frontage onto Dolphin Street which is located behind the fence line comprising 1.8 metre high railings with gates. This boundary treatment would for the most part be retained, but the drawings show the incorporation of a sliding gate rather than the inward opening gates currently in situ at the site. As part of the community centre consent, boundary treatment of a similar style and height is to be erected to the northern boundary with Dolphin Place. This has yet to be implemented. It is therefore proposed to attach a further condition to ensure that the approved measures are implemented prior to the occupation of the residential accommodation.

Disabled persons access

The building has level access, disabled persons toilets.

Six accessible student bedsits are proposed within the extension 3 at first, and 3 at second floor level which would be accessed from the lift in the existing building, which would be extended to serve the proposed second floor accommodation and improve access throughout the building..

A disabled space is shown within the retained car parking. These arrangements are considered to be acceptable., and it is recommended that this aspect of the scheme is condition.

Other matters

Comments made in regard to the discharge of conditions associated with the built community centre have been noted. In relation to the planning conditions which have been referenced, condition nos.4, 5, 10 and 14 require compliance with documentation and plans accompanying the previously approved development or limitations referenced in the condition such as hours of operation.

Condition no. 12 (Boundary Treatment) was discharged on 19.03.2024

Condition no.13 is related to a construction management plan (CMP). As the previously development is complete is not considered that the submission of a CMP at this time would be beneficial.

An application for the discharge of Condition 15 - Travel Plan and Condition 16 - Off-site Highway Works was approved on 12.08.2024.

Other Legislative Requirements

Equality Act 2010

Section 149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct

prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

Human Rights Act 1998 considerations

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

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

Recommendation: Approve

Article 35 Declaration

Officers have worked with the applicant / agent in a positive and proactive manner to guide the application through all stages of the planning process to resolve any issues that arose in dealing with the planning application. The original submission raised initial concerns in regard to the relationship of the proposed extension to the adjacent commercial building , and potential privacy issues in relation to the proposed accommodation. These matters have been satisfactorily resolved and the appropriate conditions have been attached.

Condition(s) to be attached to decision for approval OR Reasons for recommendation to refuse

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 shall be carried out in accordance with the following drawings and documents:

Existing location plan ref: 2021/10/01

Statement to reduce risk of crime and measures to improve security;

Overarching Geo-environmental Assessment report ref: LKC 22 1483 dated October 2022

Planning Support Statement (notwithstanding the referenced gap to the adjacent mill on page 6 paragraph 7)

Noise Assessment dated 08 April 2022

received 9th June 2023

Agent email dated 12th July 2023 confirming the student accommodation is part of the community centre.

Fenton House and Palfrey Place Listing Descriptions and DAS Heritage Statement received 12th July 2023

Student Report in relation to Policy H12 of the Development Plan 'Purpose Built Student Accommodation' received 27th July 2023

Proposed plan ref: 2121.10 .03 rev.A and Waste Management proforma, and Transport Statement Doc Ref: 3181-01-TS01 dated March 2022 received 2nd August 2024

Student Accommodation justification email from agent dated 3rd November 2023;

University of Salford support letter received 3rd November 2023

Received 5th December 2023

Planning Agent email dated 14th December 2024

Letter from owner of Dolphin Mill dated 11th April 2024

Proposed Ground Floor plan ref: 2021.10.08 rev. D

Proposed First Floor plan ref: 2021.10.09 rev .D

Proposed Second Floor plan ref: 2021.10.10 rev.D

Proposed front and rear elevations plan ref: 2021.10.11 rev.C

Proposed side elevations plan ref: 2021.10.12 rev.D

Received 12th July 2024

Transport Statement ref: 3181-01-TS 01a dated July 2024

Received 30th July 2024

Proposed site plan ref: 2021.10.03 rev.E

Proposed Ground Floor plan ref: 2021.10.08 rev. E

Proposed site plan showing railings ref: 2021.10.16 rev.E

Received 18th August 2024

Reason - To ensure that the development is carried out in accordance with the approved plans, pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

3. Prior to the commencement of the development, a detailed construction management plan outlining working practices during development shall be submitted to and approved in writing by the local planning authority, which for the avoidance of doubt should include;

- o The routing of construction traffic;
- o Detail the vehicular activity associated with the construction including appropriate swept path assessment;
- o Details of the location and arrangements for contractor parking;
- o The identification of the vehicular access points into the site;
- o Identify measures to control dust and mud, including on the surrounding public highway including: details of how the wheels of contractor's vehicles are to be cleaned during the construction period;
- o The details of an emergency telephone contact number for the site contractor to be displayed in a publicly accessible location;
- o A highway dilapidation survey including photographs and commentary on the condition of carriageway/footways on construction vehicle routes surrounding the site.
- o Identify measures to reduce noise emissions;

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

Reason - To safeguard the amenities of nearby residents and highway safety pursuant to policies SP1, EN9, EN19 and DM1 of the Manchester Core Strategy (2012).

