

Application Number	Date of Appln	Committee Date	Ward
137401/FO/2023	4th Aug 2023	14 Dec 2023	Ardwick Ward

Proposal Full planning application for the demolition of existing buildings and erection of three 12/14/29 storey buildings to be used for Purpose Built Student Accommodation (Use Sui Generis), comprising 983 bedrooms in total and 506sqm of ground floor ancillary uses (café/commercial and convenience store - Use Classes E (a)/(b)/(c)), three buildings comprising 5/7/9 storeys for Science and Innovation uses (Use Class E (g)(i) & (ii)) and 834sqm ground floor community uses (retail/ cafés and medical facility (Use Classes E (a)/(b) and (e))), and the provision of new public realm, two new public squares, new access and parking, and associated works

Location Land Between Upper Brook Street, Kincardine Road And Grosvenor Street, Manchester

Applicant Williams Motor Co (Holdings) & Alliance UBS Ltd

Agent Mr Neil Lucas, AshtonHale

EXECUTIVE SUMMARY

The application proposes a 12/14 and 29 storey building for Purpose Built Student Accommodation (PBSA) with ground floor commercial uses and a 5/7 and 9 storey Science Innovation building with ground floor commercial and community uses including retail, café and medical facility. Public realm and parking would be created.

Manchester Metropolitan University supports the proposal.

113 (from 76 households) objections were received during the first round of notification, 97 (from 77 households) have been received. Councillors Muse and Abdullatif object.

Principle of the proposal and the schemes contribution to regeneration

The proposal is in accordance with national and local planning policies, and would deliver significant economic, social and environmental benefits. The development of this brownfield site would deliver a key component of the Oxford Road Strategic Regeneration Framework Guide (SRFG).

This application is one element of a wider masterplan for this area. 50,031 sqm of Science Innovation would be delivered in an area which has been identified as a priority for employment. Student accommodation is required to ensure delivery of the employment opportunities at the site and this has been independently tested. The PBSA would meet the planning policy requirements set out in policy H12. This would contribute to the pipeline of student bedrooms in the city.

Community and commercial space would be created including a medical centre and retail space. This would support the Brunswick neighbourhood and provide infrastructure for the new residents of workers of the new development.

2 acres of public realm would be created including trees and planting which improve on site biodiversity. The proposal would be car free apart from 9 accessible spaces.

Economic This proposal has a development value of £371.4 million, would create 4720 temporary and full-time equivalent jobs every year of the 7.5 years of construction. Local labour Proposal would secure local employment benefits. 1063 direct and indirect jobs when the science and innovation buildings become operational with a GVA worth £40.4 million per annum. 159 direct and indirect jobs with the PBSA building becomes operational with a GVA worth £8.3 million per annum. A range of employment opportunities from high quality Science and PBSA jobs together with attracting student to the City

Social This proposal would redevelop a vacant, low quality brownfield site in a strategic regeneration location meeting the objectives of the SRFG and acting as a catalyst for further regeneration. 983 bedspaces would meet the PBSA pipeline of which 22% would be affordable. 2 acres of accessible public realm would be created including areas of play space. A medical centre, retail and café are proposed. Enhanced linkages, public realm and green infrastructure would benefit all members of the community.

Environmental The site is in a highly accessible area and safe pedestrian links and new cycling infrastructure would encourage walking and cycling. Areas for play and recreation would contribute to well being. Green infrastructure and 76 trees would be provided and public realm. Biodiversity would increase by 46.78%. Sustainable drainage would be introduced to manage surface water. High quality buildings would improve the appearance of Upper Brook Street.

Impact on the historic environment This significant new development would impact on a number of listed building and the Whitworth Stret conservation area. This would cause a low level of less than substantial harm which would be outweighed by the benefits of the scheme. The public realm would enhance the setting of the listed chapel.

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. This would be a significant development in close proximity to homes in a well established residential community. The scale would be noticeable to the community. Change is expected and expected at the site this proposal would bring significant economic, social and environmental benefits.

A full report is attached below for Members consideration.

Description

This 2.13 ha site is part of a masterplan to bring forward comprehensive development. It is bounded by Upper Brook Street, Grosvenor Street and Kincardine Road and the former Citroen car dealership garage and car park which is subject to planning application 137399/FO/2023.

The site contains buildings formerly used as the Williams Garage which are now vacant. The site is irregular in shape and is narrow at the junction with Grosvenor Street, widening towards Inchley Road.

There has been significant investment in housing and infrastructure in Brunswick over the last decade through a Private Finance Initiative (PFI). It has been transformed with new and refurbished homes, green spaces and public realm. The prevailing character is two and three storey homes, however, there are mid rise apartments on Brunswick Street. Garside Gardens is a green space at the heart of the community.

The Unitarian Chapel (Grade II*) is adjacent to the site and is used for PBSA. There is 6 storey PBSA scheme at Kincardine Court. The University of Manchester, is on the opposite side of Upper Brook Street. There are services and amenities, nearby, particularly along Oxford Road.

The site is in Flood Zone 1 and 2 and a critical drainage area. It is in the Manchester Air Quality Management Area (AQMA) where air quality conditions are poor.

The speed limit on Cottenham Street is 20mph and there are 'No Waiting At Any Time' restrictions along the majority of its length limited waiting parking bays are provided on the south side (Permit Holders or Max. 3-hours).

Kincardine Road is one-way northbound with contraflow cycle lane between Brunswick Street and Whitekirk Close with a speed limit of 20 mph. It has Pay & Display parking bays past the Whitekirk Close junction (Permit Holders or Max. 3-hours) with additional limited waiting bays towards Hanworth Close. The rest of Kincardine Road has 'No Waiting At Any Time' restrictions

There are 'No Waiting At Any Time' and 'No Loading' (7am-7pm) restrictions on both sides of Upper Brook Street.

The proposal is being progressed jointly by partners with experience in student accommodation and commercial developments.

This application should also be read in conjunction with planning application 137399/FO/2023 for a 6 to 9 storey building for Sci-Tech (Class E) with commercial uses and a 9 to 23 storey PBSA building (Sui Generis) with commercial space. Public realm and parking would also be created.

The site is part of the same masterplan to deliver the objectives of the Strategic Regeneration Framework.



The application site with the wider masterplan area

The combined applications would deliver:

- 650.3212 sqm of life science accommodation;
- 1720 student bedrooms;
- Active ground floor community and commercial uses including new community centre, medical facility, retail store, café and shops;
- 3 acres of high quality public realm including new public square (adjacent to the listed chapel), 150 new trees and new linear park opposite Whitekirk Close;
- Improvements to Kincardine Road in the form of enhanced pedestrian and cycle infrastructure and improved connectivity, new pedestrian crossings and traffic calming measures.

This would create in the region of 5800 jobs (direct and indirect) – 1900 construction jobs and 3600 jobs when the development is fully operational.

The proposal

All remaining buildings would be demolished. The proposal comprises:

- **Science and Innovation Building:** 51,031 sqm buildings to science and innovation space in three buildings of 5/7 and 9 storeys.
- **Purpose Built Student Accommodation:** 983 student bedrooms, with 57% studios and 43% cluster bedrooms, with student amenities and management

suite in three buildings of 12/14 and 29 storeys. 22% of the bedrooms would be affordable.

- **Community Uses:** A medical facility and commercial and retail space would be created in the Science and Innovation Building. Commercial space would be provided in the PBSA buildings.
- **Landscaping and public realm:** new spaces would be created around the buildings including a new route between Kincardine Rd to Upper Brook St.

Five buildings are proposed alongside public realm.



Site layout

The Science and Innovation buildings require larger footprints and are therefore located at the widest part of the site at the south. The PBSA would be at the northern, narrower, part of the site.

The height and massing responds to the requirements of the SRF which identifies the opportunity to create a landmark building at the site whilst acknowledging the low rise nature of Brunswick.

The Science and Innovation buildings would be a combination of red and silver anodised cladding. The base of the buildings would be brick. The PBSA would be a combination of glass and green anodised cladding.

Approximately 2 acres of public realm would be created, 76 trees planted and there would be roof terraces to both the Science and Innovation buildings and the PBSA. 9 accessible on-street parking spaces would be created. Secure and accessible cycle provision would be provided in the Science and Innovation and PBSA buildings.

Deliveries to the Science and Innovation buildings would be from a secure service area. The PBSA would be serviced via an on street loading bay along Kincardine Road. A management strategy would manage taxi, deliveries and other servicing requirements at the PBSA and is considered in detail in the report.

5% of the PBSA accommodation would be wheelchair accessible.

The planning submission

This planning application has been supported by the following information:

- Design and Access Statement
- Planning Statement
- Tall Building Statement
- Statement of Community Involvement
- Community Benefit Statement
- Student Need Assessment
- Transport Statement
- Travel Plan
- Flood Risk and Drainage Assessment
- Environment Statement
- Site Investigation Report
- Air Quality Assessment
- Energy Statement
- Circular Economy Statement
- Utilities Statement
- Crime Impact Assessment
- Acoustic Assessment
- Archaeology Assessment
- Ecology Assessment
- BNG Assessment
- Arboricultural Survey
- TV and Radio Reception Impact Assessment
- Broadband Connectivity Assessment
- Viability Assessment

The application is also the subject of an Environmental Statement which includes the following chapters:

- Townscape, Visual and Built Heritage;
- Socioeconomics;
- Wind Microclimate;
- Daylight, Sunlight and overshadowing;
- Climate Change; and
- Transportation.

Land Interest The City Council has an interest in the site as landowner and Members are reminded that they must disregard this and exercise their duty as Local Planning Authority only.

Consultations

Publicity The proposal has been advertised as a major development, as being of public interest, as affecting the setting of Listed Buildings and Conservation Areas

and an EIA development. A Site notice was displayed. Local residents and businesses have been notified over an extensive area.

Local residents/public opinion

Two rounds of neighbour notifications have been carried out. The second round followed receipt of amended plans which reduced the height of the one of the PBSA buildings (Building A1).

The comments which have been received can be summarised as follows:

First Notification 113 objections (from 76 households)

Objections

- It would be a monstrous development and would make the area over populated and unsafe for children,
- The resources and public spaces are already heavily accessed and used. There is already increase in crime with the recent new buildings. Having a new development with student accommodation for over a thousand students
- Is irresponsible to climate change.
- The only people to benefit from this would be the developers who do not even live in inner cities;
- The proposal would disrupt the delicate balance of the community and potentially lead to numerous issues for both the existing residents and the students themselves. Families purchased homes with the understanding that the neighbourhood would remain primarily residential, providing a stable environment for raising children and fostering a sense of community. Introducing a significant influx of university students would undermine this arrangement, disregarding the original intent behind the housing conditions. Universities typically have different dynamics and requirements compared to residential neighborhoods. The lifestyle of students, with their irregular schedules, social activities, and potentially noisy behaviour, may clash with the established routines and tranquillity of the area.
- The student population could strain the existing infrastructure and resources of the area. Facilities such as transportation, parking, and amenities may not be adequately prepared to accommodate such a substantial influx of individuals.
- The surrounding community is low rise housing. The masterplan is far too high and is not in harmony with the surrounding community;
- The development brings thousands of population to this area. The local ancillary facilities are not sufficient to support such a dramatic increase in population
- The park will be full of people and the quiet community streets will be filled with more cars and pedestrians.
- The foreseeable social, environmental and security issues will have a negative impact on the value of existing properties.
- The new development will damage the pleasant living environment that has been built up by the residents, the S4B office and the council.
- The developers have planned several very tall buildings which are very close to each other in the small plot of land. The tall buildings will block sunlight to

the Gartside Gardens especially in the afternoon when the sunshine comes from the west side.

- This plan will undoubtedly make daily parking struggles worse for residents due to the influx of students.
- The implementation of this proposal is likely to exacerbate the issue of anti-social behaviour, as witnessed from the current usage of Gartside Gardens by students. During university terms influx of students in such a concentrated area has led to disturbances, noise pollution, and other forms of anti-social behaviour that has had a negative impact on the quality of life for local residents. It is reasonable to assume that a similar situation could arise if the proposed student accommodations are established without proper consideration for managing such behaviour.
- Neglecting to provide parking facilities for the students will undoubtedly lead to chaos and inconvenience for the community in the evenings and at weekends. Additionally, the irresponsible decision to close Inchley Road will exacerbate traffic on residential streets ill-equipped to handle heavy flow, putting the safety of children at great risk;
- The proposal would impact negatively to all Brunswick neighbourhood. The proposal would block sunlight and bring a huge amount of people and students into this neighbourhood increasing crime, litter, pollution and the usage of our park Gartside gardens. Not to mention the disturbances, noises, dust, and mental health that we will have to endure for the construction time;
- The 41 Storeys would block the sun to surrounding properties and is too high;
- Residents can't welcome guests to their home as there are already difficulties in accessing on street parking;
- The moving in and out of the students will create a huge disruption for the residents.
- The proposal does not provide a sufficient retail space for Aldi/Lidl size supermarket, that the residents want;
- The duration of the development, stated as 7.5 years, but can take longer;
- There would be a significant increase in traffic both pre and post development which would add to harmful fumes already polluting the area.
- Foundations of nearby residential properties would be impacted during the works, which will lead to damage;
- The size and design of the building do not align with the existing appearance of the Brunswick neighbourhood. The current buildings in the area are characterized by low-rise structures, whereas the proposed accommodation's height and design stand in stark contrast to the surrounding environment. This will compromise the unique character of the neighbourhood that residents have come to appreciate;
- The impact on daylight, sunlight, and overshadowing cannot be ignored. Several roads and Gartside Garden, a cherished park for the local community, works experience reduced sunlight due to the scale and orientation of the new buildings. There would also be a loss of privacy, as the proposed structure would overlook homes and affect quality of life;
- Limited parking options will undoubtedly strain the already constrained parking availability in the area. This will not only inconvenience the local community, but the potential road redesign to accommodate the influx of traffic could pose serious safety risks to children playing in the vicinity.

