Application Number	Date of Appln	Committee Date	Ward
138424/FO/2023	2nd Nov 2023	15th Feb 2024	Hulme Ward

Proposal Part demolition and redevelopment of existing library building to form new library (Use Class F1) including a new 13 storey building, external amenity spaces, public realm, access and servicing arrangements and other associated works

Location All Saints Campus, Oxford Road, Manchester, M15 6BH

Applicant Manchester Metropolitan University

Agent Deloitte LLP

Executive Summary

The proposal is for the part demolition of the All Saints Library and All Saints Building, and erection of a 13 storey library building with amenity spaces and public realm.

Two letters of objection have been received from the same individual.

Key Issues

Principle of the proposal and the schemes contribution to regeneration – The proposal is in accordance with national and local planning policies, and would bring economic, social and environmental benefits. The site is in an area that has seen the erection of modern educational buildings.

The proposal would deliver 22,091sqm of internal floorspace that would enhance and improve the facilities offered by Manchester Metropolitan University (MMU) and contribute to making it a world class educational institution.

Economic – This development value is up to £90 million and would create direct and indirect jobs during the construction phase and 150 jobs in its end use, a 50% increase upon the existing provision. The ability to attract new students to Manchester's universities is vital for the continued growth and development of the City Centre, as well as its ongoing regeneration.

Height, Scale, Massing and Design – The height, scale and massing would be similar to Circle Square to the north. The high quality design would make a positive contribution to the street scene on this gateway route.

Social – The proposal would redevelop an underutilised site at the MMU Campus. The building would include event spaces, prayer facilities and external amenity spaces, including a roof terrace. Enhanced and sheltered public access between MMU's All Saints and John Dalton Campuses would also benefit the public.

Environmental – This area is highly accessible and staff and students could walk or use sustainable travel. Existing green infrastructure would be largely unaffected, with

mature trees along Oxford Road and within All Saints Park retained or pruned. New planting would include shade tolerant plant species and shrubs and trees would be introduced at the fifth floor outdoor terrace.

Impact on the historic environment – The proposal would impact on a number of listed buildings. This would cause a low level of less than substantial harm which would be outweighed by the benefits of the scheme.

Impact on local residents – The impact on daylight/sunlight and overlooking have been assessed. Construction impacts can be managed to minimise the effects on residents and local businesses. Noise outbreak from plant and the commercial unit would meet relevant standards and be secured by planning condition. The proposal would be a significant addition to the area. Change is expected at the Campus and would deliver economic and environmental benefits.

Wind – A wind microclimate assessment concludes that no mitigation measures are required and around the site following the development would be suitable for pedestrians and the intended uses, and the safety criteria would be met.

Climate change & sustainability – This would be a low carbon building in a highly sustainable location and it would include measures to mitigate against climate change. The proposal would comply with policies relating to CO2 reductions and biodiversity enhancement set out in the Core Strategy, the Zero Carbon Framework, the Climate Change and Low Emissions Plan and the Green and Blue Infrastructure Strategy.

A full report is attached below for Members consideration.

Description

This 0.67 ha site contains the All Saints Library and All Saints Building. It is bounded by the Mancunian Way, Oxford Road, All Saints Park and MMU's Law Building.



Aerial photograph of application site



All Saints Library as seen from northern end of Lower Ormond Street



All Saints Building as seen from Oxford Road travelling northwards

The Library is a part three to part five storey flat roof red brick building. The All Saints Building is a four storey red brick building. There is pedestrian access to the south and east off of Lower Ormond Street/All Saints Park and Oxford Road. Vehicular access to the site is available beneath the Mancunian Way.

To the south are Grade II listed buildings, including the Former Manchester Ear Hospital, St Augustine's Church, Ormon Building, Righton Building, Grosvenor Building, Façade to Mabel Tylecote Building, Former Grosvenor Picture Palace and Adult Deaf and Dumb Institute.

The site is in Flood Zone 1 and a critical drainage area. The Air Quality Management Area (AQMA) is on Oxford Road and the Mancunian Way.

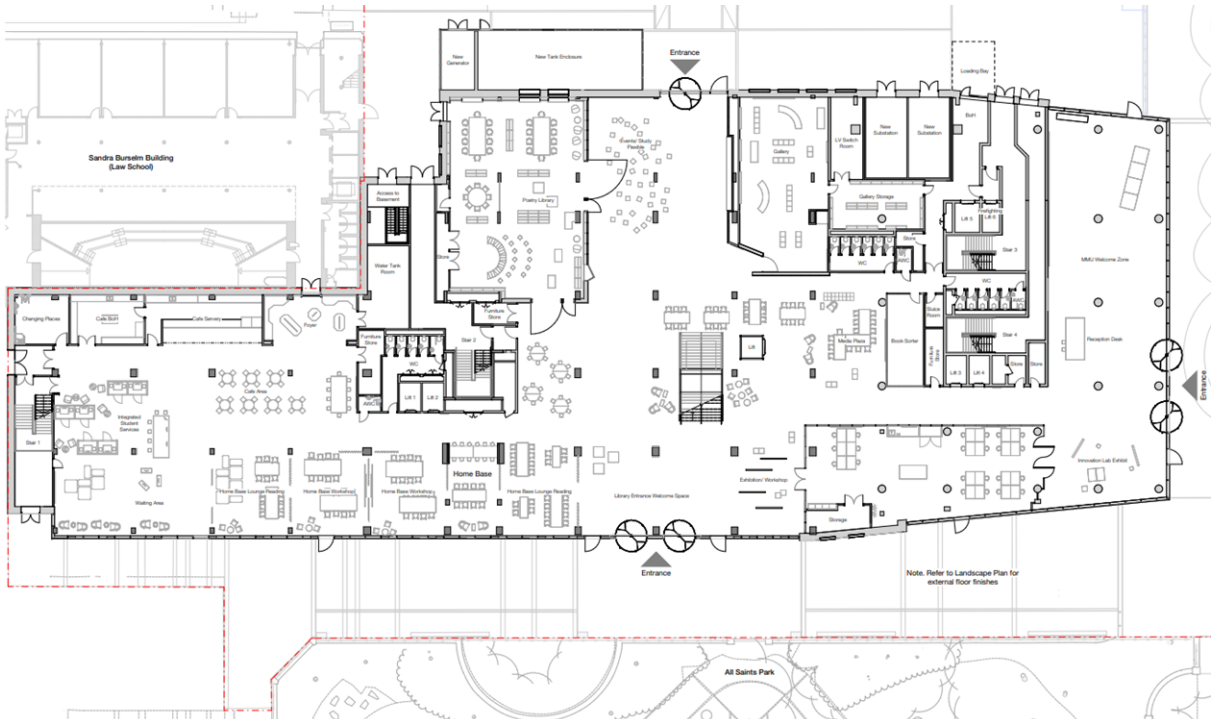
The proposal

The proposal would involve the partial demolition of the existing All Saints Library, the total demolition of the All Saints Building and the erection of 13 storey library building (Use Class F1).

The All Saints Library and All Saints Building would be cut in two. The façade, internal partitions and ceilings would be stripped, leaving the Library frame intact ready for installation of a new façade. The All Saints Building would be demolished.

The proposal would create a part 3, part 5 and part 13 storey building.

Servicing, back-of-house and waste collections would take place from the access road beneath the Mancunian Way. The existing bin store under the Mancunian Way would be retained, with the capacity increased by 26%.



Proposed floor plan showing the continuous layout of the development

The proposal would have a similar footprint to the existing All Saints Library and Building, with some minor differences to back-of-house areas and south-east corner.

The 13 storey element would be situated on Oxford Road. The south-east and north-east corners would be chamfered and provide a widened pedestrian access to the campus. The ground floor would be single storey and a three storey glazed façade would provide a street presence. Main entrances would be off Oxford Road and a pedestrian walkway at All Saints Park. A third entrance/exit would provide access from MMU's John Dalton Campus to the north. The library would be open 24 hours a day. The main northern, eastern and southern entrances would be open from 9am till 7pm, with two 24 hour access doors on the southern elevation.

The ground floor would include a foyer, art gallery, study space, cafe, student services and lift access to the upper floors. The first to twelfth floors would be a mix of library and study spaces. There would be an obscured PV area at fourth floor on the roof the three storey element with a roof terrace on the roof space of the five storey element.



Proposed visual of the development as seen from All Saints Park

There would be a solid precast concrete 'ribbon' to all elevations that would wrap up and around the 13 storey element. It would be punctuated by circular windows and circular metal infill panels. The infill panels would be anodised and would be coloured in a variety of brown, green and red hues that would respond to the colour pallet of All Saints Park, the Mancunian Way and the lights of the City Centre. The gaps in the structure left by the concrete ribbon would be infilled by glass curtain walling.



Proposed visual of the development as seen from Oxford Road

Consultations

Publicity – Nearby properties were notified; a site notice was posted and an advertisement was placed in the Manchester Evening News.

Local residents/public opinion – Two objections and two letters of support were received as follows:

- construction works would have an unacceptable impact on access to nearby buildings, when also considering ongoing construction works to All Saints Park.
- The tall building would have an unacceptable impact on local wind patterns.
- The increased capacity of the library building would have an unacceptable impact on local parking.
- The proposed height of 13 storey would have an unacceptable impact on neighbouring property's access to natural light.

The letters of support can be summarised as follows:

- The development is supported but questions are asked if this would affect the business trading hours of the commercial units adjacent to All Saints Park.

Environment Agency – No objection subject to conditions relating to a remediation strategy, remediation verification reports and piling.

Environmental Health – No objection subject to conditions relating to the extraction of fumes/odours, construction management plan, demolition/construction hours, servicing hours, opening hours, external lighting, use of roof terrace, external plant, waste management, air quality and contaminated land.

Environment & Operations – No objection received.

Flood Risk – No objection subject to conditions relating to the submission of a surface water drainage scheme and details of the implementation, maintenance and management of the sustainable drainage scheme.

Greater Manchester Archaeological Advisory Service – No objection.

Greater Manchester Ecology Unit – No objection subject to conditions relating to the submitted Ecology Report, nesting birds, landscaping proposals and bird box provision.

Greater Manchester Pedestrians Society – No objection received.

Greater Manchester Police – No objection received.

Health & Safety Executive (Fire Safety) – No objection.

Helipad Manager – No objection received.

Highway Services – No objection subject to conditions relating to highway reinstatement works, construction management, cycle parking and the travel plan.

Manchester Airport Safeguarding Officer – No objection subject to an informative relating to cranes.

Neighbourhood Team Leader (Arboriculture) – No objection received.

Oxford Road Corridor – No objection received.

Parks & Events – No objection received.

Transport For Greater Manchester – Require confirmation that parking arrangements will be unchanged. Details of on site cycle parking should be provided in order to determine how attractive and safe their usage is.

United Utilities Water PLC – No objection subject to a condition relating to a sustainable surface and foul water drainage scheme.

Works & Skills – No objection subject to a condition requiring the submission of a local labour agreement.

The Development Plan

The Development Plan consists of: The Core Strategy (2012); and Saved policies of the Unitary Development Plan for the City of Manchester (1995). The Core Strategy Development Plan Document 2012 -2027 is the key document in Manchester's Local Development Framework. It sets out the long-term strategic planning policies for Manchester's future development.

A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy and saved UDP policies as directed by section 38 (6) of the Planning and Compulsory Purchase Act 2004 unless material considerations indicate otherwise.

The relevant policies within the Core Strategy are as follows:

Strategic Spatial Objectives - The adopted Core Strategy contains Strategic Spatial Objectives that form the basis of its policies, as follows:

SO1. Spatial Principles – This is a highly accessible location and the proposal would reduce the need to travel by private car and would support the sustainable development of the City and help to halt climate change.

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

S05. Transport – The development would be highly accessible, reduce the need to travel by private car and make the most effective use of public transport. It would promote the use of sustainable transport and help to enhance the functioning and competitiveness of the city and provide access to jobs, education, services, retail, leisure and recreation.

S06. Environment – The development would help to protect and enhance the natural and built environment and should help to: mitigate and adapt to climate change; support biodiversity and wildlife; improve air, water and land quality; and improve recreational opportunities; and ensure that the City is inclusive and attractive to residents, workers, investors and visitors.

Policy SP1 Spatial Principles - The proposal would provide a modern library with learning spaces and ancillary uses. It would maximise the use of the City's transport infrastructure, and its location would promote walking and cycling. The proposal would modernise MMU's infrastructures. The impact on local residents has been assessed and the historic context understood.