4. Prior to above ground works, samples and specifications of all materials to be used on all external elevations of the development shall be submitted to and approved in writing by the City Council as local planning authority. 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, pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

5.a) The car parking indicated plan ref: Proposed site plan ref: 2021.10.03 rev.E shall be demarcated and made available for use for the community centre prior to the residential accommodation hereby approved being occupied, and be retained thereafter.

b) Parking space no.1 on plan ref: Proposed site plan ref: 2021.10.03 rev.E shall be marked on site for use by disabled visitors to the property.

Reason - To ensure that there is adequate parking for the development proposed when the building is occupied, pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

6. Prior to the occupation of the student residential accommodation, a parking management strategy for the parking spaces on plan ref: Proposed site plan ref: 2021.10.03 rev.E to limit the use of the spaces to use by the community centre shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be carried out in accordance with the agreed details.

Reason - To ensure that there is adequate parking for the community centre when the student residential accommodation is occupied, pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

7. a) The cycle storage facilities shall be implemented in accordance with the location as shown on the approved plan refs : Proposed site plan ref: 2021.10.03 rev.E and Proposed site plan showing railings ref: 2021.10.16 rev.E, prior to the proposed accommodation being brought into use, and be retained thereafter.

b) Finalised elevational design details of the proposed cycle store hereby approved shall be submitted to and approved in writing by the City Council as local planning authority, prior to occupation of the accommodation hereby approved. The development shall be carried out in accordance with the agreed details.

c) In the event that Travel Plan monitoring identifies the need for increased cycle storage provision, additional provision adjacent to the approved cycle store shall be implemented, in accordance with the provision identified as part of the Travel Plan monitoring.

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, T2, and DM1 of the Manchester Core Strategy (2012) and the guidance provided within the National Planning Policy Framework and the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance.

8. Notwithstanding details submitted, within 3 months of the approved development first becoming operational, a full Travel Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority. In this condition a Travel Plan means a document which includes:

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

Within twelve months of the first use of the development hereby approved , a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item

(ii) above shall be submitted to and approved in writing by the City Council as local planning authority. Any Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full at all times when the development hereby approved is in use.

Reason - To assist promoting the use of sustainable forms of travel to the school, pursuant to policies SP1, T2 and DM1 of the Core Strategy and the Guide to Development in Manchester SPD (2007).

9. Development shall not begin until a surface water drainage layout for the site, based on sustainable drainage principles has been submitted to and approved in writing by the local planning authority, together with details relating to how the scheme shall be maintained and managed after completion.

The development shall be constructed and completed in accordance with the approved details, prior to the occupation of the accommodation.

Reason - To prevent the increased risk of flooding, to improve and protect water quality and ensure future maintenance of the surface water drainage system pursuant to policy EN17 of the Manchester Core Strategy (2012).

10. No development hereby permitted shall be occupied until details of the implementation, maintenance and management of the sustainable drainage scheme has 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 if different from design 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 a maintenance mechanism for the lifetime of the development, pursuant to policies EN8, EN14, EN17 and DM1 of the Manchester Core Strategy (2012).

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

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

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

b) When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority. No occupation of the development shall take place until the completion/verification report is submitted to and approved by the City Council as local planning authority.

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

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies EN18, DM1 and SP1 of the Manchester Core Strategy (2012).

12. a) The development hereby approved shall be implemented in full accordance with the mitigation and design measures set in the Noise Assessment report prepared by Echo Acoustics dated 08 April 2022, before any of the dwelling units are occupied.

b) Prior to above ground works, details of the mechanical ventilation system to be installed, together with confirmation that the system installed does not affect the internal noise levels at the development, and with an overheating assessment, shall be submitted to and approved in writing by the City Council as local planning authority.

c) Prior to first occupation of the residential units, a 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 the internal noise 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 internal noise criteria.

Reason - To secure a reduction in noise from traffic or other sources in order to protect future residents from noise disturbance and to reduce the potential for overheating, pursuant to policy DM1 of the Manchester Core Strategy (2012).

13.a) Notwithstanding the details contained within the Waste Management Strategy, received by the City Council, as Local planning Authority, on 12th July 2023 and indicated on plan refs: Proposed site plan showing railings ref: 2021.10.16 rev.E and Proposed site plan ref: 2021.10.03 rev.E 18th August 2024, prior to above ground works finalised details of refuse storage arrangements on the basis of separated storage arrangements for the community

centre and the student residential accommodation shall be submitted to and approved in writing by the City Council as local planning authority.

b) The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - In the interests of amenity and public health, pursuant to policies EN19 and DM1 of the Manchester Core Strategy (2012).