- The effect of building these sites will cause significant noise pollution and air pollution during their construction for the planned ~8 years.
- Once erected these towers will completely dominate the skyline, cutting out a significant amount of sunlight which will be received in the evenings;
- Upper Brook Street will become a haven of rush hour deadlocks in traffic;
- The proposed building's size is woefully incongruent with the existing architectural character of the neighborhood. The new building's towering stature would be starkly out of place and significantly alter the area's visual identity.
- Serious concerns for daylight and sunlight access to adjacent residences on Mawson Road, Skerry Close, Haymans Walk, and Hanworth Close. The anticipated shadow cast by the new building would result in diminished sunlight, while the lack of privacy for these residents due to the towering structure is also deeply worrisome. Additionally, the loss of sunlight on Gartside Gardens, a crucial play area for local children, is a major concern;
- The erection of buildings ranging from 12 to 41 storeys for student accommodation and 5 to 9 storeys for Science and Innovation purposes seems excessive and out of proportion with the surrounding buildings. The height discrepancy could lead to overshadowing, loss of privacy, and an overall disruption of the area's visual harmony
- While the need for more affordable housing in Manchester is a real issue, designating only 20% of the development as affordable housing does not solve the problem, and in fact exacerbates the housing crisis as proposed family homes are being scrapped to make way for this development.
- The impact of the proposed development on the local landscape and ecological habitats cannot be ignored. The construction of such massive structures will inevitably disrupt the delicate balance of our environment, potentially causing irreversible harm to indigenous flora and fauna.
- concerns regarding crime prevention and community safety have not been adequately addressed in the proposal.
- Noise, disturbance, air quality, and odours are also pressing issues that the proposed development brings to the forefront. T
- Proposed community provision by the developers is not going to be used by local people but simply get eaten up by the numbers of students and those working in the area. This adds no value to residents or adds any meaningful amenities
- There isn't the facilities for the huge growing population that this will bring.
- The surge in deliveries associated with this development, coupled with the closure of Inchley Road and the conversion of Kincardine Road into a one-way route, could create a logistical nightmare. Traffic congestion not only affects our daily lives but also contributes to pollution and diminished air quality, impacting our environment in negative ways.
- There are already issues with services, too much litter, GP is overwhelmed and no police ever around.
- Proposed 3 acre open space- is actually walkways to access and egress the buildings by its residents and will not provide any wider public gain other than thoroughfare use. This is not an open space like Gartside Gardens or any true open public enjoyment space
- The proposed development will lead to the removal of trees, including an old one, and render our park (Gartside Gardens) practically inaccessible during

construction hours (7.30am till 6pm). This deprives our community of one of the few recreational spaces we have and threatens the well-being of our children

- Gartside Garden playground will be overshadowed forever, impacting in an enormous way the fruition of the open air spaces
- The design includes a number of large loading bays, which suggests frequent and substantial deliveries, maybe by HGVs. The proposed development's location on a major artery town road with three traffic lights will undoubtedly worsen traffic congestion, resulting in increased nitrogen dioxide levels.
- Clarity regarding the extent and nature of contamination is vital for our community's safety and peace of mind
- The sculptured green spaces that sit within the builds are not actual green spaces and will be shadowed like the rest of the estate. They will have no value for local residents or wildlife.
- Air quality assessment being submitted for each site use different methodology and mitigations even though they are one large site. Request that one overall assessment on air quality is done, particularly in light of the major issues we have locally with poor air quality and the impact on health risks.
- It is not clear if animal testing would take place in these premises,
- There are lots of empty office buildings around Manchester;
- The idea that student accommodation will reduce HMO in the area is simply not work.
- The scale of the proposals will undoubtedly have a significant impact on the setting of the Chapel which is considered to result in substantial harm to the setting of this Grade II* listed building. It is important that the listed building is read/experienced through appropriate new development siting, scale, design and materials to ensure it remains the most visually prominent element in views along Upper Brook Street. This has not been achieved, with no space for the listed building 'to breathe' on its south and eastern elevations.
- The significant scale and massing immediately adjacent to The Chapel which impacts on existing and future enjoyment of the building.
- There is a general concern about noise levels during what will be a long construction period and the effect this will have on the operation and student amenity/wellbeing levels of the existing student accommodation at The Chapel.
- The required information for assessing heritage impacts of the scheme within this application, deal primarily with the southernmost site (with some recognition of the cumulative masterplan)
- Viewpoints by re-form architecture demonstrates that no viewpoints have been considered that capture the relationship between the Chapel and the surrounding proposed development. When assessing the impact of a development on the setting of the heritage asset it is necessary to show both close and long-range views to illustrate visual and spatial relationships. We would expect views North-South and South-North along Upper Brook Street, as well as looking directly at the principal elevation of the building, given its significance. • The lack of views analysis relating directly to the Chapel is a large oversight in the assessment of heritage impacts, despite recognition within the report of how the building relates to its existing setting

- The proposal constitutes over-development. Proposed scale and massing exceeds council guidance in the Oxford Road Corridor Strategic Regeneration Framework. The Chapel is 'dwarfed' by the proposal and its setting is compromised. The proposed development from the east and south illustrate buildings entirely dominating the Chapel, with only the open space on the immediate north side of the Chapel retained and providing any element of setting or 'breathing space';
- There is a very material reduction in VSC daylight (up to 100% loss but very many windows in the 50%- 60% loss range) which is substantially in excess of anything within the BRE guidelines and will be very noticeable to The Chapel occupants. There is a significant reduction in sky visibility within most of the site facing rooms which will have an adverse effect upon their NSL daylight. There is a meaningful reduction in sunlight from the ground to the second floor which will be noticeable and exceeds BRE guidance. The effect on the amenity to the student accommodation rooms which face the development is substantially in excess of BRE guidance and represents a noticeable reduction in daylight and sunlight amenity.
- There doesn't seem to have been any overshadowing analysis undertaken upon the gardens which form part of The Chapel grounds (to the north of the building). This should be required/requested.
- Student accommodation is a primary place of residence and therefore it is critical that design is of a high quality, with adequate amenity to contribute to healthy and sustainable lifestyles and quality of life. The provision of daylight and sunlight is of particular importance. Empiric data shows The Chapel is currently occupied with 82.5% international students who consider the property as their long-term residence.
- The servicing, loading bay provision and accessible parking is insufficient to serve the development;
- The chapel benefits from rights to any Saturday, Sunday or Bank Holiday in the two weeks preceding the start of the end of each term or the two weeks following the start or end of each term of the University of Manchester to park on any unoccupied car parking space within the car park for the purpose of unloading luggage and personal chattels of persons living in The Chapel and the right to pass and re-pass on foot or in vehicles over and along the car park to gain access. This will likely be relinquished as a result of the new development;
- The proposed controlled chapel access is not workable. The rights under title to two parking spaces on 'the Square'. Removing these rights and relocating accessible bays away from the property directly impacts on any disability access to the property. There have been no consultation on these changes;
- An area stated as 'permeable paving to service yard is located immediately to the rear of the Chapel which is of concern given the close boundary treatment between it and B2. Functional lighting to servicing areas is also shown in this area which may impact on the amenity of residents in the Chapel.
- A secure boundary with vertical greening which sits on the Chapel boundary - this is not acceptable. It will make it very difficult to carry out building maintenance and may also create a safety/security risk. Rights currently enjoyed under title to enter B2 to inspect, maintain, clean, repair and renew the building, walls, railings, boundary gates and fences where required. The

close proximity of Building B2 will impact on the ability to undertake repairs where required.

One Neutral

- The Viability Appraisal seems to assess the scheme against a land value of c.£40m. The proposal should be assessed off a Benchmark Landvalue. If the site was bought for £40m then of course it can justify it needing to be the height that it was. But is that an acceptable Land price to have paid? If the benchmark landvalue + premium was assessed to be £30m then the building could be less in volume? What is the the purpose of a viability appraisal that uses a fixed landprice of £40m for a vacant car garage. The whole reason of viability assessment is to ensure that developments were not driven by the price that had been paid and therefore to be open and honest with the local neighbours it would be fair to reappraise the scheme with a benchmark land value

Second Notification 97 objections (from 77 households) (27 representation received had commented on the original notification)

One Support

- The proposal would alleviate the burden on the overstretched rental market by providing additional student accommodation in close proximity to the Universities. Combined with the proposed office workers this will also encourage the development of additional shops, services and amenities in the local area

Objections

- The size and architectural design of the proposed buildings, especially the 29 storey building, are in stark contrast to the existing aesthetics of the Brunswick neighbourhood. The prevailing low-rise structures in the area contribute to its distinct character, and the proposed accommodation's scale and style would undoubtedly disrupt this cohesive visual identity that our community values.
- Concerned about the potential ramifications for daylight, sunlight, and overshadowing. It is evident that several roads and Gartside Garden, a vital communal park, would be deprived of essential sunlight due to the size and orientation of the proposed structure.
- This would adversely affect the quality of life for residents in the affected areas, as well as erode their sense of privacy with the new building overlooking their homes.
- There is a lack of parking provision for the influx of around 983 residents, not including staff working at the office buildings;
- Antisocial behaviour and late-night noise pollution is a concern. The distinct student culture, which may not seamlessly integrate with the existing family-oriented community, raises valid apprehensions about disruptive activities, including drunken incidents and excessive noise. The subsequent littering concerns also cannot be dismissed, given the sheer volume of people that may not responsibly utilize the park.

- There is not enough public space for so many students, including park, road, and so on. The parking spaces are taken by the university students everyday now. It will be worse while 1000 students move in this small area. It will take longer for medical services after 1000 students register GP. It is a quiet residential area for old people, children and all. It will be hard to control the noise by students, business, transportation.
- Scale and Character: The proposed buildings are not in harmony with the low-rise residential nature of the area, which is predominantly comprised of houses and flats. The large size and height of the buildings would disrupt the aesthetic coherence of the neighbourhood.
- Overshadowing and Privacy: The new buildings would cast shadows on neighbouring properties, leading to loss of privacy for residents in the vicinity. This impact on the quality of life for these residents should be a significant concern.
- Parking: The absence of parking provisions for a population of over 983 residents and additional several hundred workers is likely to create parking issues and inconvenience for both residents and visitors. Current parking restriction expires after 6pm and on weekends. The potential for traffic redirections due to road closures is a safety concern, especially given majority of the people living there have young children.
- Noise and Anti-Social Behaviour: The substantial increase in the student population (1000 students, more if including the other planning proposals in place) will lead to noise pollution, especially at night, in a predominantly elderly and family-oriented area. This influx of students might also contribute to an uptick in antisocial behaviour and alcohol-related crimes;
- Mismatched Land Use: The proposed purpose-built student accommodation and science/innovation buildings do not align with the existing land use pattern of the area, potentially leading to a lack of coherence and integration within the neighbourhood;
- A new Supermarket (not a convenience store), more green space, more housing for families and daylight. It's not the place for multi-storey student housing. It's a neighbourhood;
- The potential overshadowing of our gardens is not only a threat to our physical surroundings but also has significant implications for our mental health. The prospect of living in the constant shadow of towering buildings raises concerns about the impact on our overall well-being and the mental health of our family members, especially considering the potential loss of sunlight and connection to nature;
- This area requires affordable homes for local people that will live here year round not more transient influx who don't care about the area. We already have a massive littering problem from the people passing through our area
- The community does not stand for the gentrification of our neighbourhood by these developers who do not care about our space, and only care to make a quick profit, with disregard for quality of life in the area.
- The buildings will be too high blocking all the light and loss of privacy from overlooking new builds, plus parking is bad enough for residents of the area it is which thousands more needing parking in the area and on top of all that all the noise and dust/ air pollution from the building project which will last over 7 years is also unwanted

- We already have issues with parking for students in existing accommodation parking to use the park facilities. This means that my family members who work are affected by losing their parking spaces and sometime we have to park further away,
- Despite the reduction in size proposed of buildings, they will still cause a substantial and noticeable loss of light for the houses along Kincardine road and especially on the major green area of the neighbourhood at Gartside Gardens
- This development faces Upper Brook St. It literally turns its back on us. All Ardwick residents will see is waste bins, delivery trucks and couriers. The height and density of the buildings creates a wall and distances the estate from Upper Brook St. It also cuts off residents' cars from entering and leaving the estate via Inchley Rd which the developers are proposing to close. This will be of great inconvenience to drivers who could only access Upper Brook St by Brunswick St then double back.

Brunswick Tenants and Residents Association

- Student noise on streets, and anti-social behaviour, in what is a residential area. In turn, students themselves becoming a magnet for on-street theft. Brunswick has seen a reduction in some aspects of on-street crime in the last ten years of neighbourhood redevelopment. There are real concerns this will undo much good work in the lowering of street crime levels.
- Litter on streets and in green spaces, putting huge pressure on street cleaning services and what few street bins there already are. Any extra provision is unlikely to go far enough in mitigating extra litter.
- Overcrowding in Gartside Gardens, which is a small but vital green space. It's popular with children, and for exercise and wellbeing of residents. Also, concerns about excessive use of the multi-use games areas, irrespective of any additional facilities that developers have promised. –
- The privatisation of some existing public space, in particular, the proposed loss of Inchley Road - which is used daily by many residents with cars. Concerns about traffic diverted through the estate, and an increase in traffic from service vehicles. Concerns about increased vehicle break-ins in the Kincardine Road area.
- Impact in demand for the Manchester Royal Infirmary, dentist and GP facilities, and pharmacy services. All of these are already overstretched and unable to keep up growth from existing households.
- Construction noise and dust pollution, which will impact on the daily lives of many residents during the day, affecting those in the Extra Care Centre and those living independently on the estate with long-term health conditions. –
- The height of many of the proposed buildings are grossly disproportionate for a residential area. Privacy concerns, and a feeling by many over being 'looked on'.
- Community facilities that have been promised are inevitably going to be used by resident students, crowding out any potential resident use.
- The transient nature of student accommodation, in an area where people are settled. PFI redevelopment has made strides in reducing transients, the proposed student accommodation represents a threat to this good work.

- Anger and upset from new-build occupiers who are either Leaseholders and Freehold Covenant in tenure. Unable themselves to rent out properties in their entirety, are now faced with the prospect of commercial enterprises who will profit from the rental market.
- Development fatigue. The Brunswick PFI has meant that residents have already endured ten years of disruption, demolition, construction, noise, dust, upheaval. More development represents more impact on the quality of life for all residents

Councillor Abdigafar Muse (Ardwick Ward) supports the opposition of residents. They have spoken with a unified voice against the development with their concerns rooted in the love for the community and a desire to preserve its character, integrity, and quality of life. A summary of the concerns are below:

Tower Height Disruption: A 29-storey building poses a significant threat to the very essence of the area. Its height would disrupt the visual harmony of the community and infringe upon the privacy and peaceful coexistence that residents hold dear.