Policy EC1 Employment and Economic Growth in Manchester - The proposal would support economic performance and create construction jobs. It would support growth and help to reduce economic, environmental and social disparities. The proposal would promote walking, cycling and public transport use.

Policy EC2 Existing Employment Space - There would be a 50% increase in the number of permanent jobs on site (100no jobs to 150no).

Policy EC3 The Regional Centre - High quality library and study space would be provided. The delivery of new jobs, landscaping works and fully accessible infrastructure would help to reduce economic, environmental and social disparities The proposal would maximise walking, cycling and public transport use.

Policy CC1 Primary Economic Development Focus: City Centre and Fringe - The development would complement existing uses and is in accordance with the Oxford Road Corridor SRF.

Policy CC5 Transport - The public footway improvements would support pedestrian movement in and around the area.

Policy CC6 City Centre High Density Development - The high-density proposal would use the site efficiently.

Policy CC8 Change and Renewal - Employment would be created during construction.

Policy CC9 Design and Heritage - The development would have an impact on the settings of nearby listed buildings. This is discussed in detail in the report.

Policy CC10 A Place for Everyone - The proposal would support regeneration in Manchester. The development would be fully accessible.

Policy EC8 Central Manchester - The proposal would provide 21,099sqm of library space and support economic growth and create jobs.

Policy T1 Sustainable Transport - The site is close to all forms of public transport and is accessible by walking and cycling.

Policy T2 Accessible Arears of Opportunity and Need - This is a highly sustainable location, close to all forms of public transport. The impact on the impact highway network would be acceptable.

Policy EN1 Design Principles and Strategic Character Areas - The design and appearance would enhance the area.

Policy EN2 Tall Buildings - The design would be of a high standard, be appropriately located, contribute positively to sustainability, contribute positively to place making and would bring significant regeneration benefits.

Policy EN3 Heritage - The proposal would have a neutral impact on the setting of the adjacent Listed Buildings and this is discussed in more detail below.

Policy EN5 Strategic Areas for low and zero carbon decentralised energy infrastructure - The development cannot connect to a decentralised energy system but the PV panels would help to reduce C02.

Policy EN6 Target Framework for CO2 Reductions from low or zero carbon energy supplies - A Sustainability Report sets out how the proposals would meet the requirements of this policy.

Policy EN8 Adaptation to Climate Change - A Sustainability Report identifies measures to minimise the impact of the proposal on climate change.

Policy EN9 Green Infrastructure - No trees and vegetation would be removed. Landscaping and public realm, including improved connectivity, would be provided.

Policy EN14 Flood Risk - Development should minimise surface water run off, and a Flood Risk Assessment (FRA) is required for proposals on sites greater than 0.5ha within critical drainage areas. A scheme would be agreed which minimises the impact from surface water run off.

Policy EN15 Biodiversity and Geological Conservation - Measures are proposed to improve biodiversity including trees and landscaping which would create habitats and bat and bird boxes.

Policy EN16 Air Quality - The proposal would be highly accessible by all forms of public transport, reduce reliance on cars and minimise emissions. It would not compromise air quality. There would be no on site parking. Dust suppressions measures would be used during construction.

Policy EN17 Water Quality - An assessment of the site's ground and groundwater conditions shows that subject to specific measures being adopted the proposal would not contaminate surface water courses and any impact on water quality can be controlled through a condition.

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

Policy EN19 Waste - The proposal would be consistent with the principles of waste hierarchy and a Waste Management Strategy details measures to dispose of waste during construction and in operation.

Policy DM1 Development Management - The design, scale and layout and functioning of the building aims to minimise impacts on residential and visual amenity and ensure that the proposal meets overall sustainability objectives.

Policy DM2 Aerodrome Safeguarding - The proposal would not impact on aerodrome safety subject to informative relating to cranes.

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 DC19 'Listed Buildings' - The impact of the proposal on nearby listed buildings is discussed in detail below.

Saved policy DC20 Archaeology - The impact on archaeology is discussed below.

Saved policy DC26 Development and Noise - The proposal would minimise any impact from noise sources and mitigation would be secured by condition.

For the reasons given below, it is considered that the proposal is consistent with the policies contained within the UDP.

Other Material Policy Considerations

Places for Everyone

The Places for Everyone Plan is a Joint Development Plan Document, providing a strategic plan and policies, for nine of the 10 boroughs which make up Greater Manchester. Once the Places for Everyone Plan is adopted it will form part of Manchester's development plan.

To date, five consultations have taken place in relation on the Plan. The Examination of Plan, following its submission in February 2022, began in November 2022.

Following the completion of the Examination of the Plan, main modifications have now been proposed which will now become the subject of further public consultation.

The City Council's Executive agreed the Main Modification on 4 October 2023 and endorsed an 8 week period of public consultation on the Main Modifications commencing no earlier than 9 October 2023.

Any representations will be forwarded to the Examination team managing the Plan. The Inspectors will consider all representations on the proposed Modifications before finalising the examination report.

Given the stage the Plan has reached, and level of public consultation and scrutiny it has received, the Plan and its policies are 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.

The relevant policies in the Plan are as follows:

Objective 2: Create neighbourhoods of choice – The proposal would be sited close to jobs, amenities, student housing and public transport.

Objective 3: Playing our part in ensuring a thriving and productive economy in all parts of Greater Manchester - Jobs would be created during construction and when the development is operational.

Objective 4: Maximise the potential arising from our national and international assets - The proposal would provide an appropriate development on a strategically economically important road and replace an unremarkable building with a high quality development with public realm and connectivity.

Objective 5: Reduce inequalities and improve prosperity - The site is close to employment and educational opportunities.

Objective 6: Promote the sustainable movement of people, goods and information - The proposal would face onto Oxford Road lying within walking distance of bus routes and Oxford Road railway station. There site would be improved and support and enhance pedestrian movements.

Objective 7: Playing our part in ensuring that Greater Manchester is a more resilient and carbon neutral city-region – The development would be low carbon and includes the provision of new PV panels and green infrastructure. The site is located in a highly sustainable location and no parking provision is provided.

Objective 8: Improve the quality of our natural environment and access to green spaces - Biodiversity would be improved and surface water would be managed.

Objective 9: Ensure access to physical and social infrastructure - There are amenities and services nearby.

Objective 10: Promote the health and wellbeing of communities - Travel planning would promote use of public transport and the use the local amenities.

Policy JP-Strat1: Core Growth Area- The development would support economic growth. The 21,099sqm library building would support the student population of the area and contribute to local employment and economic growth. It would create job during construction and when in operation.

Policy JP-Strat2: City Centre- This would be a high density scheme in a highly sustainable location. The public realm and biodiversity would be improved.

Policy JP-S2: Carbon and Energy – The proposal would include renewable sources and would achieve a BREEAM rating of ‘excellent’.

Policy JP-S5: Flood Risk and the Water Environment – The development would have a drainage scheme secured by planning condition that would minimise surface water run off.

Policy JP-S6: Clean Air – No parking spaces would be provided on site in order to encourage sustainable modes of transportation. Construction activities can be mitigated to minimise the impact on local air quality.

Policy JP-S7: Resource Efficiency – Resources would be consumed during constriction. On site demolition is limited. The proposal would be highly efficient and low carbon.

Policy JP-G9: A Net Enhancement of Biodiversity and Geodiversity – Existing street trees would be retained and new plant species introduced on the property's roof terrace which would increase biodiversity.

Policy JP-P1: Sustainable Places – The proposal would redevelop an existing site. External amenity space and community space would support the community. The development would promote recycling and secure public realm improvements.

Policy JP-P2: Heritage – The architecture and materiality would be high quality and minimise and impacts to nearby historic buildings.

Policy JP-P3: Cultural Facilities – The proposal would provide event spaces and an art gallery enriching local cultural facilities.

Policy JP-C1: An Integrated Network – This is a highly sustainable location and is well connected to public transport, jobs, recreation and green infrastructure.

Policy JP-C4: Streets for All – The upgrade of the footways and provision of new hard and soft landscaping measures would improve permeability and accessibility along the Oxford Road Corridor away and toward the City Centre.

Policy JP-C7: Transport Requirements of New Development – The proposal would be connected to the infrastructure and nearby public transport. It would benefit from public realm improvements at the site and in the wider area.

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 the proposed building would achieve a finish that blends with neighbouring modern development, and links to, adjacent areas.

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. It is considered the proposed building, despite being taller than neighbouring development would act as a local landmark of high architectural merit.

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. It is considered that the development would act as a wayfinding point for MMU's All Saints Campus.

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.

City Centre Strategic Plan 2015-2018 (March 2016)

On the 2 March 2016 the City Council's Executive approved the City Centre Strategic Plan which seeks to provide an up-to-date vision for the City Centre within the current economic and strategic context along with outlining the key priorities for the next few years for each City Centre neighbourhood. This document seeks to align itself with the Manchester Strategy (January 2016) along with the Greater Manchester Strategy. Overall the City Centre plan seeks to "shape the activity that will ensure that the City Centre continues to consolidate its role as a major economic and cultural asset for Greater Manchester and the north of England".

The report recognises 'Corridor Manchester' as a unique area of the City, and the most economically important in Greater Manchester.

The plan identified that there has been strong population growth over the last 20 years and demand for city centre living is rapidly increasing. It also reflects on the scale of development in the 'Corridor Manchester' area which include the delivery of initial phases of new facilities for Manchester Metropolitan University including world-class buildings for science and engineering, and a new Arts and Culture hub.

The strategy identified the continuing development of the University of Manchester and Manchester Metropolitan campus masterplans to create high quality learning environments that enhance the student experience.

Manchester Strategy (January 2016)

The strategy sets the long term vision for Manchester's future and how this will be achieved. An important aspect of this strategy is the City Centre and how it will be a key driver of economic growth and a major employment centre. Furthermore,

increasing the centre for residential is fundamental along with creating a major visitor destination.

The strategy identifies the importance of the Universities in the City (and region) and recognises their established reputation in the science, research and development sector. This attracts and retains students in the City. The strategy also recognises the importance of education, particularly to degree level and the importance of apprenticeships. It seeks to ensure all children have access to high quality education and seeks to retain and grow the high quality Universities.

Amongst other matters, the vision includes:

- Have a competitive, dynamic and sustainable economy that draws on our distinctive strengths in science, advance manufacturing, culture and creative and digital business – cultivating and encouraging new ideas;
- Possess highly skilled, enterprising and industrious people;
- Be a place where residents from all backgrounds feel safe, can aspire, succeed and live well;
- Be clean, attractive, culturally rich, outward looking and welcoming.

Oxford Road Corridor Strategic Regeneration Framework Guidance (SRFG) (2019)

The area is a key driver of, and further opportunity for, accelerated high value added economic growth in the knowledge economy and therefore enhanced productivity for the City Region.

The document highlights the need to continue to support the major institutional partners and their investment programmes. In addition, it highlights the need to support the growth of high value added and high growth companies in the private sector, which has the scope to be realised on a significant scale within the Oxford Road Corridor.

Oxford Road Corridor is in the city centre and is becoming increasingly accessible across its whole area. It can clearly support further density than currently exists with the right quality of design and place-making.

Growth will be supported by key place-making objectives in terms of public ream, diversifying and uplifting the quality and range of uses around retail, food, drink, cultural, sport and housing.

New development (both physically and functionally) should foster improved connectivity with surrounding communities to ensure that the benefits of investment and regeneration flow into those areas and that there is access to all to the wealth of assets located within Oxford Road Corridor, including employment opportunities, culture, leisure, transport, healthcare and sports' facilities.

The Oxford Road Corridor Strategic Vision includes seven key themes which are economic, place and people orientated. These themes are set out as follows:

- Supporting the growth of world-class institutions.

- Accelerating innovation, commercialisation, and company growth.
- Championing transformational investment.
- Creating a special place for people.
- Putting culture at the heat of place.
- Developing smart city infrastructure and services.
- Rasing the bar: increasing the Oxford Road Corridor's contribution to economic and social inclusion.

Corridor Manchester

The Corridor Manchester Partnership brings together Manchester City Council, the University of Manchester, Manchester Metropolitan University and the Central Manchester University Hospitals NHS Foundation Trust with the aim of generating further economic growth and investment in the knowledge economy for the benefit of the City Region.

Corridor Manchester is a strategically important economic contributor and a key growth area within the city. The Corridor Manchester Strategic Spatial represents a long term spatial plan for the Corridor based on recognition that there is an inadequate pipeline of space for businesses and institutions within the Corridor to properly grow and realise their potential. This is evidently a constraint to the realisation of the Corridor Manchester vision. The Framework seeks to strengthen the Corridor as a place to live, visit and work for students and knowledge workers from across the world. The strategy recognises that for the area to continue to be successful there needs to be a focus on the development of a cohesive, inclusive area. The development programme plans to deliver over 4 million sq ft of high quality commercial, leisure, retail, and residential space.