14.a) Prior to any above ground works, a scheme for a clean air intake for the proposed student accommodation shall be submitted to and approved in writing by the City Council as local planning authority.

b) Prior to occupation of the development any agreed mitigation measures shall be implemented and verified as such in writing by the City Council as local planning authority and shall remain in situ whilst the use or development is in operation.

Reason- To secure a reduction in air pollution from traffic or other sources in order to protect existing and future residents from air pollution, pursuant to policies EN16, SP1 and DM1 of the Manchester Core Strategy (2012).

15. The boundary treatment shall be implemented in accordance with the details, colouration and identified locations on the approved shown on plan ref: Proposed site plan showing railings ref: 2021.10.16 rev.E and shall thereafter be retained .

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 in order to comply with policies SP1 and DM1 of the Manchester Core Strategy (2012).

16. The development hereby approved shall only be carried out in accordance with the submitted Statement to reduce risk of crime and measures to improve security received by the City Council, as Local planning Authority, on 9 June 2023, and its associated recommendations. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation that these works have been carried out satisfactorily.

Reason - To reduce the risk of crime pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012) and to reflect the guidance contained in the National Planning Policy Framework.

17. a) Prior to the occupation of the student residential accommodation, finalised details of the containerised planting shown on Proposed front elevation plan ref: 2021/10/11 rev.D, together with the finalised location of the planters shall be submitted to and approved in writing by the City Council as local planning authority. The approved planting scheme shall be implemented, before occupation of the student residential accommodation.

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 Manchester Core Strategy (2012).

18. Before the occupation of the residential accommodation hereby approved, full details of the design and locations of bat and bird boxes to form part of the development shall be submitted and agreed with the Local Planning Authority. The permanent bat and bird boxes shall be installed in accordance with the agreed designs.

Reason - To provide a roost for bats a European Protected Species (Habitats Regulations 1994) and bird boxes to comply with policy EN15 of the Manchester Core Strategy (2012).

19. The bedroom windows in the northern elevation in the proposed side and second floor extension shall be obscurely glazed to a height of 1.7m above internal floor level to a specification of no less than level 5 of the Pilkington Glass Scale or such other alternative equivalent, and maintained in perpetuity.

Reason - In the interest of privacy and to protect the amenity and living conditions of adjacent properties and in accordance with policies EN1, SP1 and DM1 of the Manchester Core Strategy (2012).

20. The accommodation hereby approved shall only be used as residential accommodation for students, and for no other purposes of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended), or in any provision equivalent to that Class in any statutory instrument revoking or re-enacting that Order with or without modification.

Reason - For the avoidance of doubt and in the interests of residential amenity, pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

21. The existing pedestrian access gate to the community centre on Dolphin Street shall be repositioned as shown on plan ref: Proposed site plan showing railings ref: 2021.10.16 rev.E and shall thereafter be retained.

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 in order to comply with policies SP1 and DM1 of the Manchester Core Strategy (2012).

22. The student accommodation hereby approved is ancillary to the UK Turkish Islamic Cultural Centre as stated in agent email dated 12th July 2023, and shall only be used in conjunction with the UK Turkish Islamic Cultural Centre.

Reason - For the avoidance of doubt and in the interests of residential amenity, pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

Informatives

1. Whilst the building to be modified has been assessed as low risk for bats, the applicant is reminded that under the 2019 Regulations it is an offence to disturb, harm or kill bats. If a bat is found all work should cease immediately and a suitably licensed bat worker employed to assess how best to safeguard the bat(s). Natural England should also be informed.

2. The applicant is reminded that, under the Wildlife and Countryside Act 1981 as amended it is an offence to remove, damage, or destroy the nest of a wild bird, while the nest is in use or being built. Planning consent does not provide a defence against prosecution under this act. If a bird's nest is suspected work should cease immediately and a suitably experienced ecologist employed to assess how best to safeguard the nest(s).

3. Construction/demolition works shall be confined to the following hours: Monday - Friday: 7.30am - 6pm Saturday: 8.30am - 2pm Sunday / Bank holidays: No work

4. The applicant is advised that any requirements for licensing, hoarding / scaffolding, building maintenance and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004).