Density and Overcrowding: the number of student bedrooms is a serious concern. Such density is disproportionate to the existing infrastructure and character of the area. It would lead to overcrowding, strain local resources, and diminish residents quality of life.

Community Use Insufficiency: Any development should enhance the well-being and communal spaces of residents.

Parking Chaos: The absence of a comprehensive parking plan is deeply troubling. A lack of sufficient parking spaces will result in traffic congestion, making it increasingly difficult for current residents to park and navigate streets.

Infrastructure Preparedness: The proposal would not upgrade or expand infrastructure to accommodate the influx of residents and students. This would burden schools, healthcare facilities, public transportation, and sewage systems.

Extended Construction Disruption: The lengthy construction period would subject residents to years of noise, dust, and inconvenience. It is unreasonable to expect our community to endure such a prolonged disruption.

Councillor Amna Abdullatif (Ardwick) objects and believes there are ramifications and precedent for other residential neighbourhoods in the City. Residents and neighbourhoods we create and nurture should be our priority. The proposal has not changed despite the feedback and objections from Councillors and residents.

The Brunswick estate has seen huge redevelopment over the last 10 years, with investment to create good homes, strong communities and a safe and cohesive area. It is a low rise residential area, that is heavily populated, with inadequate amenities for its population. The residents do not believe that the community space, cafe and shops for community use proposed would be accessible, affordable or even what they want to see. Students and staff would engulf these small added amenities which add no real value to local people.

The smaller PBSA scheme on Kincardine Road has created huge issues for local residents in accessing facilities in the park.

Local people feel that they are being deprioritised over the demand for student accommodation. PBSA does not resolve the issue as a city we have for student accommodation. These sites are not responding to the need for affordable student accommodation that is required, and that students need.

This proposal buildings of 41 storeys and a 23 storeys block overlooking homes and gardens in an estate where the highest building does not exceed 15 storeys, and the majority are low rise family homes. The excessive heights and density are completely out keeping with the local area, or the work that has been done for years to create the type of neighbourhood that it has become.

Concerns around overshadowing and light being blocked to the park and homes are a huge concern and should not be minimised when taking into account the height and density.

Residents shared with me the fact that there are covenants in homeownership around renting to students and for short term lets, disallowing residents from doing so, as it destabilises communities. Yet the proposal is for 2000 students completely shifting the character of the area.

The area has continually been dealing with parking issues yet this site has no parking, with the assumption that students won't own cars and those who'll be working on the site, will use public transport This is completely naive and unworkable, and even if only a small number of those living or working in the new site had a vehicle it would exasperate an existing issue.

Many students park in the estate to get to lectures. Despite transport, people who work locally in town, the university or hospital park in the estate, which is why there is a parking issue in Ardwick. It is completely unrealistic to propose a no car scheme for a development of this size.

There are roughly 1,800 homes in the Brunswick estate, and this proposals will bring into the area at least 1,800 students and thousands more staff working at the site. This population increase in this small area, is simply not realistic and would engulf and destabilise the local community.

The impact of these proposals on residents mental health and their concerns over a huge development like this taking over their life over the near decade that it would take to complete this site. Not only the impact of the construction, but what a site like this would do to the closely knit community.

There are also concerns over the air quality assessments being submitted for both sites, which use a different methodology and have different mitigations for what is in principle, one large site being developed. Air quality is a major concern in the local area, and this development, does not adequately respond to this issue.

Highway Services the proposal is not expected to have an adverse impact on the highway network. The site is accessible to public transport options, walking and cycling routes. Nine accessible bays would be created. A comprehensive package of highway improvements are proposed which should help to minimise the impacts of the proposal. A Servicing/deliveries strategy would be required along with travel plan and construction management plan should be agreed by planning condition.

Environmental Health acoustic levels set out in the report for the plant and the insulation of the proposal should be adhered to. Final details of the waste arrangements for the office, commercial and PBSA should be agreed. A lighting scheme should be agreed for the development along with hours of operation and fume extraction details for the commercial elements. A final construction management plan should be agreed.

Works and Skills Team recommend a condition requiring a local labour scheme.

Flood Risk Management details of a surface water drainage scheme should be submitted for approval with a flood evacuation plan, management regime and verification report.

Neighbourhood Services (Trees) have no objection. The landscaping would improve the site. Trees should be protected during construction.

Greater Manchester Ecology Unit (GMEU) further bat survey information is recommended for an existing building. Vegetation should not be removed in bird nesting season and should be a condition. A methodology is required to remove invasive species from the site and protect hedgehogs. The biodiversity net gain is welcome and this should be monitored. The bat emergence survey is satisfactory.

Natural England no objection. The proposal would not have significant adverse impacts on statutorily protected nature conservation sites or landscapes.

Environment Agency require conditions in respect of ground condition, piling and boreholes.

Historic England no comments.

Greater Manchester Archaeology Advisory Service (GMAAS) there could be below ground archaeological remains with particular interest to the Manchester Buxton Roman Road, the early 19th-century Rusholme Road Independent Chapel and associated buildings, a short row of single-depth houses on the north side of Caygill Street, and a double row/block of similar dwellings with interesting plan-forms between Caygill Street and Dunn Street. A condition should allow these investigations to take place.

Health and Safety Executive (HSE) (Gateway One) no objection.

Sport England no objection.

Design for Security at Greater Manchester Police the scheme should be carried out in accordance with the Crime Impact Statement which should be a condition.

Aerodrome Safeguarding no objection.

Manchester Metropolitan University support the application on the basis it would redevelop an underutilised site within the Oxford Road Corridor providing much needed investment to ensure Manchester remains competitive and meets its future needs. The plans to provide PBSA area supported and the Science building would attract employers, skilled workers and students boosting the Manchester economy. The PBSA would provide 983 bedrooms of which 20% (220 bedrooms) would be affordable. This meets the aims of providing affordable and high quality accommodation close to the University. The University are also keen to partner with the developers relating to operations taking place in the Science Park

University of Manchester the proposal should not rely on the University's car park D being available for public parking as this may change in the near future. The University is concerned about student wellbeing and affordability in relation to student accommodation. The development looks heavy on studios which doesn't help with affordable options. If a percentage of affordable units is to be delivered consideration of how the allocations policy would work. Will there be safeguards to ensure completion of the delivery of the rest of the scheme if the accommodation is the first phase, as they would have concerns if students find themselves living in a partially developed site.

Active Travel England the applicant has indicative ambitions to enable active travel to be the preferred mode of travel for residents. Further details and clarity should be provided on the expansion of cycle parking amenity at the site with details of how the proposal would improve and contribute to the surrounding active travel network.

The Development Plan

The Development Plan consists of: The Manchester 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:

S01. 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.

S02. 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. This 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 provide modern PBSA and accommodation for Science technology. It would maximise the use of the City's transport infrastructure, and its proximity to the Universities would promote walking and cycling. The proposal would help to meet the need for student accommodation and growing demand for dedicated science led accommodation. The impact on local residents has been assessed and the historic context understood.

Policy EC1 Employment and Economic Growth in Manchester the proposal includes 51,031 sqm of Science Innovation space in three buildings. The site is accessible to all forms of transport and infrastructure and would help to diversify employment, support economic growth and create jobs. The Science and Innovation buildings would have synergy with the Universities. The development would meet current environmental standards minimising its impact on climate change.

Policy EC3 The Regional Centre well connected employment generating uses including offices and other commercial development is encouraged. The proposal would provide 51,031 sqm of Science Innovation space and 983 student bedrooms. It would meet growing demand for high specification science led accommodation and contribute to the supply of student accommodation, close to higher education provision. New community and a medical facilities would be provided at the site.

Policy CC1 Policy Primary Economic Development Focus : City Centre and Fringe the site is in the City Fringe where a variety of high quality accommodation types, sizes and foot-plates are encouraged to boost investment by local, national and international businesses. High density buildings and commercial led mixed use schemes are suitable with a particular emphasis on offices. This proposal would provide high density science and innovation accommodation and support employment in The Corridor alongside PBSA. New community and a medical facilities are proposed.

Policy CC2 Retail the proposal would provide amenities to support existing and proposed residents and workers. There would be a community offer.

Policy CC5 Transport The highway improvements would support pedestrian and cycling movement in and around the area.

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

Policy CC7 Mixed Use Development the active ground floor would provide amenities for the community and users at the site.

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 regeneration. It would be fully accessible with a portion of the studios and clusters being adapted for those with accessibility requirements. 9 on street accessible parking spaces would be created.

Policy EC8 Central Manchester the proposal would provide 51,0131 sqm of Science innovation space in close proximity to The Corridor. This would support economic growth and create job opportunities.

Policy T1 Sustainable Transport the site is close all forms of public transport modes and is accessible by cycling, car sharing and car clubs.

Policy T2 Accessible areas of opportunity and needs this is a highly sustainable location, close to all forms of public transport. The impact on the impact highway network would be acceptable.

Policy H12 Purpose Built Student Accommodation the provision of BBSA is supported where it would satisfy the criteria below. Priority will be given to schemes which are part of the universities' redevelopment plans or which are being progressed in partnership with the universities, and which clearly meet Manchester City Council's regeneration priorities.

1. Sites should be in close proximity to the University campuses or to a high frequency public transport route which passes this area.
2. The Regional Centre, including the Oxford Road Corridor, is a strategic area for low and zero carbon decentralised energy infrastructure. Proposed schemes that fall within this area will be expected to take place in the context of the energy proposals plans as required by Policy EN 5.
3. High density developments should be sited in locations where this is compatible with existing developments and initiatives, and where retail facilities are within

walking distance. Proposals should not lead to an increase in on-street parking in the surrounding area.

4. Proposals that can demonstrate a positive regeneration impact in their own right will be given preference over other schemes. This can be demonstrated for example through impact assessments on district centres and the wider area. Proposals should contribute to providing a mix of uses and support district and local centres, in line with relevant Strategic Regeneration Frameworks, local plans and other masterplans as student accommodation should closely integrate with existing neighbourhoods to contribute in a positive way to their vibrancy without increasing pressure on existing neighbourhood services to the detriment of existing residents.

5. Proposals should be designed to be safe and secure for their users, and avoid causing an increase in crime in the surrounding area. Consideration needs to be given to how proposed developments could assist in improving the safety of the surrounding area in terms of increased informal surveillance or other measures to contribute to crime prevention.

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

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

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

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

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

The proposals are in accordance with this policy and this is discussed in detail below.

Policy EN1 Design principles and strategic character area the design and appearance would enhance the regeneration of the area.

Policy EN2 Tall Buildings this proposal would be appropriately located, contribute to sustainability and place making and bring regeneration benefits. It would complement the City's built assets and make a positive contribution to the evolution of a unique, attractive and distinctive City, including its skyline and approach views.

Policy EN3 Heritage The proposal would enhance 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 building has an energy strategy. There are no plans for district heating or other infrastructure in the area. The energy systems which would be incorporated into the development could connect to any future infrastructure.

Policy EN6 Target Framework for CO2 reductions from low or zero carbon energy supplies an Energy Statement 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 trees and vegetation would be removed. New and enhanced landscaping and public realm, including improved connectivity, would include over 76 trees.

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 from traffic. It would not compromise air quality. There would be no on site parking with 9 accessible bays created on street. The secure cycle storage would encourage cycling. 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 minimise waste production during construction and in operation. The onsite management team would manage the waste streams.

Policy DM1 Development Management the design, scale and layout and functioning of the building (particularly waste management, deliveries/taxis and

access to amenities or students) aims to minimise impacts on residential and visual amenity and ensure that the proposal meets overall sustainability objectives.

DM2 ‘Aerodrome safeguarding’ the proposal would not impact on aerodrome safety subject to informative relating to cranes.

PA1 ‘Developer Contributions’ The applicant has offered to provide discounted rented accommodation and has agreed to enter into a legal agreement with the City Council to secure this. In addition, as the waste collections are reliant on private collections, this is also secure through the legal agreement to ensure it remains in place for the lifetime of the development.

For the reasons given above, and within the main body of this report, it is considered that the proposal is consistent with the policies contained within the Core Strategy.

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:

Policy E3.3 ‘Environmental Improvement and Protection’ the proposal would improve the appearance of Upper Brook Street, a major road route in the city, with a high quality development and public realm.

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 1: Meet our housing need – this proposal would provide 7737 student bedrooms. Providing student accommodation in a sustainable location is an essential component of the City's housing strategy.

Objective 2: Create neighbourhoods of choice – this proposal would develop a brownfield site close to jobs, amenities 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 strategic road removing a vacant and poor quality site from the area creating 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 be within walking distance to Oxford Road station with access to the local bus corridor on Upper Brook Street. The site would be improved and support and enhance pedestrian and cycle movements.

Objective 7: Playing our part in ensuring that Greater Manchester is a more resilient and carbon neutral city-region – This low carbon development includes PV panels with improved biodiversity through 150 trees, planting and bird and bat boxes.

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 736 student bedrooms and 20,038 sqm of Sci-Tech accommodation would support the student accommodation pipeline and 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 exceed the requirements under Part L 2022.

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

Policy JP-S6: Clean Air – Accessible parking spaces would be provided on site. Construction activities can be mitigated to minimise the impact on local air quality.

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

Policy JP-H3: Type, Size and Design of New Housing – The proposal would include 288 studios and 449 cluster bedrooms in a variety of cluster sizes together with student amenities, management suite and commercial/community space.

Policy JP-H4: Density of New Housing – This would be a high density development in a sustainable area.

Policy JP-G9: A Net Enhancement of Biodiversity and Geodiversity – There would be 76 trees, planting and bird and bat boxes which would increase biodiversity.

Policy JP-P1 Sustainable Places – The proposal would develop a vacant site. External amenity space and community space would support the community. The development would promote recycling and improve the 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 community space and new commercial opportunities which would support the Brunswick Neighbourhood.

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 cycleways would support an integrated network of street and improve permeability and accessibility to the Brunswick, the city centre and the Oxford Road Corridor.

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 its buildings should achieve a unified form which blends in with, and links to, adjacent areas.

Paragraph 2.8 suggests that in areas of significant change or regeneration, the future role of the area will determine the character and design of both new development and open spaces. It will be important to ensure that the development of new buildings and surrounding landscape relates well to, and helps to enhance, areas that are likely to be retained and contribute to the creation of a positive identity.