Corridor Manchester already contains one of the largest higher-education campuses in the UK with nearly 70,000 students studying at the University of Manchester, Manchester Metropolitan University and the Northern College of Music. These

educational institutions are world renowned and Manchester is recognised as a destination of choice for students across the globe.

Both the University of Manchester and Manchester Metropolitan University have put in place aspirational growth plans. This includes the University of Manchester's proposed £1 billion capital investment programme which seeks to deliver the 'world class estate' needed to support its 2020 vision to be one of the leading universities in the world by 2020. Manchester Metropolitan University has published a ten year Estates Strategy which outlines a series of strategic investment proposal to the value of c£300m to support its University Strategy. The Strategy notes that over the next five years, the number of students studying at MMU will grow by 10%. This concentration of students is very evidently a key part of the success of the Corridor. It underpins and supports the research activities of the educational institutions, whilst the large population living, working and spending time in the Corridor give the area its vibrancy and contribute significantly to its large economic output.

However, Manchester is operating in a highly competitive higher education market. The City must continue to look to enhance the student experience if it is to maintain its

position on the world stage and realise its growth aspirations for the Corridor. This is a key objective of the investment plans outlined by the universities as, at present, the future success of Manchester as a student destination will, in part, underpin the realisation of the Council's aspirations for Corridor Manchester. This will require continued investment in the infrastructure which supports the student population and that ensures the student experience remains world renowned. This will include investment in educational facilities but also extends to transport infrastructure, retail and leisure facilities and, critically, high quality and accessible residential accommodation.

This is recognised by the Corridor Manchester Strategic Spatial Framework, which states that:

"The investment of the universities and their recognition as world class institutions will undoubtedly result in an increasingly greater student intake from outside the region and internationally. This will drive demand for new student residential accommodation within the Corridor, in locations that are within a reasonable walking distance to the heart of the universities, over the lifetime of the strategy. This will include an upgrade of existing stock that is reaching the end of its life as well as additional provision. New student accommodation must incorporate a range of price points and be of a quality in terms of product, management and pastoral care that will safeguard the student experience, particularly for first year and overseas students".

Manchester Green and Blue Infrastructure Strategy 2015

The Manchester Green and Blue Infrastructure Strategy (G&BIS) sets out objectives for environmental improvements within the City within the context of objectives for growth and development. The proposal includes a landscape scheme with tree planting and green roofs. It would improve pedestrian linkages between Oxford Road and the River Medlock.

National Planning Policy Framework (2021)

The revised NPPF re-issued in December 2023. 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). In order to achieve sustainable development, the planning system has three overarching objectives – economic, social and environmental (paragraph 8).

Section 6 '*Building a Strong, Competitive Economy*' states that significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development (paragraph 85).

The proposal would see the creation of 21,099sqm of new library space. This would support economic growth through the creation of construction jobs. The development would also indirectly support the economy of the City Centre by attracting new students to live and study in Manchester which will further drive economic growth.

Section 8 '*Promoting Healthy and Safe Communities*' states that planning policies and decisions should aim to achieve healthy, inclusive and safe places (paragraph 96).

The proposal would be safe and secure. New public realm works would be introduced to connect the site to All Saints Park and Oxford Road.

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 109).

In assessing applications for development, it should be ensured that: appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location; safe and suitable access to the site can be achieved for all users; and, the design of streets, parking areas, other transport elements and the content of associated standards reflects national guidance including the National Design Guide and National Model Design Code; any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree (paragraph 114).

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: 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; address the needs of people with disabilities and reduced mobility in relation to all modes of transport; 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; allow for the efficient delivery of goods, and access by service and emergency vehicles; and, be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations. (paragraph 112)

All developments that generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed (paragraph 117).

The site is well connected to all public transport modes which would encourage sustainable travel. There would be no unduly harmful impacts on the traffic network with physical and operational measures to promote non car travel. A travel plan and operational management 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).

Planning decisions should: encourage multiple benefits from urban land, including through mixed use schemes and taking opportunities to achieve net environmental gains – such as developments that would enable new habitat creation; recognise that some undeveloped land can perform many functions, such as for wildlife, recreation, flood risk mitigation, cooling/shading, carbon storage or food production; give substantial weight to the value of using suitable brownfield land within settlements for identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land; promote and support the development of under-utilised land and buildings especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively; and, support opportunities to use airspace above existing residential and commercial premises for new homes. (paragraph 124).

Local Planning Authorities should take a positive approach to applications for alternative uses of land which is currently developed but not allocated for a specified purpose in plans, where this would help to meet identified development needs. In particular they should support proposal to: use retail and employment land for homes in areas of high housing demand, provided this would not undermine key economic sectors or site or the vitality and viability of town centres, and would be compatible with other policies in the Framework; make more effective use of sites that provide community services such as schools and hospitals (paragraph 125).

Planning policies and decisions should support development that makes efficient use of land, taking into account: the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it; local market conditions and viability; 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; the desirability of maintaining an area's prevailing character and setting (including residential gardens), or of promoting regeneration and change; the important of securing well designed, attractive and healthy spaces (paragraph 126).

In this context, when considering applications for tall buildings, 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). With land availability being in short supply within a reasonable distance of MMU's All Saints Campus, it is considered the development represents an efficient use of land. The site is close to sustainable transport infrastructure and located within the MMU Campus. A travel plan would encourage the use public transport, walking and cycle routes to the site.

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. So too is effective engagement between applicants, communities, local planning authorities and other interest throughout the process" (paragraph 131).

Planning decisions should ensure that developments: will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development; are visually attractive as a result of good architecture, layout and appropriate and effective landscaping; are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities); establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit; optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public spaces) and support local facilities and transport networks; and create places that are safe, inclusive and accessible and which promote health and well being, with a high standard of amenity for existing and future users and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience (paragraph 134).

Trees make an important contribution to the character and quality of urban environments and can also help to mitigate and adapt to climate change. Planning decisions should ensure that new streets are tree lined, that opportunities are taken to incorporate trees elsewhere in developments, that appropriate measures are in pace to ensure the long term maintenance of newly placed trees and that existing trees are retained wherever possible (paragraph 136).

Development that is not well designed should be refused, specifically where it fails to reflect local design policies and government guidance on design. Conversely, significant wright should be given to: development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or outstanding or innovative design which promote high levels of sustainability, or help raise the standard of design more generally in an area so long as they fit in with the overall form and layout of their surroundings (paragraph 139).

The design would be highly quality and complement the distinctive architecture within the area. The buildings would be sustainable and low carbon. Biodiversity, green infrastructure and water management measures are included within the scheme. Trees would be planted within the proposed roof terrace.

Section 14 '*Meeting the challenge of climate change, flooding and coastal change*' states 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 157).

New development should be planned for in ways that: avoid increased vulnerability to the range of impacts arising from climate change. When new development is brought forward in areas which are vulnerable, care should be taken to ensure that risk can be managed through suitable adaptation measures, including through the planning of green infrastructure; and can help to reduce greenhouse gas emissions, such as through its location orientation and design. Any local requirements for the sustainability of buildings should reflect the Government's policy for national technical standards (paragraph 154).

In determining planning applications, Local Planning Authorities should expect new development to: comply with any development plan policies on local requirements of decentralised energy supply unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, that this is not feasible or viable; and take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption (paragraph 157).

The building's fabric would be highly efficient. The landscaping scheme would include trees and planting, ensuring a biodiversity net gain. A green terrace would be included in the proposal together with use renewable technologies including solar panels.

Section 15 '*Conserving and Enhancing the natural environment*' states that planning decision should contribute and enhance the natural and local environment by protecting valued landscapes, minimising impacts on and providing net gains for biodiversity, preventing new and existing development from contributing to unacceptable levels of sol, air, water or noise pollution or land instability and remediating contaminated land (paragraph 180).

Planning decisions should ensure that a site is suitable for its proposed use taking account of ground conditions and any risks arising from contamination and that adequate site investigation information, prepared by a competent person, is available to inform these assessments (paragraph 189).

Planning decisions should ensure that ne development is appropriate for its location taking into account the likely effects of pollution in health, living conditions and the natural environment (paragraph 191).

Planning decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones. Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement (paragraph 192).

The high quality building fabric would ensure there would be no unduly harmful noise outbreak on the local area. Biodiversity improvements would be provided in the form of trees and landscaping which is a significant improvement based on the current condition of the application site. There is contamination at the site from the former land uses/buildings. The ground conditions are not usual or complex for this part of the city and can be appropriately remediated. The proposal would not worsen local air quality conditions and suitable mitigation can be put in pace during the construction process.

There would be a travel plan and access to public transport for occupants of the development.

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 determining applications, local planning authorities should take account of: the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation; b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and c) the desirability of new development making a positive contribution to local character and distinctiveness. (Paragraph 203)

In considering the impacts of proposals, paragraph 205 states that the impact of a proposal on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

Paragraph 206 goes on to state that any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification.

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.

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).

The proposal would result in neutral impact on neighbouring heritage assets. This is considered in detail in the report.

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 Policy Guidance (PPG)

The relevant sections of the PPG are as follows:

Air Quality provides guidance on how this should be considered for new developments. Paragraph 8 states that mitigation options where necessary will be locationally specific, will depend on the proposed development and should be proportionate to the likely impact. It is important therefore that local planning authorities work with applicants to consider appropriate mitigation so as to ensure the new development is appropriate for its location and unacceptable risks are prevented. Planning conditions and obligations can be used to secure mitigation where the relevant tests are met.

Examples of mitigation include:

- the design and layout of development to increase separation distances from sources of air pollution;
- using green infrastructure, in particular trees, to absorb dust and other pollutants;
- means of ventilation;
- promoting infrastructure to promote modes of transport with low impact on air quality;
- controlling dust and emissions from construction, operation and demolition; and
- contributing funding to measures, including those identified in air quality action plans and low emission strategies, designed to offset the impact on air quality arising from new development.

Noise 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:

Other legislative requirements

Section 16 (2) of the Planning (Listed Building and Conservation Areas) Act 1990 (the "Listed Building Act") provides that "in considering whether to grant listed building consent for any works to a listed building, the local planning authority or the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses".

Section 66 Listed Building Act requires the local planning authority to have special regard to the desirability of preserving the setting of listed buildings. This requires more

than a simple balancing exercise and case law has considerable importance and weight should be given to any impact upon a designated heritage asset but in particular upon the desirability of preserving the setting with a strong presumption to preserve the asset.

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

Environmental Impact Assessment

The applicant has submitted an Environmental Statement in accordance with the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2017 and has considered the following topic areas:

- Climate Change
- Townscape and Visual Impact
- Wind Microclimate

The proposal is an “Infrastructure Project” (Schedule 2, 10 (b)) as described in the EIA Regulations. An EIA has been undertaken covering the topic areas above as there are judged to be significant environmental impacts as a result of the development and its change from the current use of the site as a car park. The EIA has been carried out on the basis that the proposal could give rise to significant environmental effects. In accordance with the EIA Regulations, this ES sets out the following information:

- A description of the proposal comprising information about its nature, size and scale;
- The data necessary to identify and assess the main effects that the proposal is likely to have on the environment;
- A description of the likely significant effects, direct and indirect on the environment, explained by reference to the proposals possible impact on human beings, water, air, climate, cultural heritage, townscape and the interaction between any of the foregoing material assets;
- Where significant adverse effects are identified with respect to any of the foregoing, mitigation measures have been proposed in order to avoid, reduce or remedy those effects; and
- Summary, in non-technical language, of the information specified above.

It is considered that the environmental statement has provided the Local Planning Authority with sufficient information to understand the likely environmental effects of the proposals and any required mitigation.

Issues

The Scheme's Contribution to Regeneration

Regeneration is an important planning consideration. Manchester City Centre is the primary economic driver in the City Region and is crucial to its economic success. The growth of the City's universities is critical to the City's economic performance and investment in their infrastructure is critical to ensure they remain attractive.

The proposal would support and underpin the objectives of the Oxford Road Corridor SRF by enhancing the area's profile and delivering a high quality building. It would support the University's status as a world class academic institution.

The proposal would provide a modern library and educational space in a sustainable well-connected location. It would help to integrate the southern part of the City Centre with the commercial core, building on development at Circle Square and Upper Brook Street.