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
MCC Flood Risk Management
Heritage & Urban Design
Greater Manchester Police
United Utilities Water PLC
Greater Manchester Ecology Unit

23 Hyde Road, Manchester, M12 6BW
3 - 9 Hyde Road, Manchester, M12 6BQ
Selimiye Community Centre, 7 Dolphin Street, Manchester, M12 6BG
First Floor Venue Knitting Unit 10, 9 Dolphin Street, Manchester, M12 6BG
1 The Old Stables Rear Of 23, Hyde Road, Manchester, M12 6BQ
4A Higher Ardwick, Manchester, M12 6BZ
4 Higher Ardwick, Manchester, M12 6BZ
Flat 8, Fenton House, 2 Higher Ardwick, Manchester, M12 6BZ
Flat 7, Fenton House, 2 Higher Ardwick, Manchester, M12 6BZ
Flat 1, Fenton House, 2 Higher Ardwick, Manchester, M12 6BZ
Ardwick Hall, Hyde Road, Manchester, M12 6BQ
The Old Stables Rear Of 23, Hyde Road, Manchester, M12 6BQ
Second Floor, 16 Dolphin Street, Manchester, M12 6BG
Second Floor Unit 12, 9 - 11 Dolphin Street, Manchester, M12 6BG
Ground Floor Unit 3, 9 - 11 Dolphin Street, Manchester, M12 6BG
Ground Floor Unit 2, 9 - 11 Dolphin Street, Manchester, M12 6BG
Ground Floor, 9 - 11 Dolphin Street, Manchester, M12 6BG
TNA KNITWEAR LTD, First Floor Unit 11, 9 - 11 Dolphin Street, Manchester, M12 6BG
Second Floor Unit 11, 9 - 11 Dolphin Street, Manchester, M12 6BG
9 - 11 Dolphin Street, Manchester, M12 6BG
Third Floor, 9 - 11 Dolphin Street, Manchester, M12 6BG
Ground Floor Fashioncraft Ltd Unit 1, 9 - 11 Dolphin Street, Manchester, M12 6BG
13 Dolphin Street, Manchester, M12 6BG
Dar Al Islamic Foundation, 2A Higher Ardwick, Manchester, M12 6BZ
First Floor Unit 9 Mia Fashions, 9 - 11 Dolphin Street, Manchester, M12 6BG
Flat 6, Fenton House, 2 Higher Ardwick, Manchester, M12 6BZ
Flat 5, Fenton House, 2 Higher Ardwick, Manchester, M12 6BZ

Flat 4, Fenton House, 2 Higher Ardwick, Manchester, M12 6BZ
Flat 3, Fenton House, 2 Higher Ardwick, Manchester, M12 6BZ
Flat 2, Fenton House, 2 Higher Ardwick, Manchester, M12 6BZ
17 Dolphin Street, Manchester, M12 6BG
Basement, 16 Dolphin Street, Manchester, M12 6BG
Ground Floor, 16 Dolphin Street, Manchester, M12 6BG
First Floor, 16 Dolphin Street, Manchester, M12 6BG
Third Floor, 16 Dolphin Street, Manchester, M12 6BG
27 Higher Ardwick, Manchester, M12 6DB
DJ Suites 1 Kensington, 4 Harkness Street, Manchester, M12 6BT
18 Harkness Street, Manchester, M12 6BT
18C Harkness Street, Manchester, M12 6BT
21 Higher Ardwick, Manchester, M12 6DB
15 Higher Ardwick, Manchester, M12 6DB
7 Higher Ardwick, Manchester, M12 6DB
89 Ardwick Green North, Manchester, M12 6FX
83 Ardwick Green North, Manchester, M12 6FX
14 St Gregory's Road, Manchester, M12 6FT
8 St Gregory's Road, Manchester, M12 6FT
1 St Gregory's Road, Manchester, M12 6FT
Rear Of, 16 Dolphin Street, Manchester, M12 6BG
29 Higher Ardwick, Manchester, M12 6DB
25 Higher Ardwick, Manchester, M12 6DB
23 Higher Ardwick, Manchester, M12 6DB
19 Higher Ardwick, Manchester, M12 6DB
17 Higher Ardwick, Manchester, M12 6DB
11 Higher Ardwick, Manchester, M12 6DB
9 Higher Ardwick, Manchester, M12 6DB
5 Higher Ardwick, Manchester, M12 6DB
3 Higher Ardwick, Manchester, M12 6DB
87 Ardwick Green North, Manchester, M12 6FX
85 Ardwick Green North, Manchester, M12 6FX
81 Ardwick Green North, Manchester, M12 6FX
79 Ardwick Green North, Manchester, M12 6FX
16 St Gregory's Road, Manchester, M12 6FT
12 St Gregory's Road, Manchester, M12 6FT
2 St Gregory's Road, Manchester, M12 6FT
10 St Gregory's Road, Manchester, M12 6FT
6 St Gregory's Road, Manchester, M12 6FT
4 St Gregory's Road, Manchester, M12 6FT
10 - 12 Harkness Street, Manchester, M12 6BT
18B Harkness Street, Manchester, M12 6BT

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Article 4 Direction - North Manchester PD Restriction - Class B1(c) To C3
Aircraft Safeguarding Zone - Aircraft Safeguarding Zone - All Exceeding 90M
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Susceptible to Surf Water Flood (Less) -
Area Team Boundary - Name: NORTH AREA