Paragraph 2.14 advises that new development should have an appropriate height having regard to the location, character of the area and specific site circumstances. Although a street can successfully accommodate buildings of differing heights, extremes should be avoided unless they provide landmarks of the highest quality and are in appropriate locations.

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

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

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

Manchester Residential Quality Guidance (2016) The City Council's Executive has recently endorsed the Manchester Residential Quality Guidance. As such, the document is now a material planning consideration in the determination of planning applications and weight should be given to this document in decision making.

The purpose of the document is to outline the consideration, qualities and opportunities that will help to deliver high quality residential development as part of successful and sustainable neighbourhoods across Manchester. Above all the guidance seeks to ensure that Manchester can become a City of high-quality residential neighbourhood and a place for everyone to live.

The document outlines nine components that combine to deliver high quality residential development, and through safe, inviting neighbourhoods where people want to live. These nine components are as follows:

- Make it Manchester;
- Make it bring people together;
- Make it animate street and spaces;
- Make it easy to get around;
- Make it work with the landscape;
- Make it practical;
- Make it future proof;
- Make it a home; and
- Make it happen.

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 the University of Manchester Campus Masterplan, new facilities for Manchester Metropolitan University and new City labs which are bespoke built biomedical facilities.

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 Upper Brook Street (UBS) site is identified within the SSF as being a 'Future Development Opportunity' with scope for increased density. Mixed commercial uses in line with the overarching spatial strategy are a priority. The site is directly adjacent to the UoM estate (to the west) that is identified as being a cluster for activity and growth within the Science, Research and Innovation sectors.

There is a finite quantum of land and therefore availability of space to grow within the Oxford Road Corridor and there is a need to protect key sites for the delivery of commercial space. The UBS site represents a transformational opportunity.

The site is therefore strategically very important in terms of its scale, locational advantages and capacity to accommodate the larger, flexible floorplate commercial buildings that will provide the right type of product to continue the strong and sustained economic growth of the Oxford Road Corridor and wider City Region.

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This SRFG establishes a long-term strategy to guide development of the site as an employment-led destination, ensuring that land is safeguarded for employment-generating uses in the identified growth sectors. The UBS site will be an employment-led masterplan, the primary use will be commercial and workspace buildings, which are designed to facilitate the further commercialisation of research in the science, technology and engineering sectors.

New buildings that provide large, flexible floorplates that are capable of accommodating the full range of facilities required by operators within these sectors, but which are flexible in design to be capable of accommodating small and medium-sized enterprises. There may be an opportunity for taller buildings if it can be demonstrated that this would be in compliance with planning policy including Core Strategy Policy EN2 Tall Buildings.

Active ground frontages are key, with a range of supporting uses that should be incorporated to promote vibrancy and a sense of community.

The predominant use within the UBS site must be employment-generating and commercial in nature. However, where it is in line with the adopted Development Plan, Oxford Road Corridor Strategic Vision and SSF and clearly linked to the delivery of the employment offer, an element of residential use may be appropriate.

In order to support residential use on the UBS site, MCC must therefore be satisfied that proposals will contribute to the economic regeneration of the city and that the residential use is of a scale that ensures that economic uses on the UBS site will be maximised. Residential use would not be supported as a free-standing proposal; it would only be considered by the LPA as part of a scheme that delivers employment-generating uses.

There would only be scope for new PBSA, if it can be demonstrated that this is in full compliance with Core Strategy Policy H12, and will help to unlock employment-generating commercial uses across the wider UBS site.

In the event that a case can be made for PBSA, the most appropriate location would be as part of a cluster adjacent to the existing schemes at the former Unitarian Chapel and nearby Kincardine Court.

The scale and density of building form at the site should maximise the transformational opportunity that it presents in accordance with the Oxford Road Corridor SSF, whilst also successfully integrating the residential community to the east and educational and commercial uses to the west.

The UBS is not an appropriate location for tall buildings. A general height datum of between 6 and 10 commercial storeys or, subject to demonstrating that the scheme is otherwise Development Plan compliant and would result in a high quality development, number of residential or PBSA storeys to achieve equivalent height, is considered to be appropriate for the UBS site where it fronts Upper Brook Street.

Scale should step down to the eastern edge of the UBS site, with a maximum of 6 storeys fronting Kincardine Road and responding to the lower scale of residential

dwelling within the Brunswick Estate and the upgraded Gartside Gardens, and without adversely affecting sunlight penetration and therefore the amenity value of this important green space.

The form and siting of new development around the Grade II* Listed former Unitarian Chapel and Grade II Listed Mawson Hotel should be carefully considered and enhance their setting and establishing new visual connections. Adjacent to the former Unitarian Chapel, there should be a maximum building height of 4 commercial storeys or, subject to demonstrating that the scheme is otherwise Development Plan compliant and would result in a high quality development, number of residential or PBSA storeys to achieve equivalent height. Within this part of the masterplan, new buildings should be of a human scale and create a balanced townscape setting for the adjacent new public realm proposals, thereby helping to achieve a distinctive sense of place.

This is of critical importance, as it will ensure that the quality of a key area public realm and green space is protected in terms of amenity and access to sunlight.

Scale should step up to the north and west, corresponding to the buildings in the UoM estate and focusing height where it will have less impact in terms of overshadowing on existing and proposed buildings and public realm.

At the northern end of the site, there is an opportunity for a prominent building, in the context of the masterplan, to mark a key movement node linking the UoM campuses to the south of the Mancunian Way beyond to the regeneration areas of Circle Square, North Campus and Mayfield.

This plot, which is positioned closest to the city centre, has a narrow configuration which would not lend itself to the flexible office layouts, proposed elsewhere within the masterplan. It is considered that this site would lend itself to high quality residential development, likely to be professionally managed build to rent or for sale accommodation, which would support the diversification and enhancement in the quality of the residential offer. The site is capable of accommodating an accent building, provided that: it is of a high architectural quality, which will help to positively transform the townscape; makes a positive contribution to place making, fully integrated with the wider masterplan; and, delivers affordable housing in line with Manchester City Council's policy.

A new square, adjacent to the former Unitarian Chapel, would provide a generous set-back from the building, which will enhance its setting whilst also ensuring that this important character building is celebrated and successfully contributes to place making within the masterplan area. The creation of this public realm should provide a high quality environment that could facilitate potential for additional scale to be accommodated on the key east to west movement intersection along Inchley Road.

A prominent building in this location would need to be of a high quality design, which responds appropriately to the striking architecture of the former Unitarian Chapel. An additional nodal point, and potential for a more prominent building form, would be at the corner of the prominent junction of Upper Brook Street and Brunswick Street; the

direct relationship of this plot with the grand buildings enclosing Brunswick Park make it an appropriate setting for a prominent building with more of a civic scale.

Height at this point would also set up a strong visual link with the parade of buildings along Brunswick Park to Whitworth Hall.

Where landmark locations are identified within the Illustrative Masterplan, there may be an opportunity for taller buildings if it can be demonstrated that this would be in compliance with planning policy including Core Strategy Policy EN2 Tall Buildings.

In all cases, for all densities of development, it will be a requirement that new public and private spaces are of the highest quality. In addition, buildings of more significant scale will be expected to achieve a commensurately more generous relationship to public space and an enhanced overall contribution to place making

The proposal would deliver a mixed use development with 20,038 sqm of Sci-Tech accommodation. In order to deliver this, PBSA accommodation is required. The viability of the proposal has been tested in order to ensure that the quantum of PBSA is the minimum required to deliver the employment use at the site.

It is acknowledged that the scale of the buildings are taller than envisaged. In line with the SRFG the tallest elements of the scheme have been positioned onto Upper Brook Street whilst the lower elements are adjacent to the Brunswick neighbourhood. Detailed consideration is given to the appropriateness of the taller elements within this report including impacts on the adjacent listed buildings.

New public realm and connectivity would enhance the area in line with the SRFG.

Corridor Manchester Corridor Manchester is a strategically important economic contributor and a key growth area in the city. The Corridor Manchester Strategic Spatial Framework is a long term spatial plan which recognises that there is an inadequate pipeline of space for businesses and institutions within the Corridor to properly grow and realise its 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 UoM and MMU have put in place growth plans. This includes the UoM's £1 billion capital investment programme to deliver the 'world class estate' needed to support its 2020 vision to be one of the leading universities in the world by 2020. MMU has a ten year Estates Strategy with strategic investment proposals of c£300m.

This concentration of students is 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. 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 requires continued investment in the infrastructure which supports the student population and ensures the student experience remains world renowned. This requires investment in educational facilities but also extends to transport infrastructure, retail and leisure facilities and, critically, high quality and accessible residential accommodation. Consideration must be given to the whole student experience.

Executive Report (9 December 2020) Purpose Built Student Accommodation in Manchester

The report aims to guide the decision-making process in advance of the review of the Local Plan. The document is a material consideration but does not change existing planning policy.

Key considerations alongside the consideration of policy H12 are as follows:

- Supporting Regeneration Objectives: The starting point for all student residential schemes is that they should deliver regeneration objectives; support employment growth, graduate and talent retention, place making and the city's international reputation.... Student accommodation should, therefore, be in the right locations, in appropriate numbers, and only where it supports wider growth.

The site is in walking distance of the main university campuses and the Oxford Road corridor.

The proposal would provide with a range studio and cluster accommodation which exceeds space standards adopted by other recent PBSA schemes. There are significant ancillary amenity areas within the development together with a wellbeing strategy.

- Quality: The overall quality of Manchester's PBSA stock is poor compared to other cities. Accommodation is considered to be less sustainable where:
 - 1. It is a greater than 20 minute walk to campus
 - 2. Room quality is below average
 - 3. There is below average quality common space

For Manchester to remain competitive as a world class education hub, with an accommodation offer to match, the current level accommodation needs to be addressed. New stock in appropriate locations should deliver an improved student experience, which better reflects Manchester's institutions and its educational reputation, and also helps to contribute to sustainability targets.

All PBSA must be of a high quality, providing a high standard of living, close to the city's higher education institutions. To ensure the delivery of student accommodation that is high quality and highly accessible, with strong and sustainable connections to the city's universities, all future PBSA should be within or immediately adjacent to Oxford Road Corridor. Design should allow sufficient facilities to cater for the overall wellbeing of students, including, for example, generous living space, communal spaces for students to socialise, and public realm, which contributes to the quality of place. PBSA design must also be sufficiently flexible to allow for re-purposing as demand varies.

- The proposal would be a short distance from Oxford Road and the University campuses and would cater for the wellbeing of students.
- Wellbeing, Safety and Security: purpose built accommodation should consider the welfare and wellbeing of students as a major factor, in both design and management.
 - The proposal has a clear wellbeing strategy with has the support of Manchester Metropolitan University. The proposal would meet secured by design accreditation.
- Density: Density of student accommodation will be essential to deliver the level of new high quality accommodation needed within the context of scarce land availability both in the Oxford Road Corridor area and the wider city centre.
 - The proposal would represent a dense form of development. The localised impacts have been considered and would not give rise to impacts that would warrant refusal of this application. This is considered in further detail within this report. The impact on the residential character is also considered and there are also other developments taking place in the area which would help ensure a balanced and sustainable community.
- Location: purpose built student accommodation should be located in the areas immediately adjacent to the core university areas, principally the Oxford Road Corridor area.
 - The proposal meets the criteria.
- Sustainability: The requirements driving quality in new PBSA will ensure that all new accommodation meets the highest standards of sustainability, to meet the Council's zero carbon policies.

- The proposal would exceed the Council targets for carbon reduction. The proposal is car free and would be supported by a robust travel plan to ensure students take advantage of the location.
- Mix of uses: It is essential that the Oxford Road Corridor, and the city centre as a whole, is able to maintain the right balance of commercial, educational, residential, cultural and leisure use, in order to ensure that it can maximise its contribution to the economic growth of the city.
 - The proposal would wellbeing spaces as part of the development.
- Affordability: Manchester is one of the most expensive cities in the UK for purpose-built student accommodation (PBSA). A more diverse pipeline of PBSA is needed to help stabilise rental growth. New accommodation would need to adhere to the quality criteria, including adequate room sizes, storage
 - There is currently no planning policy requirement within the development plan to provide affordable student accommodation. However, the high cost of PBSA is an important issue that has been raised by student bodies, Manchester Universities and this Executive report. The provision of affordable PBSA is necessary and essential in terms of meeting need and demand going forward. The applicant has proposed 22% affordable accommodation which would be secured by way of a legal agreement.

Executive Report (31 May 2023) Purpose Built Student Accommodation in Manchester

The report addressed issues that have arisen since the December 2020 report and established a pipeline of schemes to address a projected shortfall of accommodation up to 2030.

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

The report addressed the Inspectors findings at the recent appeal at Deansgate South around the need for the Council to establish, monitor and manage a pipeline of scheme in order to demonstrate that demand for PBSA can be met in appropriate locations. The report identified a pipeline of sites that could be used for PBSA including those within the estate plans of the University of Manchester and Manchester Metropolitan University.

The report stated that should there be sufficient opportunity, there would be no obvious need to significantly depart from Policy H12 which has largely been effective in managing the supply of PBSA.

20 sites were identified which could potentially support around 12,500 PBSA bedspaces. Their suitability, availability and deliverability were assessed to establish whether they are capable of meeting bedspace requirements, in line with identified and projected need.

The application site has been identified as one of the sites within the pipeline to meet demands in the City.

National Planning Policy Framework (2021)

The revised NPPF re-issued in September 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 81).

51,031 sqm of Science innovation accommodation would be created at the site to support a growing demand for such accommodation in the City. This would support economic growth, attract investment and created jobs.

This proposal would meet an identified need for student accommodation on a site identified with the Manchester PBSA pipeline. There would be ancillary amenity elements to the scheme. Construction jobs would be created as part of the development as well as when the development is occupied.

Section 8 *'Promoting Healthy and Safe Communities'* states that *planning policies and decisions should aim to achieve healthy, inclusive and safe places* (paragraph 92).

The proposal would be safe and secure. Cycle parking is provided along with car parking. Disabled residents would have access to parking. New public realm and green infrastructure would be provided which would also link into other nearby schemes.

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 105).

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 110).

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 111).

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 113).

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 119).