The proposal would support objectives of the City Centre Strategic Plan, the Greater Manchester Strategy, and would complement and build upon Manchester City Council's current and planned regeneration initiatives. As such, it would be consistent with sections 1 and 2 of the National Planning Policy Framework, and Core Strategy policies SP1, EC1, CC1, CC2, CC6, CC8, CC10, EN1 and DM1.

Tall Buildings Assessment

One of the main issues to consider is whether this is an appropriate site for tall buildings. The proposal has been assessed against the City Council's policies on tall buildings, the NPPF and the following criteria as set out in Historic England's published Advice Note 4 Tall Buildings (10 December 2015), which represents an update to the CABE and English Heritage Guidance published in 2007.

Design Issue, Relation to Context and Impact on Historic Context

The effect of the proposal on key views, listed buildings, conservation areas, scheduled Ancient Monuments, archaeology and open spaces has been considered.

Sections 66 and 72 of the Listed Building Act 1990 provide that, in considering whether to grant planning permission for development that affects a listed building or its setting, the local planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses, and in determining planning applications for land or buildings within a conservation area, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area. Section 16 of the NPPF establishes the criteria by which planning applications involving heritage assets should be assessed and determined. Paragraph 200 identifies that Local Planning Authorities should require applications to describe the significance of any heritage assets in a level of detail that is proportionate to the assets' importance, sufficient to understand the potential impact of the proposals on their significance. Where a development proposal

would lead to less than substantial harm to the significance of a heritage asset, this harm should be weighed against the public benefits of the proposals.

A Heritage Statement and a Townscape and Visual Impact Assessment which includes cumulative impacts has been submitted. The site is not in a conservation area but there are 10 Grade II listed buildings and 1 Grade II listed statue within a 200m radius of the site. The Whitworth Steet Conservation Area is 750m to the north at the junction of Charles Street and Oxford Road. The proposal would only impact 7 listed buildings and would not affect the setting or significance of the Whitworth Street Conservation Area because of the high density nature of development.

The proposal would clearly be situated within the setting of the following Grade II listed buildings: the Former Manchester Ear Hospital, St Augustine's Church, Ormon Building, Righton Building, Grosvenor Building, Façade to Mabel Tylecote Building, and Former Grosvenor Picture Palace. The impact of the development on each heritage asset is assessed chronologically below:

Former Manchester Ear Hospital Grade II is at the north of Lower Ormond Street. Its significance is derived from its retained façade. There are limited pedestrian locations where the heritage asset and application site can be fully appreciated. The setting of the listed building is characterised by modern buildings, with the MMU Law Building located to the north of the site. On this basis the proposal is considered would have a negligible impact on the asset's significance.

Roman Catholic Church of St Augustine Grade II faces All Saints Park and is set back from Lower Ormond Street and is thus appreciated in a more intimate way away from the surrounding street scene. Its significance derives largely from its interior. Thus, the proposal's impact upon its significance is determined to be negligible.

Ormond Building Grade II faces north-east towards All Saints Park and is experienced primarily from Cavendish Street as a corner building. This view of the property will not be affected by the proposal. Other views of the building are limited due to the foliage of All Saints Park and the impact on the building would be negligible.

Righton Building Grade II sits diagonally across from the tower element of the proposal on the junction of Lower and Higher Ormon Street and Cavendish Street. The site is best appreciated when viewing it when facing south or from along Higher Ormond Street where views do not allow for the listed building and this site to be seen together. The proposal would have no impact on its significance.

Grosvenor Building Grade II sits opposite the site and the foliage of All Saints Park breaks up the visual relationship between them. The listed building is best appreciated facing away from the application site and the proposal would not harm its significance.

Former Town Hall Façade to Mabel Tylecote Building Grade II has a similar relationship as the Grosvenor Building and the proposal would not harm its significance.

Former Grosvenor Picture Palace Grade II is on the junction of Oxford Road and Grosvenor Street and is best appreciated as a corner building looking south on Oxford Road. The proposal would not change this appreciation.

Assessment of Heritage Impact

The heritage assets that would be affected by the proposal are Grade II listed and considered to be of moderate to high significance. The main impact on neighbouring heritage assets would be how they are experienced when viewing them looking northwards towards the application site/All Saints Park.

The significance of some of these buildings is linked to their interior. The setting of others is compromised by existing development, or they are best appreciated when looking south away from the site. Therefore, the impact on the setting and significance of neighbouring heritage assets is considered to be negligible to no harm.

The proposal would create instances of less than substantial harm as defined within the NPPF. Any level of harm should be outweighed by the public benefits that would be delivered in accordance with the guidance provided in paragraph 202 of the NPPF. In assessing the public benefits, consideration has been given to paragraph 8 of the NPPF which outlines the three dimensions to achieve sustainable development: economic, social and environmental.

The City Centre is also the primary economic driver in the City Region and the City Centre. The Universities make a major contribution the success of the City's economy and investment in their infrastructure is important to ensure that they remain attractive in a competitive market. Section 6 of the NPPF places 'significant weight on the need to support economic growth and productivity, taking into account both local business needs and wider development opportunities.

The provision of a modern library and teaching space is part of a £300 million investment strategy that would deliver first class academic facilities that attract students from the UK and around the world. The availability and retention of well qualified graduates makes a very significant contribution to the Manchester economy.

The key views demonstrate that the development would have a largely beneficial impact. The building would be large but would not be out of context with other tall buildings in the area. There would be heritage benefits from the provision of a high quality building in the setting of heritage assets. The proposal would be high quality and comprise modern architecture and materials by an experienced architectural team.

Significant economic and social benefits include the creation of local constructions jobs which will be secured by planning condition that would require the submission of a local labour agreement. The GVA associated with these jobs would be £24.5. A further 280 jobs worth £24.5 million in GVA would be created in the supply change.

The development would be low carbon. An all electric system would benefit from a decarbonising grid. Photovoltaic panels at the roofs would generate on site energy.

The significant public benefits would outweigh the heritage impacts which would be at the lower end of less than substantial harm.

It is considered, therefore, that, notwithstanding the considerable weight that must be given to preserving the setting of the listed buildings and conservation areas as required by virtue of S66 and S72 of the Listed Buildings Act, the harm caused would be less than substantial and would be outweighed by the public benefits of the scheme and meet the requirements set out in paragraph 202 of the NPPF.

The Townscape and Visual Impact Assessment covers 8 views and demonstrates that the proposal would have some localised moderate impacts when viewed from the immediate surroundings, from the campus, Oxford Road and from the Mancunian Way. The impact of the proposal on each view is assessed below:

View 1: is from the corner of Oxford Road/Grosvenor Street looking north. The view is cluttered with signposts and traffic lights which obstructing views of the Library. Mature trees in All Saints Park dominates the mid-ground to the left-hand side of the view and further screens the site with long-range views to the City Centre and taller buildings.

The view is adjacent to a Grade II listed building, and the area contains designated buildings, so the value of the view and its susceptibility to change are medium. The proposal would be seen in the context of high rise buildings to the north and the impact would not be detrimental to the local townscape and street scene.



View 1: Existing and proposed view from corner of Oxford Road/Grosvenor Street Junction looking north.

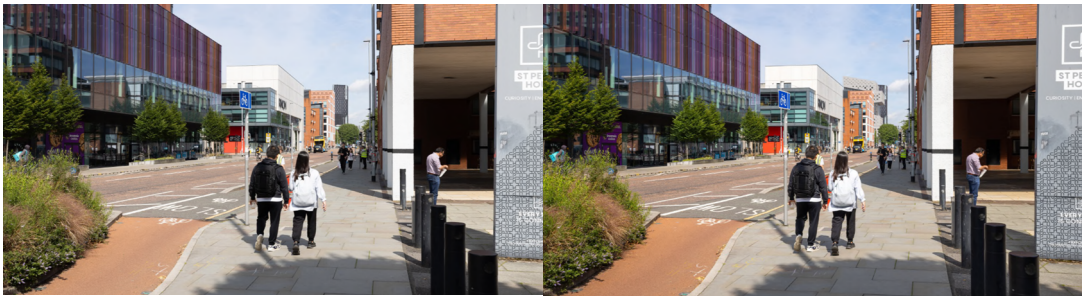
View 2: is from the junction of Lower and Higher Ormond Street/ Cavendish Street and All Saints Park obscures most of the site. The façade of the Grade II listed Ormond building can be seen. The value of the view is of medium importance and its susceptibility to change is ‘High’ because users are likely to focus on views across the park and several Grade II listed buildings. The main view of the listed buildings would not be affected and much of the proposal would be obscured by trees.



View 2: Existing and proposed view from pedestrian footpath within All Saints Park looking north.

View 3: is from Oxford Road. Contemporary University buildings are on the left but the carriageway is dominant. The value and susceptibility to change is medium.

The proposal would be viewed in the context of other university buildings that increase in height and scale and the impact would be acceptable.



View 3: Existing and proposed view from footway on eastern side of Oxford Road adjacent to entrance plaza to St Peters House looking north.

View 4: from the eastern side of Oxford Road. The John Dalton Building, the Manchester Technology Centre and the Mancunian Way are prominent.

The value of the view is medium. The proposal would improve the setting of the John Dalton Building and Manchester Technology Centre and would be acceptable.



View 4: Existing and proposed view from footway on eastern side of Oxford Road adjacent to Manchester Technology Centre looking south.

View 5: at junction of Oxford Road, Oxford Street and Whitworth Street. The Grade II* listed Refuge building is on the left and the upper floors of the MMU Arts, Culture and Media hub on the right. The Holiday Inn hotel and PBSA are prominent in the

background. The value of the view is high owing to the location on significant crossroads, and the presence of listed buildings and the train station. The susceptibility to change is medium. The proposal would appear as a natural continuation of the higher buildings to the right of the view and the impact would be acceptable.



View 5: Existing and proposed view from footway junction of Oxford Road and Whitworth Street looking south.

View 6: from Cambridge Street and dominated by the Mancunian Way and with contemporary university buildings in the background. The proposal would be highly visible and would have a beneficial impact, tying into the university's more modern buildings.



View 6: Existing and proposed view from footway adjacent to Cambridge Street Junction & Mancunian Way looking east.

View 7: from a pedestrian walkway in Gartside Park some distance from the site. The UOM Engineering Building is centre-left with homes in the middle ground. Its value and its susceptibility to change is low. The proposal would be partially screened by the UoM Engineering Building and its impact would be negligible.



View 7: Existing and proposed view from pedestrian walkway in Gartside Park looking west.

View 8: from and dominated by the Mancunian Way with a MSCP on the right. Its value and its susceptibility to change is low. The impact of the proposal would be positive.



View 8: Existing and proposed view from pedestrian walkway/green verge adjacent to Mancroft Walk looking west.

From many views, the proposal would be seen within the context of other tall contemporary buildings and the value and susceptibility to change for each view has been assessed. The proposal would be highly visible in some views and would have some localised moderate impacts. However, on the whole these impacts would be beneficial and would improve the area. It would create a landmark at an important gateway, enhance the City's skyline and have a positive effect on the townscape.

Relationship to Transport Infrastructure

A Transport Statement concludes that the proposal would not have a material impact upon traffic and network capacity. The site is close to bus routes and Oxford Road Station. There are good pedestrian and cycle links and secure cycle storage facilities are available on site. A Framework Travel Plan (TP) sets out a package of practical measures and ongoing monitoring of the plan and the submission of an updated plan upon completion of the development should be conditioned. This in an optimum location for sustainable transport and the proposal would encourage sustainable travel. There are no objections to the proposal from an aviation safeguarding aspect subject to standard informatives.

Architectural Quality

The key factors to evaluate are the building's scale, form, massing, proportion and silhouette, facing materials and relationship to other structures. The Core Strategy policy seeks to ensure that tall buildings complement the City's existing buildings and make a positive contribution to the creation of a unique, attractive and distinctive City. Sites immediately adjacent to the City Centre are suitable for tall buildings.

The proposal would reinforce a gateway entry point to the City Centre and would be consistent with the Oxford Road Corridor SRF. It would relate to the group of nearby

tall buildings at Circle Square. The development would respect the street pattern and the reception area would create an active frontage to Oxford Road.

The buildings architectural form includes a concrete band which would give it a distinctive form. The band would be punctuated by circular windows and metal infill panels and glass curtain walling. The materials would respond to MMU's Campus which includes historic and contemporary buildings. A condition should require samples of materials and details of jointing and fixing, and a strategy for quality control.

Given the above, it is considered that the proposed development would result in high quality buildings that would be appropriate to their surroundings.

Sustainable Design and Construction

A Sustainability Statement and an Environmental Standards Statement set out sustainability measures, including energy efficiency and environmental design. The proposal would utilise energy saving design, build, and construction, supporting the transition to a low carbon future and would re-use previously developed land. It would accord with the energy efficiency requirements and carbon dioxide emission reduction targets in Core Strategy Policies EN4 and EN6 and the Manchester Guide to Development Supplementary Planning Document criteria, and it would achieve a BREEAM rating of 'Excellent'. The principles of the energy hierarchy have been applied and it would include high levels of insulation in the building fabric and high specification energy efficiency measures In accordance with Core Strategy Policies EN4 and EN6,. Given the above, it is considered that the design and construction would be sustainable.

Credibility of the Design

The design team has previous experience in delivering tall buildings in the City. A significant amount of time has been spent developing the proposals and the scheme submitted to ensure that it can be constructed and delivered.

Contribution to Public Spaces and Facilities

The proposal would enhance the area, along Oxford Road and the walkway between the library and All Saints Park. There would be active frontages to Oxford Road and the Park. The public realm around the site would be enhanced, including new paving and soft landscaping. The proposal would integrate with pedestrian improvement works that have taken place along Oxford Road, improving pedestrian connectivity from the university campuses into the city centre.

The public realm would be predominantly hard landscaped with shrub planting and there would be a green rooftop terrace. The public routes would improve the pedestrian environment and provide for safe and sustainable pedestrian movement. The library would provide natural surveillance.

Effect on the Local Environment

This examines, amongst other things, the impact the scheme would have on nearby and adjoining residents. It includes the consideration of issues such as impact on daylight, sunlight and overshadowing, wind, noise and vibration, night-time appearance, vehicle movements and the environment and amenity of those in the vicinity of the building.

Daylight, Sunlight and Overshadowing

The nature of high density City Centre developments means that amenity issues, such as daylight, sunlight and the proximity of buildings to one another have to be dealt with in an appropriate way. A daylight and sunlight analysis has been undertaken, which makes reference to the BRE Site Layout Planning for Daylight and Sunlight: a Guide to Good Practice (BR 209 2022 Edition).

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

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

- All Saints Park
- No111-.137 Oxford Road

Daylight

The assessment has used the Vertical Sky Component (VSC) to assess the impact of daylight. In order to achieve the daylight recommendations in the BRE guidance, a window should retain a vertical sky component (VSC) of at least 27%, or where it is lower, a ratio of after/before of 0.8 or more. If the direct skylight to a room is reduced to less than 0.8 times its former value, this would be noticeable to the occupants. The BRE Guide recognises that different targets may be appropriate, depending on factors such as location. The achievement of at least 27% can be wholly unrealistic in the context of high density city centre as this measure is based upon a suburban type environment (equivalent to the light available over two storey houses across a suburban street). It should be noted that the VSC level diminishes rapidly as building heights increase relative to the distance of separation. Within city centre locations the corresponding ratio for building heights relative to distances of separation is frequently much greater than this.

The results should be interpreted in relation to the City Centre location where high density development is encouraged and deviations from the published BRE targets are inevitable. 64 windows to 8no properties rooms were assessed for VSC.

No111-no137 Oxford Road – 64no windows to 8no buildings were assessed for daylight. For VSC, 59 (92.2%) meet the BRE criteria, 5 (7.8%) would experience an alteration between 10-15%, in which they would have VSC level of 20-25%. The windows affected are in the first, second and third floors of no111 and no113 Oxford Road and are mainly living rooms and one bedroom. The alteration to the daylight levels of these rooms would have a minor impact upon the level of amenity they provide and would be marginally below the BRE criteria.

Sunlight

The BRE Guide sets the following criteria:

(a) Whether sunlight is enjoyed for at least 25% of the annual probable sunlight hours (APSH) throughout the year; and

(b) Whether 5% of the annual probable sunlight hours would be received during the winter months (21st September – 21st March) (Winter PSH (WPSH)).

The Sunlight Assessment found that all 64 windows would meet the BRE criteria for ASPH and WPSH.

Overshadowing

An Overshadowing Analysis found that the Mancunian Way and John Dalton Building would be significantly overshadowed. The risk of overshadowing to All Saints Park is low and partial shading would only occur during the last hour of the day. The impact on the windows at 111 – 137 Oxford Road would be minimal and remain within an acceptable range.

These results should be considered in the context of a site that has had low level buildings on it for years and buildings and areas that face onto the site have benefitted from conditions that are relatively unusual in a city centre context. Therefore, the baseline situation does not present the usual baseline situation that would be encountered in a city centre. These factors mean that it is inevitable that there would be a degree of obstruction to the levels of daylight and sunlight to the surrounding residential buildings.

There would be some impact on daylight and sunlight but overall, given the City Centre location and the context of the site, the impacts are not considered to be significant, do not require further mitigation and the impact of the proposal would be acceptable.

Overlooking

There are no prescribed separation distances between buildings in the City Centre where developments are denser and closer together than in suburban locations. The proposal would face onto homes above 111 Oxford Road, 28m away. The separation distances between the proposal and these homes would be acceptable in this context.

Solar Glare

The impact of Solar Glare on the Mancunian Way and Oxford Road has been assessed where car or lorry drivers could be affected based on a worst-case scenario, which includes assuming clear skies throughout the year. The effect is considered to be minor adverse/low risk as the reflections occur within 30° of a road users' line of sight but beyond 10° or between 5° and 10° for a short period of time.

Winter weather in Manchester often involves cloud cover, and the actual occurrences of glare would be rare. Solar reflections from the glazed facades of tall buildings are not unusual in many urban environments. Despite solar reflections, glazed facades on tall buildings are common in many cities around the world where clear skies are more frequent than those found in the United Kingdom, and the instances of solar glare found by the study should be viewed in this context. Notwithstanding this, matte finishes will be pursued wherever possible to keep risk to a minimum. Given the above, it is considered that the proposal would have an acceptable impact on solar glare and no further mitigation measures are necessary.

Wind

A wind microclimate study using wind tunnel testing notes that there would be an impact on pedestrian safety and comfort, but this would not be major and would not require mitigation. The impact would be negligible in the summer months and the only noticeable difference would be in winter.

Air Quality

The site is in an Air Quality Management Area (AQMA) and the scale of the proposal could have an impact on local ai quality during construction. The construction process is expected to produce dust and increased emissions. Any adverse impacts would be temporary and would be controlled using mitigation measures included within best practice guidance including dust suppression, no idling of vehicles, avoidance of diesel or petrol powered plant and speed restrictions on unpaved roads, secured via a condition. On site boilers would be electric and there would be no parking and there should be no air quality impacts, following completion and during operation.

The proposal would be a car free and promote more sustainable modes of transport. A travel plan would encourage public transport use and reduce vehicle trips. The proximity of the University campuses and the City Centre means the site is suitable for walking and cycling.

Local air quality conditions are poor, but the operation of the library would have no material impact on these conditions and the proposed landscaping could improve air quality. Environmental Health have not raised air quality as an issue.

The impact on air quality would be acceptable and suitable for the proposed use.

Noise and Vibration

The impact of the use on amenity through noise generation and from plant and equipment has been assessed. An acoustic report outlines how the premises can be acoustically insulated to prevent unacceptable levels of noise breakout and to ensure adequate levels of acoustic insulation within the building. The acoustic measures should be controlled through a condition and a condition which also require hours of operation for the external terrace areas to limit disturbance to occupiers and neighbouring residents. There would be a 24/7 management strategy to minimise any adverse impacts to the local area including a physical on-site presence.

Given the above, it is considered that the proposal would not have an adverse impact through noise and vibration.

TV reception

A baseline Television Reception Survey has been carried out, which shows that any interference to TV reception would most likely occur within a 'shadow' area to the south east. The use of tower cranes during construction may cause disruption to digital terrestrial television (DTT) but is likely to cause reception issues fir digital satellite television sets. The final development is similarly not expected to have an impact on the reception of DTT services but may cause interference to digital satellite television reception in localised areas around the site along Oxford Road and Sidney Street. The survey recommends the following mitigation solutions to restore the reception of affected television services, including:

- repositioning of the satellite dish to a different location without an obscured line-of-sight view to the serving satellites;
- the use of DTT receiving equipment if satellite dish relocation is not possible.

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

Vehicle movements

The impact of the proposals in terms of the highway network have been assessed and there are no highway objections in terms of highway safety subject to pavement reinstatement works. It is considered therefore that the proposed use would not have a significant impact on vehicle movements. As discussed above, the site is well located close to alternative transport means.

Contribution to permeability

A pedestrian through route linking MMU's John Dalton and All Saint Campuses, would improve pedestrian safety under the Mancunian Way. The proposal would improve how the All Saints Campus is perceived and would act as a marker and reference

point. The active frontages to Oxford Road and All Saints Park would increase activity and passive surveillance. It is considered therefore that the proposals would contribute positively to permeability, linkages and the legibility of the City Centre and wider townscape.

Provision of a well-designed environment

This would be a high quality design. A roof terrace would be included and the public realm improvement would be fully accessible and inclusive. A condition would require full details of the public realm, including hard and soft landscape, lighting and furniture.

The proposal would meet the English Heritage and CABE guidance and would provide an acceptable tall building. In view of the above the proposals would also be consistent with sections 6, 9, 11, 12, 14, 15 and 16 of the NPPF, policies SP1, DM1, EN1, EN2, EN3, EN14, CC6 and CC9 of the Core Strategy and saved UDP policies DC19, DC20 and DC26.

Construction Management

The proposal could cause disruption during its construction phase. A condition would require the submission of a Construction Management Plan which provides acceptable pedestrian movement and protects the Mancunian Way. This would require details on hours of construction; dust suppression methods; construction compound locations; vehicle tracking movements and pedestrian footway provision; routes of deliveries and collections; community consultation details; location of security hoardings; how access to neighbouring properties would be managed and provided; and details of measures to protect the Mancunian Way. This would ensure disruption to neighbouring occupiers would be minimised and the impact on air quality would be minimised.

Subject to such a condition, the proposals are consistent with section 9 of the National Planning Policy Framework and policy DM1 of the Core Strategy.

Waste and Recycling

There is an existing bin store beneath the Mancunian Way. The waste would be collected on a daily basis and a condition would ensure that the strategy is adhered to. Given the above, it is considered that the proposal is in accordance with policy DM1 of the Core Strategy.

Full access and Inclusive Design

The proposal would provide level access into and throughout the building and across the site and would be consistent with sections 8 and 12 of the National Planning Policy Framework and policies SP1, DM1 and CC10 of Core Strategy.

Crime and Disorder

The proposal would bring additional vitality to the area. It would overlook all frontages and would enliven the street scene and help to provide natural surveillance of the public realm. The proposal is supported by a Crime Impact Statement carried out by Greater Manchester Police. The statement confirms support for the design approach and includes recommendations for detailed design measures to be incorporated into the final scheme. It is recommended a condition be attached to any approval requiring the development to achieve 'Secured by Design' accreditation.

In view of the above the proposals are consistent with section 8 of the National Planning Policy Framework, and policies SP1 and DM1 of the Core Strategy.

Green and Blue Infrastructure

The proposal would create a green roof terrace and enhance footways around the site. The scheme would improve the environment adjacent to the Mancunian Way and enhance the linkage between the site and the green infrastructure in Hulme and draw people to the public realm at All Saints Park. The proposal would increase the green infrastructure, improve linkages to existing green infrastructure and improve access to open spaces and the River Medlock. It is therefore consistent with the Manchester Green and Blue Infrastructure Strategy 2015.

Ecology, Biodiversity and Landscaping

An Ecology Survey concludes that the demolition could negatively impact on roosting bats and suggests measures to protect birds during the construction phase. It recognises the opportunity to secure ecological enhancement for insects, birds and bats. GMEU consider the findings of the ecology report to be acceptable and the landscaping and bird boxes would achieve an on site biodiversity net gain. Conditions requiring the development proceed in accordance with the ecology report, that works to trees take place outside of bird nesting season and that landscaping measures and bird boxes be provided should be attached.

In view of the above the proposals are considered to be consistent with section 15 of the National Planning Policy Framework, and policies DM1, EN9 and EN15 Core Strategy.

Archaeology

Greater Manchester Archaeology Advisory Service (GMAAS) have confirmed that there are no sites of archaeological interest at the and do not object to the proposal. On this basis subject to a condition that would require that if any material of archaeological interest is found on site that work halt and a scheme for its investigation be submitted to and approved by the Local Planning Authority.

In view of the above subject to the aforementioned condition the proposal would satisfy the requirements of policy EN3 of the Core Strategy and saved UDP policy DC20.