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 120)

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 123)

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 importance of securing well designed, attractive and healthy spaces (paragraph 124).

Where there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that planning decisions avoid homes being built at low densities and ensure that developments make optimal use of the potential of each site. Paragraph 125 (c) states that Local Planning Authorities should refuse applications which they consider fail to make efficient use of land, taking into account the policies in the NPPF. In this context, when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards).

The scale and density of the proposal is considered to be acceptable and represents an efficient use of land. PBSA accommodation would be created on a site identified to meet this demand. The site is close to sustainable transport infrastructure and the Universities campuses. A travel plan would encourage the use of 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 126).

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 130).

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 place to ensure the long term maintenance of newly placed trees and that existing trees are retained wherever possible (paragraph 131).

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 weight 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 promotes 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 134).

The design would be high 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 public realm. Street trees would be planted.

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 152).

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 risks 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 buildings fabric would be highly efficient and it would predominately use electricity. The landscaping scheme would include trees and planting, Efficient drainage systems would manage water at the site. Green roofs would be included in the proposal together with use renewable technologies including solar panels and air source heat pumps.

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.

The high performing fabric of the building would ensure 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.

Paragraph 183 outlines that planning decisions should ensure that a site is suitable for its proposed use taking account of ground conditions and any risks arising from contamination (a).

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 appropriate remediated.

Paragraph 185 outlines that 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.

There would be some short term noise impacts associated with the construction process but these can be managed to avoid any unduly harmful impacts on amenity. There are not considered to be any noise or lighting implications associated with the operation of the development.

Paragraph 186 states that 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.

The proposal would not worsen local air quality conditions and suitable mitigation can be put in place 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 194).

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 197)

In considering the impacts of proposals, paragraph 199 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 200 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 202 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 203).

The proposal would result in a degree of harm to the 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:

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

Design states that where appropriate the following should be considered:

- layout – the way in which buildings and spaces relate to each other
- form – the shape of buildings
- scale – the size of buildings
- detailing – the important smaller elements of building and spaces
- materials – what a building is made from

Health and well being states opportunities for healthy lifestyles have been considered (e.g. planning for an environment that supports people of all ages in making healthy choices, helps to promote active travel and physical activity, and promotes access to healthier food, high quality open spaces and opportunities for play, sport and recreation);

Travel Plans, Transport Assessments in decision taking states that applications can positively contribute to:

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

Heritage states that Public benefits may follow from many developments and could be anything that delivers economic, social or environmental objectives as described in the National Planning Policy Framework (paragraph 8). Public benefits should flow from the Proposed Development. They should be of a nature or scale to be of benefit to the public at large and not just be a private benefit. However, benefits do not always have to be visible or accessible to the public in order to be genuine public benefits, for example, works to a listed private dwelling which secure its future as a designated heritage asset could be a public benefit.”

Public benefits may also include heritage benefits, such as:

- Sustaining or enhancing the significance of a heritage asset and the contribution of its setting;
- Reducing or removing risks to a heritage asset;
- Securing the optimum viable use of a heritage asset in support of its long-term conservation.

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.

Section 72 of the Listed Building Act 1990 provides that in considering whether to grant planning permission for development that affects the setting or character of a conservation area the local planning authority shall have special regard to the desirability of preserving or enhancing the character or appearance of that area

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:

- Townscape, Visual and Built Heritage;
- Socioeconomics;
- Wind Microclimate;
- Daylight, Sunlight and overshadowing;
- Climate Change; and
- Transportation.

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.

Principle of the redevelopment of the site and contribution to regeneration

The contribution that a scheme would make to regeneration is an important consideration. The City Fringe and Regional Centre needs to accommodate significant employment to support the long term economic success of the City (Policies EC1 and EC3 of the Core Strategy). 'The Corridor' in particular has been identified to deliver growth and employment. (Policy EC8).

Its scale, locational advantages and capacity to accommodate large, flexible floorplate commercial buildings makes the site strategically important and bringing it forward is a strategic priority. This is a high-quality employment led proposal.

The site is adjacent to a thriving residential community. The proposal has sought to contribute to and support the community through the provision of a medical facility and active ground floor uses, public realm and enhanced connectivity. Management plans would be adopted for the PBSA to ensure that any impact on the Brunswick Community is minimised.

The science and innovation space and ground floor commercial uses would generate 1063 direct and indirect jobs and contribute GVA of £40.4 million per annum to the local economy. Employment opportunities would include graduate and non graduate roles with lab technicians, researchers, business support, manufacturing and marketing.

This proposal would strengthen the role of the Oxford Road Corridor as a major employment area leading to further commercialisation of research in the science, technology and engineering sectors close to research facilities at the Universities. This is a unique opportunity of national significance to counterbalance innovation led

growth that has been occurring in the South East. The NPPF (para81), requires significant weight to be given to proposals for economic growth and productivity.

The principle of Science and innovation development is therefore acceptable in principle providing employment generating office, laboratory and research space at the City Fringe in line with policies SP1, EC1, EC3 and EC8 and objectives of the Oxford Road Corridor SRFG.

In order to deliver the economic, social and environmental opportunities of the Sci-Tech component, PBSA is required to make the scheme viable. The SRFG states that PBSA would only be supported provided full compliance with policy H12 and it is evidenced that it is necessary to unlock employment generating uses. 983 bedspaces would be created with a mix of studios and cluster beds, supported by amenity spaces. 22% of the accommodation would be affordable.

A viability statement to assess whether the PBSA proposed is the minimum required to unlock and deliver the employment use which are the priority for this site. This report has been independently tested on behalf of the City Council and confirms that the amount of PBSA is necessary to realise the employment benefits at the site.

In order to ensure that the employment elements of this development are delivered first, and that of planning application 137399, it is necessary to secure a mechanism that the employment buildings are delivered before the first occupation of the PBSA elements of these developments.

The PBSA would generate 159 jobs when operational with a GVA of £8.3 million per year.

Construction employment for the development would be in the region of 4720 for the 7.5 years of construction. This would provide a GVA of £45.7 million per years of construction. A local labour proposal would be agreed to ensure local employment.

The proposal includes ancillary and community uses and public realm. These are an essential component of the SRFG, which requires active ground floor uses, and would also ensure that the proposal integrates with and supports the area. It includes a medical centre, café and retail space and follows local engagement. The provision of these ancillary uses is in line with policies SP1 and CC7 of the Core Strategy which seeks to ensure mixed use development which contribute positively to the regeneration of local areas.

The proposal would deliver significant social, economic and environmental benefits.

Economic

- £371.4 million development value;
- 4720 temporary and full time equivalent jobs every year of construction. Local labour Proposal would ensure local employment benefits;
- 1063 direct and indirect jobs when the science and innovation buildings becomes operational with a GVA worth £40.4 million per annum;

- 159 direct and indirect jobs with the PBSA building becomes operational with a GVA worth £8.3 million per annum;
- Range of employment opportunities from high quality Sci-Tech and PBSA jobs together with attracting student to the City

Social

- Removal and redevelopment of a vacant, low quality brownfield site in a strategic regeneration location meeting the objectives of the SRFG and acting as a catalyst for further regeneration at the wider Upper Brook Street site;
- Provision of 983 bedspaces to meet the student accommodation pipeline of which 22% would be affordable;
Provision of medical centre, retail and café;
Enhanced linkages, public realm and green infrastructure to be used by all members of the community.

Environmental

- Redevelopment of a brownfield site in a highly sustainable area;
- Efficient use of the site with a development of appropriate density;
- Provision of green infrastructure and new trees alongside new public realm;
- Increase in biodiversity at the site by 46.78%;
- Introduction of sustainable drainage to manage surface water;
- Improvements to pedestrian and cycling infrastructure;
- Provision of high quality buildings improving the appearance of the local area and along Upper Brook Street.

The proposal would be consistent with the regeneration frameworks for this area including the City Centre Strategic Plan, The Corridor Manchester framework and the Oxford Road SRFG. It would complement and build upon the City Council's current and planned regeneration initiatives and would be consistent with the Core Strategy policies SP1, EC1, EC3, EC8 H12, CC1, CC3, CC4, CC7, CC8, CC10, EN1 and DM1 together with the NPPF. As such, it is necessary to consider the potential impact of the development.

Principle of Student accommodation and compliance with Policy H12

Significant weight must be given to policy H12 'Purpose Built Student Accommodation'. The Executive reports in December 2020 and May 2023 on PBSA are a material consideration. Policy H12 outlines criteria which must be addressed.

The site is close to Oxford Road and in close proximity to the University Campuses. It is accessible to the University estates by foot and cycle.

The site is in Brunswick. Concern has been expressed about the impacts that students can and do have on local communities. This can include: anti-social behaviour, litter and waste, and transient noise impacts late at night/early in the morning. There is concern that this proposal could exacerbate an unbalance in the

make-up of the local community and increase the pressure on local services including the Police and Council.

There has been a recent planning appeal decision at the Usdaw Union Offices on Wilmslow Road. This followed refusal of proposals to redevelop the site for PBSA (425 bedspaces). The site is immediately adjacent the two storey terrace properties on Fallowfield Brow. Amongst the reasons for refusal was one relating to the potential of the proposal to give rise to impacts on residential amenity by reason of noise, disturbance and general activity associated with the comings and goings and occupation of the development.

Whilst the appeal was dismissed on other grounds, the Planning Inspector concluded that the provision of PBSA would operate in a manner that contrasts with Houses in Multiple Occupation, in that it would be more effectively managed and would limit the potential for late night activities and associated noise, crime and anti-social behaviour. The Inspector reasoned that whilst outside of the application site it would be more difficult to manage behaviour, if this was attributable to its occupiers, those who manage the proposal could be approached by the relevant authorities. It was also considered in that case that the proposed student management plan would include measures that seek to keep such noise and disturbance to a minimum.

The applicant understands and acknowledges the concerns of local residents. Management strategies would be used to minimise the impacts on students including move in and move out strategy, food and parcel delivery strategy and management plan for the use of the public realm and external areas.

The PBSA building would be energy efficient and low carbon. It includes renewable technology with solar panels. Further details are provided elsewhere within this report.

Amenities and services are nearby and students would have access to all forms of public transport. Travel planning would monitor this and promote sustainable travel. There would be secure, on-site cycle provision and enhanced pedestrian and cycle infrastructure and connectivity.

The proposal would contribute to the pipeline of PBSA and address need identified in the May 2023 Executive report. This would reduce the demand by students on mainstream housing.

The proposal would support the objectives of the Oxford Road Corridor strategic spatial framework guide. It would re-use a brownfield site and create a high quality building.

Significant employment would be created during construction and in operation. There would be a new community centre for use by local residents. The site would be safe and secure and meet Secured by Design principles.

The proposal would include studio and cluster accommodation. 5% of the accommodation would be fully wheelchair accessible.

There would be some impact on surrounding heritage assets which is considered elsewhere in this report. Historic England have raised no comments.

The wellbeing strategy includes ancillary spaces to socialise with more focused spaces. A 24/7 on site staff presence would support students with enhanced support for those who are disabled.

Waste management arrangements would encourage recycling and is considered in detail in this report.

MMU have expressed support for the development.

The applicant provides and manages student accommodation and has extensive experience of developing large PBSA schemes with knowledge of the market and type of products students require. They are committed to delivering this proposal and would commence work should permission be granted.

The proposal would fully comply with the requirements of policy H12 and with the detailed criteria in the December 2020 and May 2023 Executive reports and the principle of developing PBSA at the site is considered to be acceptable. The proposal complies with the aspirations of the Oxford Road Corridor Spatial Framework Guide by providing purpose built student accommodation within walking distance of the University Campuses.

Affordable student accommodation

There is no planning policy requirement to provide affordable accommodation within PBSA. The December 2020 Executive report, however, recognised that a more diverse pipeline of PBSA accommodation is required. The applicant has offered voluntarily, to include affordable rented accommodation.

216 beds would be available at a discounted rent and made available to students at a Manchester Higher Education Institution. The rooms offered at the affordable rent would be the same size as the other rooms within the accommodation.

Affordable housing is not required to make this development acceptable and is being offered on a wholly voluntary basis by the applicant, and this is not a material planning consideration. Members should not take this into account in the determination of this planning application. It should be recognised though that the high cost of PBSA in the City is an important issue that has been raised by students bodies and Manchester Universities and was identified as a key issue in the reports to the Executive. The provision of affordable student accommodation is necessary and essential in terms of meeting need and demand going forward. The provision of the affordable rented accommodation would be secured by a legal agreement.

Climate change, sustainability and energy efficiency

The development would be low carbon, energy efficient and in a highly sustainable location with excellent access to public transport and immediately adjacent to the University of Manchester and MMU campus. It would develop a brownfield site and

sustainability would be embedded into the design, construction and operational aspects of the proposal. It would be largely car free.

The construction process would use good practice to source materials and labour locally where possible; reduce vehicle emissions and dust; manage water; improve biodiversity and social value, to minimise impacts on climate change.

The PBSA building would be energy efficient with a high performance fabric, air tightness and highly efficient services with measures to minimise its impact on air quality, waste and recycling.

The buildings would be all electric and would benefit from a decarbonising grid. The proposal includes renewable technology including air source heat pumps and solar panels.

- Building A1 and A2 Amenity Areas achieve a 43.14% betterment on Part L 2010
- Building A3 achieves a 38% betterment on Part L 2010

Building A1 and A2 residential areas have been assessed under SAPs and not Part L.

The Science and innovation buildings would include air source heat pumps and solar panels and achieve:

- Building B1: 39% emissions reduction over Part L 2010
- Building B2: 36% emissions reduction over Part L 2010
- Building B3: 38% emissions reduction over Part L 2010

There would be significant tree and planting which would improve biodiversity and surface water would be managed.

Tall Building Assessment including impact on townscape

A computer modelling process has provided accurate images that illustrate the impact on the townscape from agreed views on a 360 degree basis which allows the full impact of the scheme to be understood.

A Townscape Visual Impact Assessment (TVIA), which forms part of the Environmental Statement, has assessed where the proposal could be visible from, its potential visual impact on the streetscape and the setting of designated listed buildings and conservation areas. The assessment utilises the guidance and evaluation criteria set out in the Guidelines for Landscape and Visual Impact Assessment (3rd Edition) 2013.