Contaminated Land and Impact on Water Resources

Previous and current uses of the land lead to a low to moderate risk of potential soil and/or groundwater contamination. A condition requiring further investigation and adequate measures to be undertaken to prevent risks from contamination and requiring a verification report following completion of site works. A further condition controlling the use of piling should also be attached in order to prevent potential contamination or drilling through aquifers.

In view of the above, the proposals would be consistent with section 14 of the National Planning Policy Framework and policy EN18 of the emerging Core Strategy.

Flood Risk

The site is in Flood Zones 1, which has a low probability of flooding. A Drainage Strategy Report considers how surface water and sewer flooding would be managed. United Utilities and MCC Flood Risk require the submission of a more detail drainage scheme. Conditions should be attached requiring the submission, implementation and maintenance of a sustainable drainage system.

Given the above and for reasons outlined elsewhere in this report in relation to the consistency of the proposed development with the City's wider growth, regeneration and sustainability objectives, the development would be consistent with section 10 of the National Planning Policy Framework, Core Strategy policy EN14 and Places for Everyone Plan Policy JP-S5.

Summary of Climate Change Mitigation

Ecosystems and biodiversity help to regulate the climate. The external public and private realm would improve biodiversity and enhance wildlife habitats. Biodiversity would be enhanced by measures such as bat and bird boxes.

The proposal would accord with the energy efficiency requirements and carbon dioxide emission reduction targets within the Core Strategy. An enhanced ‘fabric first’ approach, renewable energy generation and high-quality design and construction standards would improve the energy efficiency of the buildings**.**

The building would utilise a full electric strategy, including low carbon heating, such as air source heat pumps. High performance thermal insulation would be provided throughout the building envelope (ensuring very low U-values for all heat loss elements) and thermally efficient windows and doors would minimise heat loss through the main building elements. Low energy and LED lighting would be used to minimise emissions. All goods and appliances would be highly energy efficient to reduce energy demand. Waste arising during construction and occupation/operation would be minimised.

The development would be highly accessible by sustainable modes of transport and would secure the implementation of a Travel Plan. The Framework Travel Plan sets

out measures to reduce the transport and traffic impacts, including promoting public transport, walking and cycling.

Overall, the proposal includes measures that can be feasibly incorporated to mitigate climate change for a development of this scale in this location. The proposal would comply with policies relating to CO2 reductions and biodiversity enhancement set out in the Core Strategy, the Zero Carbon Framework, the Climate Change and Low Emissions Plan, the Climate Change and Low Emissions Implementation Plan, the Manchester Climate Change Framework and the Green and Blue Infrastructure Strategy.

Aerodrome safeguarding

An informative about the use of cranes should be imposed on the planning permission.

Response to Neighbour Representations

It is considered that the majority of the grounds of objection have been addressed in the report. However, further comments are provided below:

Local parking capacity – No car parking spaces would be provided and most users would walk to the Library. The development is in a sustainable location within walking distance of public transport links. A condition would require a review of local cycle parking provision and any necessary expansion undertaken.

Conclusion

The site is appropriate for a building of this scale and the Library is an acceptable use on the site. The design would be high quality and would promote a quality neighbourhood, economic development and sustainable travel patterns.

It would contribute to the world class learning facilities MMU offers, helping to attract new students to study and live in the City Centre. This would support the economy and create employment. High quality university infrastructure is consistent with GM Strategy's key growth priorities to meet the demands of a growing economy and population, in a well-connected location within a major educational and employment centre.

The development would not have a significant detrimental impact on the settings of nearby listed buildings or the character and appearance of Whitworth Street Conservation Area. It has sought to minimise the potential for overlooking and loss of sunlight and daylight. The proposal would redevelop a site that does not currently contribute positively to the area and would improve the public realm and permeability within the area.

Given the above, it is considered that the proposal is in accordance with the City of Manchester’s planning policies and regeneration priorities including the Adopted Core

Strategy, the relevant Strategic Regeneration Frameworks and the Community Strategy, as well as the national planning policies contained within the National Planning Policy Framework and should be approved.

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

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

Recommendation Approve

Article 35 Declaration

In assessing the merits of an application officers will seek to work with the applicant in a positive and proactive manner to seeking solutions to problems arising in relation to dealing with the application. In this instance, this has included ongoing advice that has resolved the issues associated with the proposal.

Conditions to be attached to the decision

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

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

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

- 1044B-HBA-YY-00-DR-A-080030 Rev P02: Proposed Site Plan
- 1044B-HBA-YY-XX-DR-A-080010 Rev P02: Site Location Plan
- 1044B-HBA-YY-XX-DR-A-080020 Rev P03: Site Constraints Plan
- 1044B-HBA-YY-XX-DR-A-080390 Rev P02: CGI – View from Oxford Road
- 1044B-HBA-YY-XX-DR-A-080391 Rev P02: CGI – View from All Saints Park
- 1044B-HBA-YY-XX-DR-A-080392 Rev P02: CGI – View of All Saints Park/Grosvenor Square
- 1044B-HBA-YY-XX-DR-A-080393 Rev P02: CGI – View from Mancunian Way
- 1044B-HBA-ZZ-00-DR-A-080200 Rev P02: L00 – Strip Out
- 1044B-HBA-ZZ-00-DR-A-080300 Rev P02: L00 – General Arrangement – Proposed
- 1044B-HBA-ZZ-01-DR-A-080201 Rev P02: L01 – Strip Out
- 1044B-HBA-ZZ-01-DR-A-080301 Rev P02: L01 – General Arrangement – Proposed
- 1044B-HBA-ZZ-02-DR-A-080202 Rev P02: L02 – Strip Out
- 1044B-HBA-ZZ-02-DR-A-080302 Rev P02: L02 – General Arrangement – Proposed
- 1044B-HBA-ZZ-03-DR-A-080203 Rev P02: L03 – Strip Out
- 1044B-HBA-ZZ-03-DR-A-080303 Rev P02: L03 – General Arrangement – Proposed
- 1044B-HBA-ZZ-04-DR-A-080204 Rev P02: L04 – Strip Out
- 1044B-HBA-ZZ-04-DR-A-080304 Rev P02: L04 – General Arrangement – Proposed
- 1044B-HBA-ZZ-05-DR-A-080205 Rev P02: L05 – Strip Out
- 1044B-HBA-ZZ-05-DR-A-080305 Rev P02: L05 – General Arrangement – Proposed
- 1044B-HBA-ZZ-06-DR-A-080206 Rev P02: L06 – Strip Out
- 1044B-HBA-ZZ-06-DR-A-080306 Rev P02: L06 – General Arrangement – Proposed
- 1044B-HBA-ZZ-07-DR-A-080207 Rev P02: L07 – Strip Out
- 1044B-HBA-ZZ-07-DR-A-080307 Rev P02: L07 – General Arrangement – Proposed
- 1044B-HBA-ZZ-08-DR-A-080308 Rev P02: L08 – General Arrangement – Proposed
- 1044B-HBA-ZZ-09-DR-A-080309 Rev P02: L09 – General Arrangement – Proposed
- 1044B-HBA-ZZ-10-DR-A-080310 Rev P02: L10 – General Arrangement – Proposed
- 1044B-HBA-ZZ-11-DR-A-080311 Rev P02: L11 – General Arrangement – Proposed
- 1044B-HBA-ZZ-12-DR-A-080312 Rev P02: L12 – General Arrangement – Proposed
- 1044B-HBA-ZZ-13-DR-A-080313 Rev P02: L13 – General Arrangement – Proposed
- 1044B-HBA-ZZ-B1-DR-A-080208 Rev P02: B1 – Strip Out
- 1044B-HBA-ZZ-B1-DR-A-080314 Rev P02: LB1 – General Arrangement – Proposed
- 1044B-HBA-ZZ-ZZ-DR-A-080250 Rev P02: Strip Out Long Building Sections

- 1044B-HBA-ZZ-ZZ-DR-A-080251 Rev P02: Strip Out Short Building Sections
- 1044B-HBA-ZZ-ZZ-DR-A-080252 Rev P02: Strip Out Building Elevations – South
- 1044B-HBA-ZZ-ZZ-DR-A-080253 Rev P02: Strip Out Building Elevations – East & North
- 1044B-HBA-ZZ-ZZ-DR-A-080350 Rev P02: East Elevation – Proposed
- 1044B-HBA-ZZ-ZZ-DR-A-080351 Rev P02: South Elevation – Proposed
- 1044B-HBA-ZZ-ZZ-DR-A-080352 Rev P02: West Elevation – Proposed
- 1044B-HBA-ZZ-ZZ-DR-A-080353 Rev P02: North Elevation – Proposed
- 1044B-HBA-ZZ-ZZ-DR-A-080354 Rev P02: GA Short Section – Proposed
- 1044B-HBA-ZZ-ZZ-DR-A-080355 Rev P02: GA Long Section – Proposed
- 1044B-HBA-ZZ-ZZ-DR-A-080370 Rev P02: Bay Study 01
- 1044B-HBA-ZZ-ZZ-DR-A-080371 Rev P02: Bay Study 02
- 1044B-HBA-ZZ-ZZ-DR-A-080372 Rev P02: Bay Study 03
- 1044B-PLA-ZZ-00-DR-L-000007 Rev P02: Landscape General Arrangement Ground Floor
- 1044B-PLA-ZZ-00-DR-L-001002 Rev P02: Ground Floor-Hardworks
- 1044B-PLA-ZZ-00-DR-L-001003 Rev P02: Ground Floor – Kerbs & Edgings
- 1044B-PLA-ZZ-00-DR-L-002003 Rev P02: Ground – Floor – Softworks
- 1044B-PLA-ZZ-00-DR-L-002004 Rev P02: Ground Floor – Tree Retention & Removal Plan
- 1044B-PLA-ZZ-00-DR-L-002005 Rev P01: Tree Constraints Plan
- 1044B-PLA-ZZ-00-DR-L-003004 Rev P02: Ground Floor – Levels Plan
- 1044B-PLA-ZZ-00-DR-L-003006 Rev P02: Landscape Section – Ground Floor
- 1044B-PLA-ZZ-00-DR-L-004002 Rev P02: Ground Floor – Furniture & Lighting
- 1044B-PLA-ZZ-05-DR-L-000008 Rev P02: Landscape General Arrangement – Level 05 Roof Terrace
- 1044B-PLA-ZZ-05-DR-L-001004 Rev P02: Level 05 Roof Terrace – Hardworks
- 1044B-PLA-ZZ-05-DR-L-002005 Rev P02: Level 05 Roof Terrace – Softworks
- 1044B-PLA-ZZ-05-DR-L-003005 Rev P02: Level 05 Roof Terrace – Levels Plan
- 1044B-PLA-ZZ-05-DR-L-003007 Rev P02: Landscape Sections – Level 05 Roof Terrace
- 1044B-PLA-ZZ-05-DR-L-004003 Rev P02: Level 05 Roof Terrace – Furniture and Lighting
- Manchester Metropolitan University Library Transformation Project, Manchester Environmental Statement – Non Technical Summary (Prepared by Deloitte; Dated October 2023)
- Library Transformation Project Environmental Statement – Volume 1 (Prepared by Deloitte; Dated October 2023)
- All Saints Library, Manchester Metropolitan University Environmental Impact Assessment (EIA) Scoping Report (Prepared by Deloitte; Dated August 2023)
- All Saints Library, Oxford Road, Manchester Committed Developments (Prepared by Deloitte; Dated June 2023)
- Appendix 7.1: Townscape Baseline and Sensitivity
- Appendix 7.2: Baseline and Sensitivity
- Appendix 7.3: Figures
- Appendix 7.4: Views and Photos
- Daylight, Sunlight and Overshadowing Impact Assessments (Prepared by Buro Happold; Dated 16/10/2023)
- Environmental Standards Statement (Prepared by Buro Happold; Dated 16/10/2023)
- External Lighting Strategy (Prepared by Buro Happold; Dated 26/10/2023)

- Management and Maintenance plan-Ground Floor Public Realm (Prepared by Planit-IE)
- Building Access & Security Management Strategy (Prepared by Manchester Metropolitan University; Dated July 2023)
- Planning and Tall Building Statement (Prepared by Deloitte; Dated October 2023)
- Disability Glare Design Note (Prepared by Buro Happold; Dated 25/08/2023)
- Design & Access Statement (Prepared by Hawkins\Brown & Schmidt Hammer Lassen; Dated October 2023)
- MMU Archaeology Letter (Prepared by Greater Manchester Archaeological Advisory Service; Dated 25/08/2023)
- Crime Impact Statement (Prepared by Greater Manchester Police; Dated 09/05/2023)
- Statement of Consultation (Prepared by Deloitte; Dated October 2023)
- Sustainability Statement (Prepared by BDP; Dated August 2023).
- Television and Radio Reception Impact Assessment (Prepared by GTech Surveys Limited; Dated 01/08/2023)
- Ventilation Statement (Prepared by Buro Happold; Dated 16/10/2023)
- Wind Microclimate Assessment (Prepared by Deloitte)
- Acoustics Planning Report (Prepared by Buro Happold; Dated 26/10/2023)
- Ecology Report (Prepared by Tyler Grange; Dated 13/02/2023)
- Drainage Strategy (Prepared by Buro Happold; Dated 26/10/2023)
- Flood Risk Assessment (Prepared by Buro Happold; Dated 26/10/2023)
- Geoenvironmental Desk Study Report (Prepared by Buro Happold; Dated 16/10/2023)
- Heritage Statement (Prepared by Deloitte; Dated October 2023)
- Transport Statement (Prepared by Buro Happold; Dated 26/10/2023)
- Sustainable Travel Plan 2023-2030 (Prepared by Manchester Metropolitan University)
- Waste and Recycling Storage and Disposal Plan for Library Transformation Project (Prepared by Manchester Metropolitan University; Dated 30/06/2023)
- Waste Management Strategy Proforma
- Transport Note (Prepared by Buro Happold; Dated 31/01/2024; Received 05/02/2024)

All stamped as received by the City Council as Local Planning Authority on the 02/11/2023 unless specified otherwise.

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

3) Prior to the commencement of development, samples and specifications of all material to be used on all external elevations of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority, This shall include the submission of samples (including a panel) and specifications of all materials to be used on all external elevations of the development along with jointing and fixing details, window reveals and soffits, details of the drips to be used to prevent staining in, ventilation/air brick and a strategy for quality control management. The approved materials shall then be implemented as part of the development.

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

4) No works to trees or shrubs shall occur or demolition commence during the main bird breeding season between 1 March and 31 August inclusive in any year, unless a competent suitably experienced ecologist has undertaken a careful, detailed check of vegetation for active birds' nests immediately before the vegetation is cleared and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. Any such written confirmation should be submitted to and agreed in writing by the City Council as local planning authority.

Reason - In order to provide protection to nesting birds, pursuant to Policy EN15 of the Core Strategy.

5) Prior to the commencement of the development hereby approved, a detailed demolition and construction/fit-out management plan outlining working practices during the construction phase of the development shall be submitted to and approved in writing by the City Council as Local Planning Authority. For the avoidance of doubt the plan shall include detail on the following matters;

- Communication strategy with residents and businesses
- Display of an emergency contact number;
- Details of wheel washing;
- Dust suppression measures, including a section on air quality and the mitigation measures proposed to control fugitive dust emissions;
- Compound locations where relevant;
- Details regarding location, removal and recycling of waste (Site waste management plan);
- Phasing and quantification/classification of vehicular activity;
- Types and frequency of vehicular demands - Routing strategy and swept path analysis;
- Measures to mitigate risks such as objects falling from height and impacting highway users;
- Parking for construction vehicles and staff;
- Sheeting over of construction vehicles;
- A commentary/consideration of ongoing construction works in the locality;
- Construction and demolition methods to be used;
- The erection and maintenance of security hoardings where relevant;
- Details of how access to adjacent premises would be managed to ensure clear and safe routes into buildings are maintained at all times;
- Community consultation strategy, including details of stakeholder and neighbour consultation prior to and during the development along with the complaints procedure;
- Pedestrian management proposals;
- Loading and unloading of plant and materials;
- The design, erection, maintenance and dismantling of scaffolding.

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

The demolition and construction of the development shall then be carried out in accordance with the approved plan.

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

6) a) Before development commences, a full condition survey of the carriageways/footways on construction vehicle routes surrounding the site shall be undertaken and submitted to the City Council as Local Planning Authority.

b) When all construction/fit-out works are complete, the same carriageways/footways shall be re-surveyed and the results submitted to the City Council as Local Planning Authority for assessment. Should any damage have occurred to the carriageways/footways, they shall be repaired and reinstated in accordance with a scheme that shall first be submitted to and approved in writing by the City Council as Local Planning Authority. The necessary costs for this repair and/or reinstatement shall be met by the applicant.

Reason - To ensure an acceptable development, pursuant to policy DM1 of the Core Strategy.

7) The wheels of contractors vehicles leaving the site shall be cleaned and the access roads leading to the site swept daily in accordance with a management scheme submitted to and approved in writing by the City Council as local planning authority prior to any works commencing on site.

Reason - In the interest of pedestrian and highway safety, as specified in policies SP1 and DM1 of Core Strategy.

8) The development hereby approved shall be carried out in accordance with the Transport Statement (Prepared by Buro Happold) and Sustainable Travel Plan 2023-2030 (Prepared by Manchester Metropolitan University) received by the City Council, as Local Planning Authority, on the 02/11/2023.

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 living at the development;
II. a commitment to surveying the travel patterns of residents/staff during the first three months of the first use of the building 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. a commitment to providing improved and increased cycle storage facilities on site
VI. measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car

Within six months of the first use of the development, a Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted for approval 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 at the development, pursuant to policies T1, T2 and DM1 of the Manchester Core Strategy (2012).

9) Prior to the commencement of above ground works, details of the materials, including natural stone or other high quality materials to be used for the footpaths and for the areas between the pavement and the line of the proposed building shall be submitted to and approved in writing by the City Council as the local planning authority. Any works approved shall be implemented in full before the first use of the development.

Reason - In the interests of amenity and to ensure that paving materials are consistent with the use of these areas as pedestrian routes and in accordance with Core Strategy Policies SP1 and DM1.

10) All external doors of the development hereby approved shall open away from the public highway.

Reason - In the interest of highway safety in accordance with Core Strategy Policies CC5 and DM1, and the National Planning Policy Framework.

11) Foul and surface water shall be drained on separate systems.

Reason - To secure proper drainage and to manage the risk of flooding and pollution, pursuant to Section 10 of the National Planning Policy Framework and Policy EN14 of the Core Strategy.

12) No development shall take place until surface water drainage works in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards have been submitted to and approved in writing by the Local Planning Authority.

In order to avoid/discharge the above drainage condition the following additional information has to be provided:

- A finalised drainage layout showing all components, outfalls, levels and connectivity;

- Maximised integration of green SuDS components (utilising infiltration or attenuation) if practicable;

- Details of surface water attenuation that offers a reduction in surface water runoff rate in line with the Manchester Trafford and Salford Strategic Flood Risk Assessment, i.e. at least a 50% reduction in runoff rate compared to the existing rates with the aim of reducing to the Greenfield runoff rates, as the site is located within Conurbation Core Critical Drainage Area;

- An existing and proposed impermeable areas drawing to accompany all discharge rate calculations;

- CCTV survey and routing plan of existing drainage system to understand condition, capacity, connectivity to outfall;

- Runoff volume in the 1 in 100 year, 6 hours rainfall shall be constrained to a value as close as is reasonable practicable to the greenfield runoff volume for the same event, but never to exceed the runoff volume from the development site prior to redevelopment;

- Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event with allowance for 45% climate change in any part of a building;

- Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements). Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site;

- Where surface water is connected to the public sewer, agreement in principle from United Utilities is required that there is adequate spare capacity in the existing system taking future development requirements into account. An email of acceptance of proposed flows and/or new connection will suffice;

- Hydraulic calculation of the proposed drainage system, including all engineering parameters;

- Construction details of flow control and SuDS elements.

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

13) No development hereby permitted shall be occupied until details of the implementation, maintenance and management of the sustainable drainage scheme have been submitted to and approved by the local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:

- 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 there is funding and maintenance mechanism for the lifetime of the development pursuant to Section 10 of the National Planning Policy Framework and Policy EN14 of the Core Strategy.

14) a) Prior to the first occupation of the development, details of how fumes, vapours and odours shall be extracted and discharged from the premises shall be submitted to and

approved in writing by the City Council as local planning authority before the use commences.

Mixed use schemes shall ensure provision for internal ducting in risers that terminate at roof level. Schemes that are outside the scope of such developments shall ensure that flues terminate at least 1m above the eave level and/or any openable windows/ventilation intakes of nearby properties.

b) Prior to occupation of the use hereby approved confirmation shall be submitted for the approval of the City Council as local planning authority that the approved scheme has been implemented.

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

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

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

16) a) The development shall proceed in accordance with the submitted External Lighting Strategy, prepared by Buro Happold (Received 02/11/2023). The scheme shall be implemented in full before the use commences or as otherwise agreed in writing by the City Council as local planning authority.

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

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

17) If any lighting at the development hereby approved, when illuminated, causes glare or light spillage which in the opinion of the Council as local planning authority causes detriment to adjoining and nearby residential properties, within 14 days of a written request, a scheme for the elimination of such glare or light spillage shall be submitted to the Council as local planning authority and once approved shall thereafter be retained in accordance with details which have received prior written approval of the City Council as Local Planning Authority.

Reason - In order to minimise the impact of the illumination of the lights on the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Core Strategy.

18) External outside seating areas and roof terrace hereby approved shall only allow be open for use in accordance with a schedule of days and hours of operation submitted to

and approved in writing by the City Council as local planning authority, and shall not allow for the use of amplified sound or any music in these external areas at any time.

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

19) No amplified sound or any music shall be produced or played in any part of the site outside the building.

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

20) a) Externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with the submitted Acoustic Report prepared by Buro Happold (Received 02/11/2023). The approved scheme shall be implemented in full before the use commences.

b) Prior to the first operation of the plant, scheme a verification report shall be submitted to and approved in writing by the City Council as local planning authority to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic report. The report shall also undertake post completion testing to confirm that the 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 agreed noise criteria. A verification report and measures shall be agreed until such a time as the development complies with part (a) of this planning condition.

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

21) The development shall be implemented in accordance with the submitted Waste and Recycling Storage and Disposal Plan (Prepared by Manchester Metropolitan University; Received 02/11/2023), and the submitted Waste Proforma (Received 02/11/2023). The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

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

22) a) Notwithstanding the Geoenvironmental Desk Study Report by Buro Happold (ref. 1044B-BHE-XX-XX-RP-CG-000001 dated 26 October 2023) stamped as received by the City Council, as Local Planning Authority, on the 02 November 2023, (a) before the development hereby approved commences, the following information shall be submitted for approval in writing by the City Council, as Local Planning Authority:

- Submission of site investigation proposals;
- Submission of a site investigation and risk assessment report;
- Submission of a remediation strategy.

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

(b) When the phase of 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 prior to the first occupation of the development.

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 - There is evidence of site contamination at the application site which requires further consideration and examination. In particular, details of outstanding gas monitoring is required to be submitted for consideration and an appropriate remediation strategy prepared. This is pursuant to policy EN18 of the Manchester Core Strategy (2012).

23) Prior to the commencement of the development, details of the method for piling, or any other foundation design using penetrative methods, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented during the construction of the development.

Reason - Piling or any other foundation using penetrative methods can result in risks to potable supplies (pollution/turbidity, risk of mobilising contamination) drilling through different aquifers and creating preferential pathways. It is therefore necessary to demonstrate that piling will not result in contamination of groundwater pursuant to policies EN17 and EN18 of the Manchester Core Strategy (2012).

24) (a) The development shall not commence until details of a Local Benefit Proposal, in order to demonstrate commitment to recruit local labour for the duration of the construction of the development, as well as end use, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved document shall be implemented as part of the construction and operation of the development.

In this condition a Local Benefit Proposal means a document which includes:

I. the measures proposed to recruit local people including apprenticeships
II. mechanisms for the implementation and delivery of the Local Benefit Proposal
III. measures to monitor and review the effectiveness of the Local Benefit Proposal in achieving the objective of recruiting and supporting local labour objectives

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

(c) Within three months of the commencement of the approved use, a detailed report which takes into account the information and outcomes about local labour recruitment, for the

end use of the development, pursuant to items (i) and (ii) above shall be submitted for approval in writing by the City Council as Local Planning Authority.

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

25) Notwithstanding the TV reception survey prepared by GTech, stamped as received by the City Council, as Local Planning Authority, on the 02 November 2023, within one month of the practical completion of each phase of the development, and at any other time during the construction of the development if requested in writing by the City Council as local planning authority in response to identified television signal reception problems within the potential impact area a study shall identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out above. The measures identified must be carried out either before the building is first occupied or within one month of the study being submitted to the City Council as local planning authority, whichever is the earlier.