15 key views, including cumulative impacts shown in wire lines, were considered in the townscape assessment as follows:

- View 1 Upper Brook Street;
- View 2 All Saints Park;
- View 3 Brook Street;
- View 4 Hanworth Close;
- View 5 Gartside Gardens;
- View 6 Whitworth Hall;
- View 7 Booth Street West;
- View 8 Junction of Princess Street and Charles Street
- View 9 Vimto Park
- View 10 Mayfield Park
- View 11 Ardwick Green
- View 12 Sylvia Pankhurst Way
- View 13 Junction of Upper Brook Street and Plymouth Grove
- View 14 Grosvenor Street
- View 15 Junction of Oxford Road and Ackers Street

The effect of the proposal on these views can be summarised as follows.

View 1 is dominated by Upper Brook Street and highway infrastructure. The Alan Turing Building, a modern building of scale, is to the left. Mature trees obscure vacant buildings to the right. Adjacent is a grass verge which contains a mature tree and several self-seeded and overgrown shrubs. Towards the rear is the Grade II* listed 'Former Unitarian Chapel'.

The proposal would occupy a large and extensive proportion of the view introducing new architecture, form and scale to the right which would complement the larger scale building on the left at the University Campus. The Grade II* listed Former Unitarian Chapel would be a partly obscured. The PBSA building would form new focal feature. The proposal would have a positive impact on Upper Brook Street replacing vacant and low quality buildings with active frontage, public realm and high quality architecture.

There would be a minor cumulative impact associated with planning application 137399. The two proposals would form a cohesive massing to the backdrop of the view and transform this section of Upper Brook Street with high quality buildings and public realm. The impact would be significant would overall beneficial.



Existing view



Proposed view



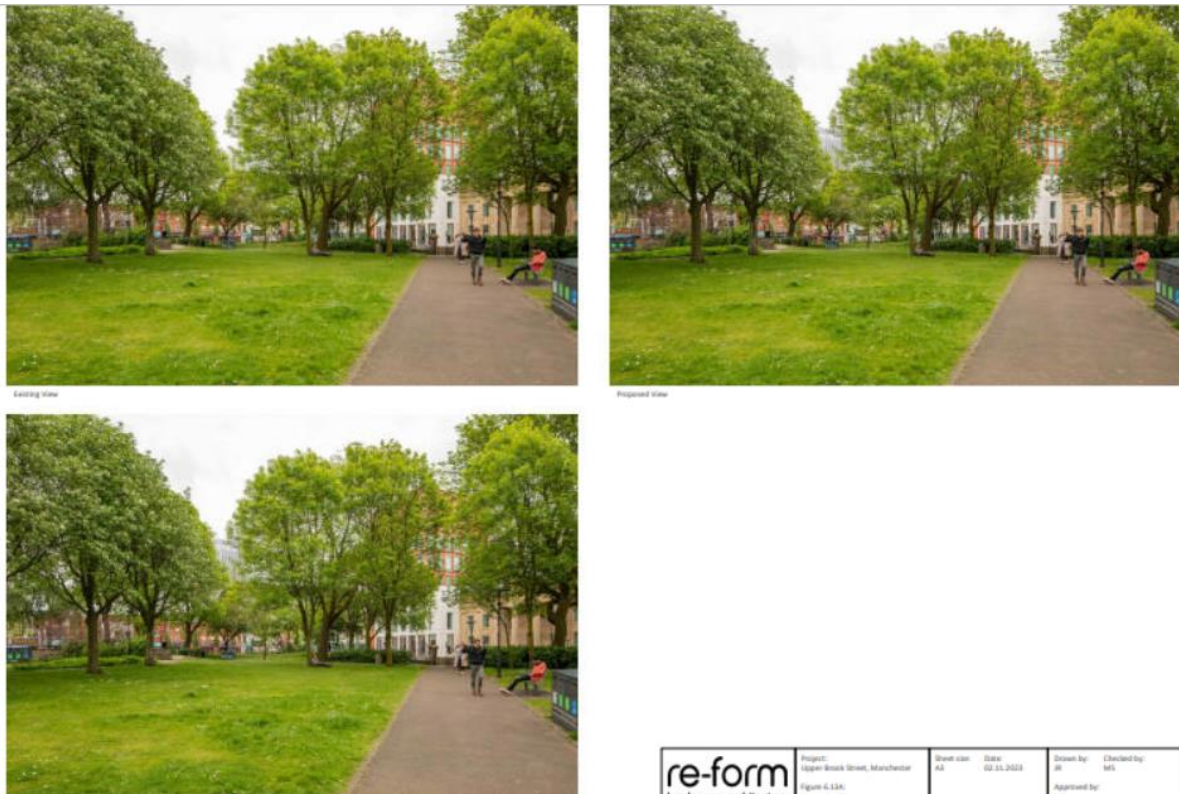
Cumulative view 8

re-form landscape architecture	Project: Upper Brook Street, Manchester	Sheet no: A8	Date: 02.11.2023	Drawn by: JH	Checked by: MJS
	Figure 6.12A			Approved by: [Signature]	

View 1 Upper Brook Street (top left: existing; top right: proposed; bottom left: cumulative)

View 2 is in All Saints Park. Mature trees limit outside views. Towards the rear on the right is the Grosvenor East building, which is mostly obscured by trees. It is a modern building but encompasses the Grade II listed 'Former Town Hall Façade to Mable Tylecote Building', Oxford Road can be seen in the rear centre. This is typically mixed use buildings, with shops and restaurants on the ground floor and homes above.

The proposal would be a new architectural element to the background, largely obscured by trees resulting in a minor change. There are no cumulative impacts with planning application 137399.



View 2 All Paints Park (top left: existing; top right: proposed; bottom left: cumulative)

View 3 is dominated by the highway of Upper Brook Street. There are mature trees, on the left interrupted by a slip road to the Mancunian Way. The trees contribute to the green character of the left side of the view and obstruct much of the view of the buildings beyond. Underneath the trees is a large grass verge and footpaths. The right side of the view contains several low to medium rise buildings. The black façade of the Engineering Building is prominent to the right and projects above other buildings. There is sight of the Grade II listed Oddfellows Hall which is partially obscured by the rear of the properties on Grosvenor Street (which are Grade II). The rear of the view contains the Royce Hub Building, an 11 storey university building with grey-silver cladding. The Grade II* listed 'Former Unitarian Chapel' is to the rear.

The PBSA building would be a new, distinctive feature and change the view significantly. As the view is currently dominated by Upper Brook Street, the proposal has a positive impact on the immediate street scene. The lower buildings activate and provide natural surveillance to the street edge.

There is only a minor cumulative impact with planning application 137399 and would result in positive change to Upper Brook Street.



Existing View



Proposed View



re-fo
landscape arch



Specops Authentication

View 3 Upper Brook Street (top left: existing; top right: proposed; bottom left: cumulative)

View 4 contains the carriageway of Hanworth Close, a narrow residential street. Two storey homes are on the left and right with low boundary walls and landscaping. In the far right is a glimpse of a 9 storey residential tower block. At the rear are the engineering buildings associated with the University of Manchester.

The scale, height and architectural character of the proposal would be substantially different to these low-rise buildings and result in significant change. It is acknowledged that the proposal would be easily appreciated and understood in the view altering the character of the neighbourhood from here. No residential amenity impacts would arise due to the distances of the development from these homes.

There is only a minor cumulative impact with planning application 137399 on this view which would not increase the magnitude of the change already identified.



Existing view



Proposed view



re-form landscape architecture	Project: Upper Brook Street, Manchester	Drawn by: JL	Scale: 1:250	Drawn by: JL	Checked by: MS
	Figure 6.15A: Viewpoint 04	Agreed by: MS			

View 4 Hanworth Close (top left: existing; top right: proposed; bottom left: cumulative)

View 5 is in Gartside Gardens; a large area amenity area with grass and pedestrian and cycle routes. There are mature trees in the gardens.

Properties on Kincardine Road and Upper Brook Street are mostly obscured by the tree canopy. To the right is the park's boundary fencing and the Premier Inn and Circle Square towers are in the background.

The tallest PBSA building would rise above all other buildings in the view. One of the lower buildings would also be evident above the trees. The view would change significantly, and the proposal would be clearly visible.

There is only a minor cumulative impact with planning application 137399 which would not increase the magnitude of the change already identified.



Existing View



Proposed View



Cumulative View 3

re-form	Project:	Upper Black Street, Manchester	Sheet no:	02	Date:	02.11.2023	Drawn by:	SH	Checked by:	NLS
	Author:	G. S&S	Author:		Author:		Author:		Author:	

View 5 Gartside Gardens (top left: existing; top right: proposed; bottom left; cumulative)

View 6 is from Oxford Road. To the right is the entrance to Brunswick Park, which runs through the university campus. Behind this is the Williamson Building which has a brown brick façade with areas of mint green cladding. In the centre are mature trees with grass underneath. At the rear are two tower blocks at Circle Square.

The proposal would not be visible and there would be no cumulative impacts.



Existing View



Proposed View



re-form innovative architecture	Project:	Upper Brook Street, Manchester	Sheet size:	A3	Date:	02.11.2023	Drawn by:	JH	Checked by:	JH
	Figure:	6.17A	Client:	Manchester City	Approved by:	JH				

View 6 Whitworth Hall (top left: existing; top right: proposed; bottom left: cumulative)

View 7 is from Booth Street West. The red brick Alliance Manchester Business School building can be seen. At the end is an elevated pedestrian footbridge that connects Crawford House with the Manchester Business School East building. Beyond this are mature trees in Gartside Gardens. The Royal Northern College of Music is visible. Beyond this is Manchester University's Engineering Building.

The proposal would be evident above existing buildings but would only occupy a small proportion of the view. At the end of the view where Booth Street West meets Upper Brook Street, the proposal would narrow the vista and obscure sight of the mature trees in Gartside Gardens. There would be no cumulative impacts with planning application 137399.



Existing view



Proposed view



re-form	Project:	Drawn by:	Date:	Drawn by:	Checked by:
	Upper Brook Street, Manchester	AK	02.11.2023	AK	AKS
	Figure 6.18A:	Approved by:			

View 7 Booth Street West (top left: existing; top right: proposed; bottom left: cumulative)

View 8 the foreground contains Princess Street. To the right is the Factory Manchester building. Behind this is the Princess House hotel. There are semi mature and mature trees on the left which partially obscure the John Garside building at Manchester University. These trees contribute positively to the streetscape. To the rear is a glimpsed view of elevated Mancunian Way and buildings on Upper Brook St.

The proposal would be noticeable above lower buildings. It would not be the tallest building and would therefore sit appropriately in the view.

There is only a minor cumulative impact with planning application 137399 which would not increase the magnitude of the change already identified.



View 8 Junction of Princess Street and Charles Street (top left: existing; top right: proposed; bottom left: cumulative)

View 9 is from Vimto Gardens. At either side are mature trees. The amenity grass and mature trees present a strong green character in the foreground which contributes positively to the view. Immediately behind the trees is the railway viaduct and its distinctive arches. Two of the arches are infilled. There are glimpses of buildings on Sackville Street through the remaining arches. The University of Manchester's Faraday Tower projects above the railway viaduct.

The PBSA building would sit alongside the Faraday building resulting in a marginal perceivable change to the view.

There is only a minor cumulative impact with planning application 137399 on this view which would not increase the magnitude of the change already identified.



Existing view



Proposed view



re-form landscape architecture	Project: Upper Brook Street, Manchester	Sheet no: A3	Date: 02.11.2013	Drawn by: JH	Checked by: SFS
	Figure 6.20a: Viewpoint 09			Approved by: SFS	

View 9 Vimto Gardens (top left: existing; top right: proposed; bottom left: cumulative)

View 10 is from Mayfield Park. At the edge of the park is a tall concrete wall topped with fencing and another black fence beyond. Beyond this is the Mancunian Way.

The lower buildings of the proposal would be similar in height and massing to existing buildings in the view. The taller PBSA building would be the tallest building but would not appear incongruous and the high quality architecture would be evident.

There would be a cumulative impacts as a result of the proposals associated with planning application 137399. The two developments would bring a degree of balance to the lower buildings which would be seen above the trees. The magnitude of the effects are marginal.



Existing view



Proposed view



re-form landscape architecture	Project:	Upper Brook Street, Manchester	Sheet size:	A3	Date:	02.10.2023	Drawn by:	JS	Checked by:	MS
	Figure:	6.2.1A	Figure:	6.2.1A	Approved by:	MS				

View 10 Mayfield Park (top left: existing; top right: proposed; bottom left; cumulative)

View 11 is from Ardwick Green with mature trees in the centre. The brick piers of the park gates are visible to the rear with the Grade II listed park railings. The Ardwick Telephone Exchange is a prominent feature. Beneath the tree canopies are buildings along Ardwick Green South.

There would be a minor change to the view just visible above the trees. The green character of the view would be unaffected.

There is only a minor cumulative impact with planning application 137399 on this view which would not increase the magnitude of the change already identified.



Existing View



Proposed View



Revised Cumulative View

re-form landscape architecture	Project: Upper Brook Street, Manchester	Sheet no: A3	Date: 02.11.2023	Drawn by: JH	Checked by: MS
	Figure 6.22a: Viewpoint 11	Approved by: MS			

View 11 Ardwick Green (top left: existing; top right: proposed; bottom left: cumulative)

View 12 contains Mawson Road and Whitekirk Close. Adjacent to the carriageway is a small area of public realm. Across the view are several low-rise red/buff brick homes which have front boundary walls. In the far left is the rear of the Unite Students Kincardine Court. In the rear centre are mature trees in Gartside Gardens.

The scale, height and architectural character of the proposal would be substantially different to the existing buildings and change the view significantly. A proportion of the proposal would be partially obscured by existing buildings but it would significantly break the skyline, occupy a large and extensive proportion of the view and be clearly visible in Brunswick.

There is only a minor cumulative impact with planning application 137399 on this view which would not increase the magnitude of the change already identified.



Existing View



Proposed View



View 12 Sylvia Pankhurst Way (top left: existing; top right: proposed; bottom left; cumulative)

View 13 is dominated by Upper Brook Street and Plymouth Grove. On the right two mature trees obscure part of the view. Beyond the trees are low-rise, terraced homes, in front of which is a wide grass verge with semi-mature trees. The Michael Smith building, at the University of Manchester, is the prominent feature on the left. Further along Upper Brook Street towards the rear are University buildings.