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

26) All windows at ground to second floor level, unless shown otherwise on the approved drawings detailed in condition 2, shall be retained as a clear glazed window opening at all times and views into the premises shall not be screened or obscured in any way.

Reason - The clear glazed window(s) is an integral and important element in design of the ground level elevations and are important in maintaining a visually interesting street-scene consistent with the use of such areas by members of the public, and so as to be consistent with saved policy DC14 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

27) The development hereby approved shall include for full disabled access to be provided to all areas of public realm and via the main entrances and to the floors above.

Reason - To ensure that satisfactory disabled access is provided by reference to the provisions Core Strategy policy DM1.

28) Prior to the first use of the premises, a signage strategy shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved strategy shall then be implemented as part of each phase of the development.

Reason - In the interest of visual amenity pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

29) The development of each phase shall be carried out in accordance with the Crime Impact Statement prepared by Design for Security at Greater Manchester Police stamped as received by the City Council, as Local Planning Authority, on the 02 November 2023.

The development shall only be carried out in accordance with these approved details. 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 of a Secured by Design accreditation.

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

30) The development hereby approved shall be carried out in accordance with the Environmental Standards Statement prepared by Buro Happold stamped as received by the City Council, as Local Planning Authority, on the 02 November 2023. A post construction review certificate/statement shall be submitted for approval, within a timescale that has been previously agreed in writing, to the City Council as Local Planning Authority.

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

31) a) Prior to the commencement of development of, with the exception of site clearance and demolition, a programme for the submission of final details of the public and private realm works relating to that phase shall be submitted to and approved in writing by the City Council as Local Planning Authority. The programme shall include submission and implementation timeframes for the following details:

I. Details of the stopping up of the section of adopted footway along Oxford Road.
II. Details of the proposed hard landscape materials;
III. Details of the materials, including natural stone or other high quality materials to be used for the reinstatement of the pavements and for the areas between the pavement and the line of the proposed building;
IV. Details of the proposed tree and plant species within the public and private realm including proposed size, species and planting specification including tree pits and design;
V. Details of measures to create potential opportunities to enhance and create new biodiversity within the development to include bat boxes and bricks, bird boxes and appropriate planting;
VI. Details of boundary treatments, which shall ensure adequate visibility for child pedestrians where adjacent to the adopted highway;
VII. Details of the proposed street and terrace furniture including seating, bins and lighting;
VIII. Details of any external steps and handrails;
IX. Full details of roof terrace canopies;
X. A strategy providing details of replacement tree planting, including details of overall numbers, size, species and planting specification, constraints to further planting and details of on-going maintenance;
XI. A site layout plan showing all pedestrian routes within the site being a minimum width of 1.8m.

b) The above details shall then be submitted to and approved in writing by the City Council as local planning authority and fully implemented in accordance with the approved timeframes.

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 R1.1, I3.1, T3.1, S1.1, E2.5, E3.7 and RC4 of the Unitary Development Plan for the City of Manchester and policies SP1, DM1, EN1, EN9 EN14 and EN15 of the emerging Core Strategy.

32) The development hereby approved shall be carried out in accordance with the measures contained within the submitted Ecology Report (Prepared by Tyler Grange; Received 02/11/2023).

Reason – In the interest of preserving and enhancing the ecology of the application site in accordance with policies EN15 and DM1, Places for Everyone Plan Policy JP-G9 and the National Planning Policy Framework.

33) The premises shall be used for Class F1 (d) (Public libraries or public reading rooms) and for no other purpose (including any other purpose within Class F1 of the Schedule to the Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020 (SI 2020 No.757) or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason - The use of the premises other than in accordance with the approved use would require further consideration by the Local Planning Authority and may not be appropriate in this locality in accordance with Core Strategy Policies SP1, EC2 and DM1, and the National Planning Policy Framework.

34) Prior to their installation, details regarding any roller shutters shall be submitted to and approved in writing by the City Council as Local Planning Authority. For the avoidance of doubt all roller shutters shall be internal. The approved details shall be implemented and be in place prior to the first use of the development.

Reason – In the interest of securing a well designed development in accordance with Core Strategy Policies SP1 and DM1, and the National Planning Policy Framework.

35) Notwithstanding the approved plans listed within condition 2, prior to the first use of the development hereby approved, details of the siting, scale and appearance of the solar panels to the property's roof and roof terrace (including cross sections) shall be submitted to and approved in writing by the City Council as Local Planning Authority. The approved details shall then be implemented prior to the first use of the development and thereafter retained and maintained in situ.

Reason - In the interest of ensuring the solar panels are installed and to ensure that they are appropriate in terms of visual amenity pursuant to polices SP1, EN1, EN6 and DM1 of the Manchester Core Strategy (2012).

36) Notwithstanding the approved plans listed within condition 2, prior to the first use of the development hereby approved, details of the siting, scale and appearance of the property's heat pumps (including cross sections) shall be submitted to and approved in writing by the City Council as Local Planning Authority. The approved details shall then be implemented prior to the first use of the development and thereafter retained and maintained in situ.

Reason - In the interest of ensuring the heat pumps are installed and to ensure that they are appropriate in terms of visual amenity pursuant to polices SP1, EN1, EN6 and DM1 of the Manchester Core Strategy (2012).

37) The number of cycle spaces shall be reviewed annually as part of the travel plan requirements of condition 8 of this planning permission (commencing from the date of this permission). The survey shall be completed within 7 days of each annual review date and the results of the survey provided to the City Council within 7 days thereafter. Any additional cycle spaces identified as part of this review shall be implemented within two months of approval of the annual agreement.

Reason - To ensure there is sufficient cycles stand provision at the in order to support modal shift measures pursuant to policies SP1,T1, T2 and DM1 of the Manchester Core Strategy (2012).

38) The development hereby approved shall achieve a post-construction Building Research Establishment Environmental Assessment Method (BREEAM) rating of at least 'Excellent'. A post construction review certificate shall be submitted to and approved in writing by the City Council as local planning authority within 6 months of the building hereby approved being first occupied.

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

Informatives

1) Under the Habitat Regulation it is an offence to disturb, harm or kill bats. If a bat is found during demolition 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 birds nest is suspected work should cease immediately and a suitably experienced ecologist employed to assess how best to safeguard the nest(s).

3) The developer or crane operator must contact Manchester Airports Control of Works Office at least 21 days in advent of intending to erect a crane or other tall construction equipment on the site. This is to obtain a tall equipment permit and to ascertain if any operating restrictions would be required. Any operating restriction that are subsequently imposed by Manchester Airport must be fully complied with.

4) You should ensure that any external wall treatments approved for planning purposes are discussed in full with Building Control to ensure they meet with the guidance contained in the Building Regulations for fire safety. Should it be necessary to change the external facade treatment due to conflicts with Building Regulations, you should also discuss the changes with the Planning team to ensure they do not materially affect your permission.

5) Any signage, wayfinding, banners or any other advertisements to be installed in and around the application site for the purpose of the promotion of the developments and routes to it may require consent under the Town and Country Planning (Control of Advertisements) (England) Regulations 2007.

6) It is expected that all modifications / improvements to the public highway are achieved with a maximum carbon footprint of 40%. Materials used during this process must also be a minimum of 40% recycled and fully recyclable. Developers will be expected to demonstrate that these standards can be met prior to planning conditions being discharged. The developer is to agree the above with MCC's Statutory Approvals and Network Resilience Teams post planning approval and prior to construction taking place.

7) Regarding S278 agreements a deposit is required to begin an application, additional costs will be payable and are to be agreed with S278 team. A S278 is required for works to the adopted highway, minimum standard S278 technical approval timescale is between 4-6 months, TRO's can take 10-12 months. An independent 'Stage 2' Road Safety Audit will be required and the design may require changes if any issues are raised with all costs attributable to the Developer. A 'Stage 1' Road Safety Audit should be completed during the planning stage and a copy of the report (with Designer's Response) is to be made available to the Statutory Approvals Team upon request.

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 138424/FO/2023 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

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

Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
Parks & Events
Environment & Operations (Refuse & Sustainability)
MCC Flood Risk Management
Heritage & Urban Design
Greater Manchester Police
United Utilities Water PLC

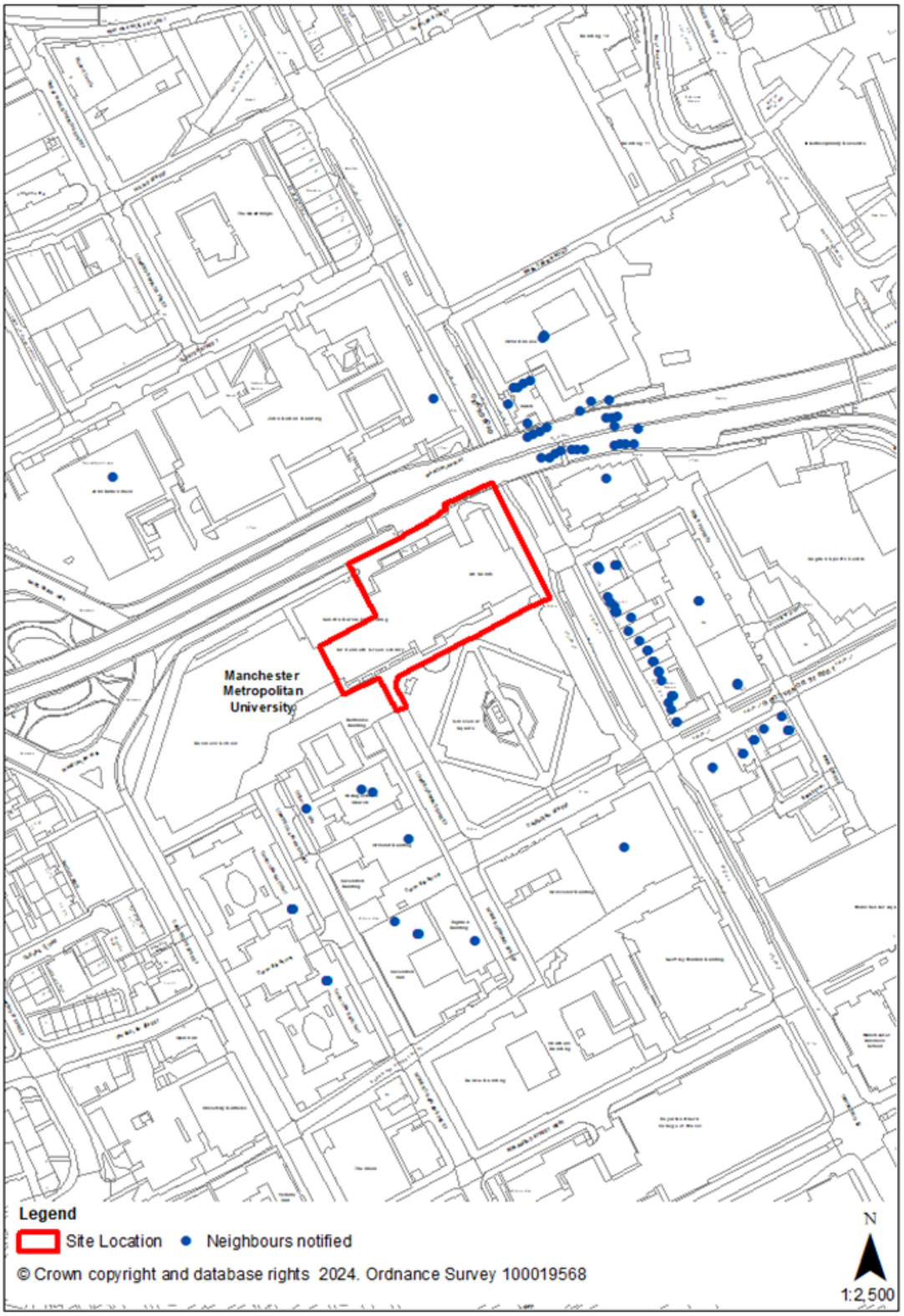
Environment Agency
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
Health & Safety Executive (Fire Safety)
Manchester Airport Safeguarding Officer
Helipad Manager
Greater Manchester Pedestrians Society
Oxford Road Corridor

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

Representations were received from the following third parties:

Highway Services
Environmental Health
United Utilities Water PLC
Environment Agency
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
Health & Safety Executive (Fire Safety)
Manchester Airport Safeguarding Officer

Relevant Contact Officer : Michael Pearson
Telephone number : 0161 219 2735
Email : michael.pearson@manchester.gov.uk


Manchester Metropolitan University
Legend
Site Location
Neighbours notified
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1:2,500