There would be a minor alteration to the view. The proposal would project higher than the homes in front, but would be a comparable height to buildings on the opposite side of Upper Brook Street.

There is only a minor cumulative impact with planning application 137399 on this view which would not increase the magnitude of the change already identified.



Existing view



Proposed View



re-form landscape architecture	Project:	Sheet no:	Date:	Drawn by:	Checked by:
	Upper Brook Street, Manchester	63	02.11.2022	JK	MS
	Figure 6.24a:			Approved by:	
	Infrastructure 03			MS	

View 13 Junction of Upper Brook Street and Plymouth Grove (top left: existing; top right: proposed; bottom left: cumulative)

View 14 has low rise buildings on either side. To the left is the Grade II listed 94-98 Grosvenor Street, which is now predominantly commercial use. The Grade II listed Oddfellows Hall is on the right. Between the buildings is Grosvenor Street and behind this are mature trees.

The proposal would introduce a prominent feature to the right centre, which would occupy a large and extensive proportion of the view. The mature tree on Grosvenor Street would be removed. The proposal would be of a different scale, massing and architectural style than is currently seen in the view.

There is only a minor cumulative impact with planning application 137399 on this view which would not increase the magnitude of the change already identified.



Existing View



Proposed View



Cumulative site 7

re-form landscape architecture	Project:	Upper Brook Street, Manchester	Sheet size:	A2	Date:	02.12.2022	Drawn by:	MS	Checked by:	MS
	Figure:	6.25a	Approved by:	MS	Approved by:	MS	Approved by:	MS	Approved by:	MS

View 14 Grosvenor Street (top left: existing; top right: proposed; bottom left: cumulative)

View 15 is dominated by the Grade I Roman Catholic Church. Immediately adjacent to the church is the Manchester Universities and RNCM Catholic Chaplaincy. In front of this is a large mature tree, one of several on Oxford Road. The foreground is dominated by Oxford Road. To the left tree canopy obscures some of the upper portion of the view. However, glimpses of the Grade II* listed Victoria University of Manchester can be seen. Beyond this, glimpses of the city centre skyline are visible. The proposal would not be visible and there are no cumulative effects.



Existing View



Proposed View



Proposed Cumulative View from cumulative view 15

re-form landscape architecture	Project: Upper Brook Street, Manchester Figure 6.20A: Viewpoint 15	Sheet no.: A1	Date: 02.11.2023	Drawn by: JK	Checked by: MS
				Approved by: MS	

View 15 Junction of Oxford Road and Ackers Street (top left: existing; top right: proposed; bottom left: cumulative)

This large and significant development would be visible in many views. Its height would inevitably have an impact in the area. In some instances, particularly along Upper Brook Street, this would be positive.

The scale of the buildings on Upper Brook Street would complement the buildings at the University Campus. The improved public realm and connections would enhance the appearance of the site.

There would be some impact where the proposal is seen in the same context as heritage assets. This would not affect the significance of the listed buildings as a whole, which would remain legible and understood.

Any harm that does occur to the heritage assets would be low level and outweighed by the substantial regeneration benefits that would be delivered. This is considered in detail elsewhere in the report.

There would be impacts on the Brunswick Neighbourhood (view 4, 5 and 12), particularly views from in the area and in and around Gartside Gardens and surrounding residential streets. The tallest element of the proposal is on Upper Brook Street ensuring that the lower elements are closest to the existing residential areas. The improved connections and public realm would enhance the site.

Impact of the historic environment and cultural heritage

The site is largely vacant and contains buildings associated with the car dealership.

The heritage assets affected by the development are: Former Unitarian Chapel Grade II* Listed Building; The Mawson Hotel Grade II Listed Building; Oddfellows Hall Grade II Listed Building; 94-98 Grosvenor Street Grade II Listed Building; Adult Deaf and Dumb Institute (Former) Grade II Listed Building; Former Grosvenor Picture Palace Grade II Listed Building; and Whitworth Street Conservation Area

A heritage statement and a detailed design and access statement examine the significance of these heritage assets and the impact of the proposal on their setting.

Impact on the heritage assets

Former Unitarian Chapel, Upper Brook Street (Grade II)* the building significance is derived from the chapel, both in the overall visual impact of its surviving and restored exterior, particularly as viewed from the north and west, and in its association with the great 19th-century architects Barry and Pugin.

It is believed to have been one of England's earliest Non-Conformist places of worship built in the Gothic style and the country's first purpose-built Unitarian chapel. Further historic interest is derived from the chapel and Sunday school's, providing an insight into the size, wealth, social diversity and ambition of industrialising Manchester's 19th-century Non-Conformist community, a community that also created the adjacent Non-Conformist burial ground (now Gartside Gardens).

The main chapel building has an important impact on Upper Brook Street, forming a prominent addition to the street scene. The sympathetic nature of its external restoration maintains its visual presence, although its significance is reduced by the loss of its internal fabric.

The chapel historically has always been surrounded by densely packed buildings and streets which have been eroded over the year and cleared. The current open views are a more recent phenomenon.

The proposal would erode some of the open views (both long and short range view and 3), particularly along Upper Brook Street. This would partly obscure the pitched roof of the chapel and its side elevations. These open views are not representative of the setting of the listed building which would have been historically surrounded by low rise dense buildings. The proposal would re-create a tight urban grain around it. Long range views of its side elevation and roof would be obscured but the listed building would remain legible and understood in its immediate context where its materiality and detailing would be evident. The removal of the vacant site would be a positive change to the listed building.

The Mawson Hotel, Frances Street (Grade II) the building's primary significance is derived from the architectural and historic interest of its ground-floor plan form, its purpose design as a pub and the survival of historic fabric. Its rarity in Manchester as a surviving 1930s 'local' pub also adds significance. Historic interest also lies in its

association with the Tetley Brewery and its preferred architects (Bramley & Smith). Its significance is reduced by the non-sympathetic replacement doors and windows, whilst the functional rear elevation and 20th-century flank walls are of no particular interest. Its historic setting has been completely lost and it appears isolated from the surrounding neighbourhood.

The proposal would be highly visible and seen in the same context as the listed building. The proposal would develop a vacant, poor quality site in the setting of the listed building and provide a new backdrop, at a greater scale. The improved public realm and street scene would give the listed building a context which is lacking and help to integrate it into its surroundings. The listed building is robust and would remain legible and understood in an area where change is necessary. The change to its setting would cause a low level of harm.

Oddfellows Hall (Grade II) is constructed of brick with cream terracotta in the Edwardian Baroque style. The centre has a round-headed doorway with large cartouche keyblock and scrolled wrought-iron fanlight. There would be a low level of harm to the setting of the listed building, however, due to the relative distance and orientation from the site, it would remain legible and understood in its context.

94-98 Grosvenor Street (Grade II) is a row of 3 townhouses, now offices and shops in red brick flemish bond with sandstone dressings and a slate roof. There would be a low level of harm to the setting of the listed building, however, due to the relative distance and orientation from the application, the building would remain legible and understood in its context.

Adult Deaf and Dumb Institute (Former) (Grade II) is constructed of sandstone ashlar in the Gothic style. The proposal would be visible in the setting of the listed building, the relative distance from the site ensure it would remain legible and understood.

Former Grosvenor Picture Palace (Grade II) was a cinema, now snooker club in green and white faience tiles, slate roof. The proposal would be visible in the setting of the listed building, but the relative distance from the site ensure it would remain legible and understood.

Whitworth Street Conservation Area the proposal would not influence the character and appearance of the Whitworth Street Conservation Area to the extent that the significance of the designated area would be diminished or harmed. The taller PBSA buildings would occupy the narrowest part of the site and the narrow end of this building faces the conservation area. The architecture, mainly of glass and light colour anodised panels, would provide a lighter and reflective palette when viewed from within the conservation area.

The scale of the impact and the impact on the significance of the heritage assets would in most instances result in a low level of less than substantial harm to their setting and significance as defined by paragraph 202 of the NPPF.

There would be heritage benefits from developing this vacant site in the setting of these heritage assets with enhancements through high quality design and place

making. As directed by paragraph 202 of the NPPF, it is necessary to consider whether the required public benefits would outweigh this harm.

Assessment of Heritage Impact

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 para 8 of the NPPF which outlines the three dimensions to achieve sustainable development: economic, social and environmental.

The site has been identified as an opportunity to accommodate significant employment which would help support the long term economic success of the City. The City must continue to accommodate developments such as this in order to demand for employment generating uses and student accommodation. Section 6 of the NPPF 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.

The redevelopment and regeneration of this brownfield site is in line with Council policy and would deliver 51,031 sqm building to form science innovation space and 983 student bedspaces.

The key views demonstrate that in heritage terms, the proposal would have a largely beneficial impact although in some views, the scale would have localised impacts on listed buildings.

The buildings would be large adjacent to nearby homes but would not be out of context with other taller buildings along Upper Brook Street. The removal of a vacant site within the setting of the listed buildings would provide heritage benefits. The proposal would be high quality and comprise modern architecture and materials.

The public realm would be enhanced with improvements to the footways around the site including the planting and the creation of 2 acres of public realm and improved connections.

Significant economic and social benefits would be delivered. The development value of £371.4 million and would create 4720 temporary and full time equivalent jobs every year of construction. 1063 direct and indirect jobs when the science and innovation buildings becomes operational with a GVA worth £40.4 million per annum together with 159 direct and indirect jobs with the PBSA building becomes operational with a GVA worth £8.3 million per annum. A medical centre would be provided for use by the Ardwick community.

There would also be environmental benefits with 76 trees planted with planting and recreational spaces and an 46.78% net gain in biodiversity. There would sustainable drainage to manage surface water.

The development would be low carbon. An all electric system would benefit from a decarbonising grid. There would be solar panels, for renewable energy. 275 cycle spaces for the PBSA element and 270 spaces within the Science and Innovation Buildings. There would also be 5 stands (10 spaces) within the public realm.

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.

Impact on Archaeology

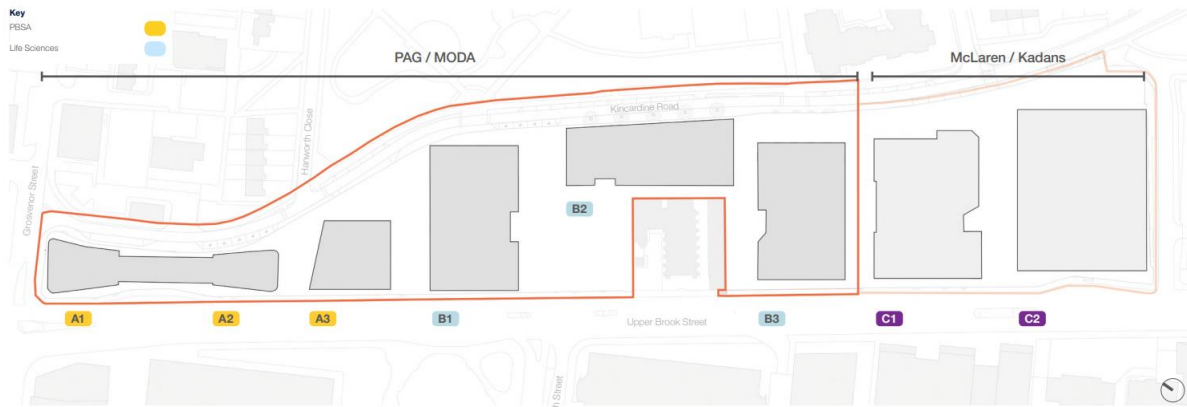
An archaeology assessment demonstrates there is below ground archaeological interest. Greater Manchester Archaeology Advisory Service (GMAAS) consider that further investigations are required prior to the commencement of any ground works associated with the development. This would satisfy the requirements of policy EN3 of the Core Strategy and saved UDP policy DC20.

Visual amenity

The proposal would develop a prominent, vacant site. Along with the proposal being considered under planning application 137399, they would deliver laboratory and office space for Sci Tech and PBSA in high quality buildings, improved street level environment, active frontages, public realm improvements and street trees.

There would be publicly accessible uses on the ground floor of each building, activating the public realm and providing a range of community-facing uses. This planning application would deliver five buildings and the wider master plan would deliver two buildings as part of the delivery of the SRFG.

The shape of the site is irregular. The north is narrower and is therefore suited towards PBSA where the internal layouts are suited to a linear run of bedrooms and where the depth of rooms can work with the constraint of the narrow site. The south of the site is wider and deep and is more suited to the science and innovation buildings which require larger floorplates.



Layout of the development plots

The proposed development plots and uses are as follows:

- Plot A - PBSA and community focused commercial spaces– plots A1, A2 and A3
- Plot B - Science and Innovation including laboratory spaces, café and medical centre – plots B1, B2 and B3.

Plots C1 and C2 are to be delivered as part of the wider masterplan as part of planning application 137399.

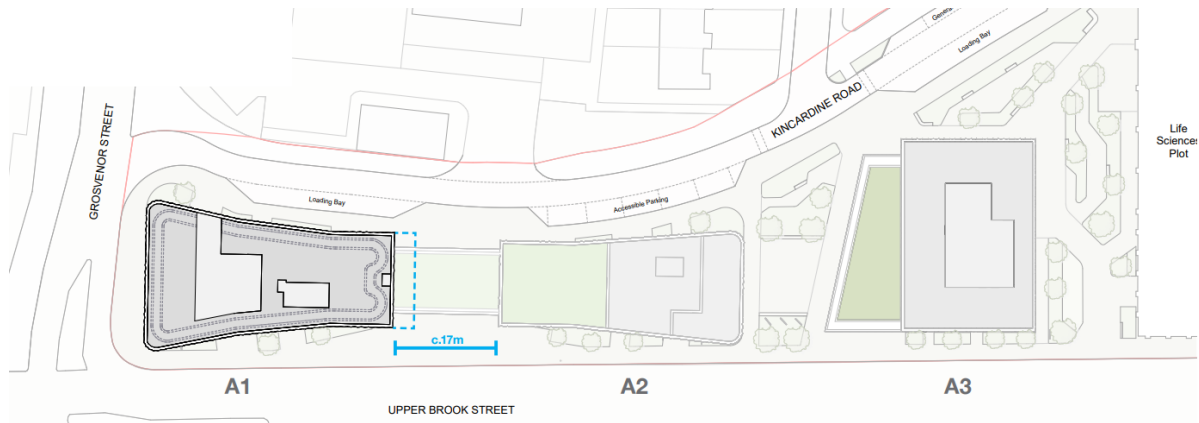
At the heart of the site is new public realm.

Plot A

Plot A, the PBSA buildings, would deliver three buildings around new public realm.

- Plot A1 - 29 storey building (reduced from 41 storeys)
- Plot A2 - 14 storey building
- Plot A3 - 12 storey building

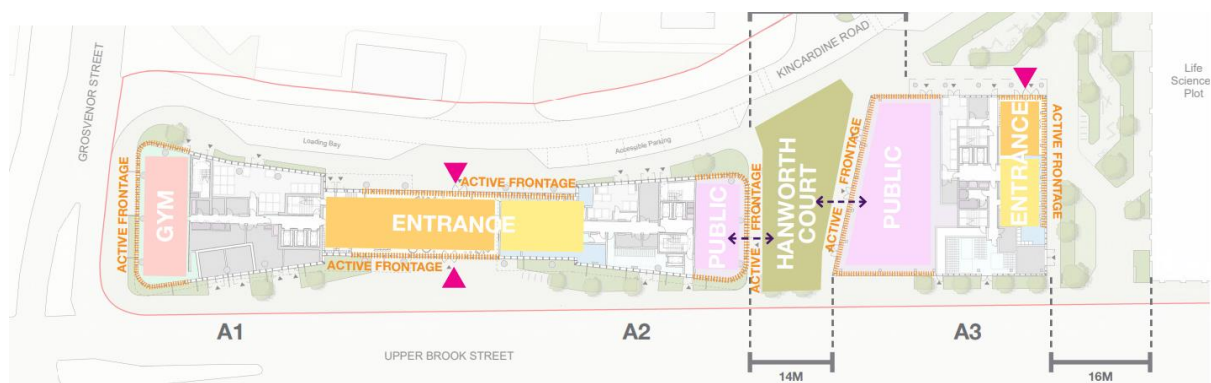
Buildings A1 and A2 have a 'bow' plan form allowing the buildings to appear slender. Building A3 has a rectangular form similar to the Science Innovation buildings. The entrances of all three buildings are stepped to provide emphasis.



Site layout for the PBSA

Building A1 and A2 are combined via an active link that incorporates amenity functions for both buildings. There are entrances to buildings A1 and A2 on Upper Brook Street and Kincardine Road. Community focused uses are to the south of building A2 and north of building A2 activating the public realm.

Building A3, is a standalone building, with an entrance off Kincardine Road.



Active frontages

The upper floors of the PBSA buildings contain student bedrooms. Buildings A1 and A2 is arranged symmetrically to provide clusters with an easterly or westerly view and studios facing north. It has two stair cores. At level 29 there is an amenity area expressed in large picture windows providing a crown to the building.



Level 29 amenity area to Building A1

Building A3 has views from all four elevations and has two stair cores.

The massing of the three building would transition into plot B and the Science Innovation Buildings.





Height and massing of the PBSA buildings (CGI from Gartside Gardens)

The SRFG indicates that buildings of scale could be accommodated at the site. Two locations for possible landmark buildings are identified in the SRFG: at the junction of Upper Brook Street with Grosvenor Street and Upper Brook Street and Inchley Road.

The SRFG also states that where landmark locations are identified, there may be an opportunity for taller buildings if it can be demonstrated that this would be in compliance with planning policy including Core Strategy Policy EN2 Tall Buildings.

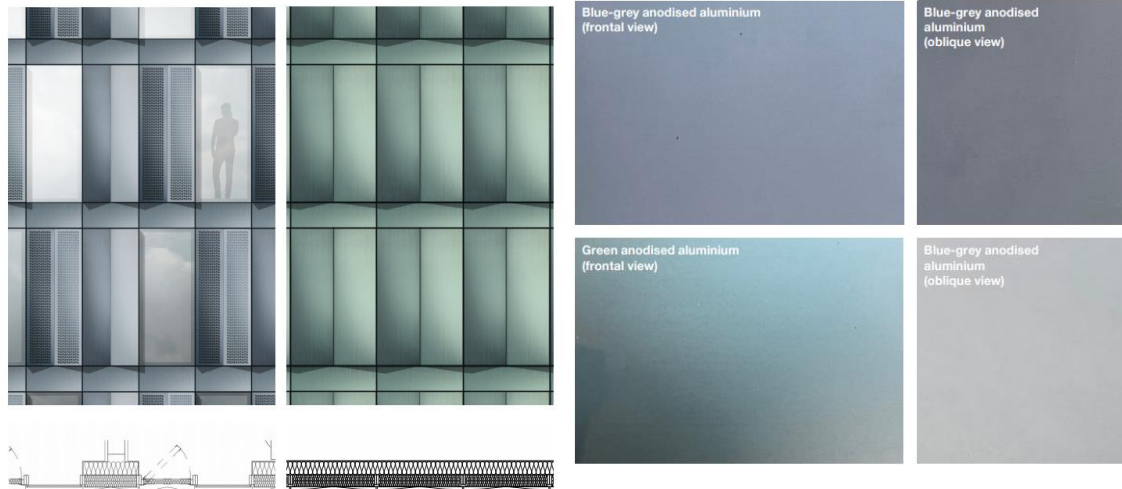
These are very large buildings in this context and would be noticeable to the local community. The height has been located in areas where a building of landmark status can be accommodated and satisfy the criteria necessary for a tall building against policy EN2. The quantum of accommodation and the height of has been tested and is the minimum required to deliver these significant benefits.

The architectural approach has been to reduce the scale of development to Kincardine Road.

The proposal would improve the street scape on Upper Brook Street and with planning application 137399 and, respond to the scale of development at the University.

The PBSA buildings have a unitised curtain walling system with a combination of glass, blue grey and green anodised aluminium panels. The anodised panels are

applied to all perforated facing panels, pleated panels, blank panels and spandrel panels within the unitised cladding which also include large format clear glass.



Unitised curtain walling and anodised panel colours

The ground floor podium provides an active frontage to Upper Brook Street with anodised aluminium, glass and back painted glass.





Podium to Upper Brook Street

Plot B

Plot B, the Science and Innovation Buildings, would deliver three buildings around public realm. A new link would be created from Kincardine Road to Upper Brook Street alongside active ground floor uses.

- Plot B1 - 12 storey building
- Plot B2 - 10 storey building
- Plot B3 - 8 storey building

These would be lower than the PBSA building but would still be large in this low rise residential area. The height of the buildings has been tested as the minimum necessary to deliver the significant benefits of this scheme.

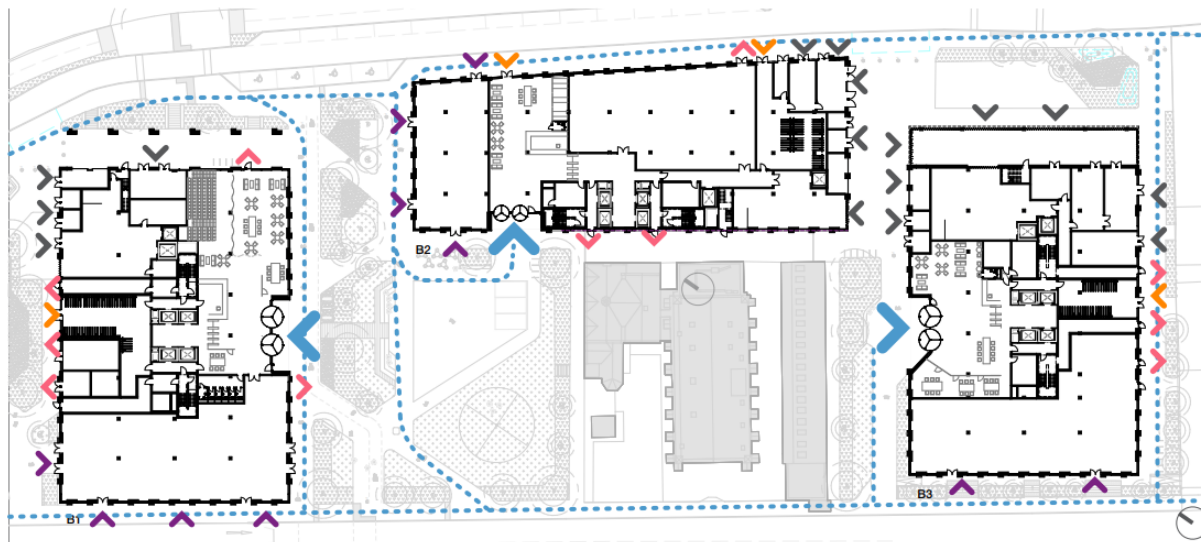
The implications of the height adjacent to the Listed Chapel has been tested and is acceptable as outlined in this report. The removal of the vacant site and introduction of high quality public realm and buildings of a high architectural standard would improve the context and setting of the Chapel.

The ground floors would contain commercial areas and entrance lobbies plus ancillary elements such as deliveries, refuse and cycle stores. The upper floors comprise laboratory and office spaces. These buildings could be let to a single occupier, single floor plate or smaller units to support smaller businesses. Where there is a step in the building heights, roof terraces would be provided.



Roof terrace

Buildings B1 and B2 would have their main entrance off the public square 'Gaskell Gardens'. Building B3 would access from a landscaped pedestrian route from Upper Brook Street to Kincardine Road.



Ground Floor Plan NTS

Key

-  Main Entrance
-  Flexible Entrance for ancillary uses
-  Secondary Entrance to Life Science
-  BOH Access
-  Escape Exit
-  Main Pedestrian routes

Building entrances

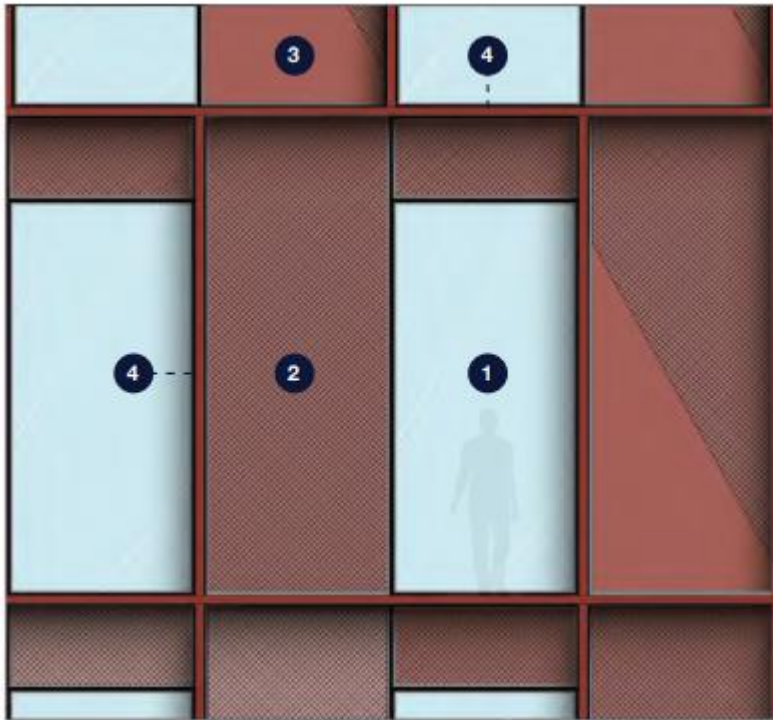
The base of the buildings would be brick. Two tones of anodised aluminium cladding would be used for the upper levels. B1 and B3 would be in red and B2 would be in silver. Perforated screens would conceal ventilation.

Each building would be composed of three elements: a base, the main body of the building and the crown. The base would be a light grey brick with a perforated spandrel panel between columns which matches the cladding in the main body of the building. Buildings which front sections of public realm have a double height frame and, in the instance of plot B1, responds to the scale of the building. Building B2 has a single storey base reflecting its position facing Brunswick.



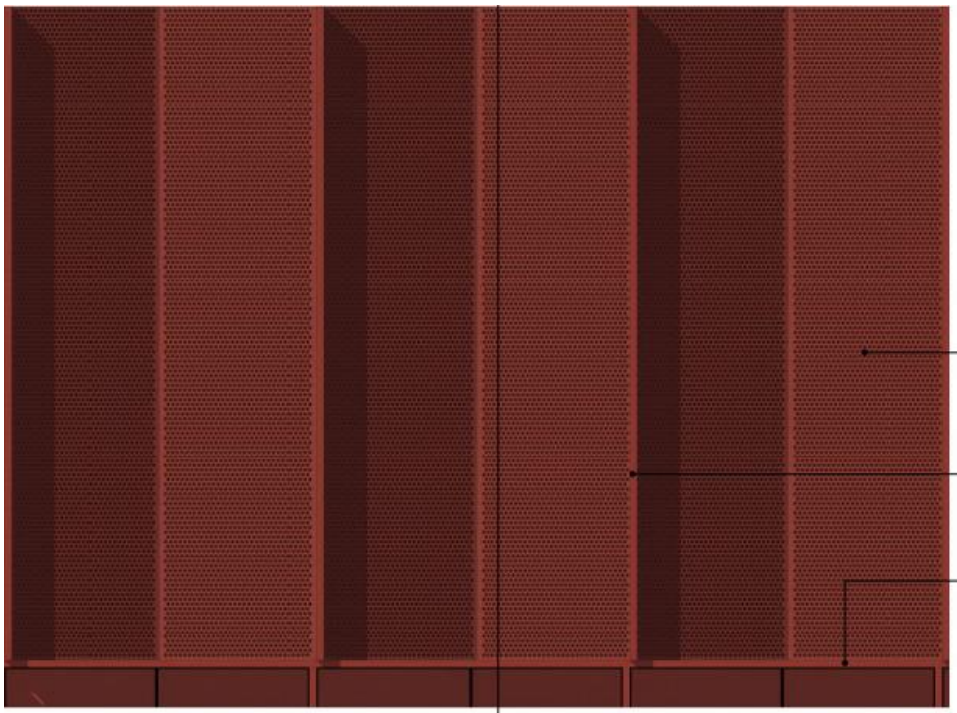
Base of the building

The main body of the buildings have a repetitive bay framed by anodised fins, to reduce solar gain, and a fixed window. Perforated anodised metal panels would provide ventilation. The bays change as you move up the buildings and broken up with solid panels to provide visual interest.

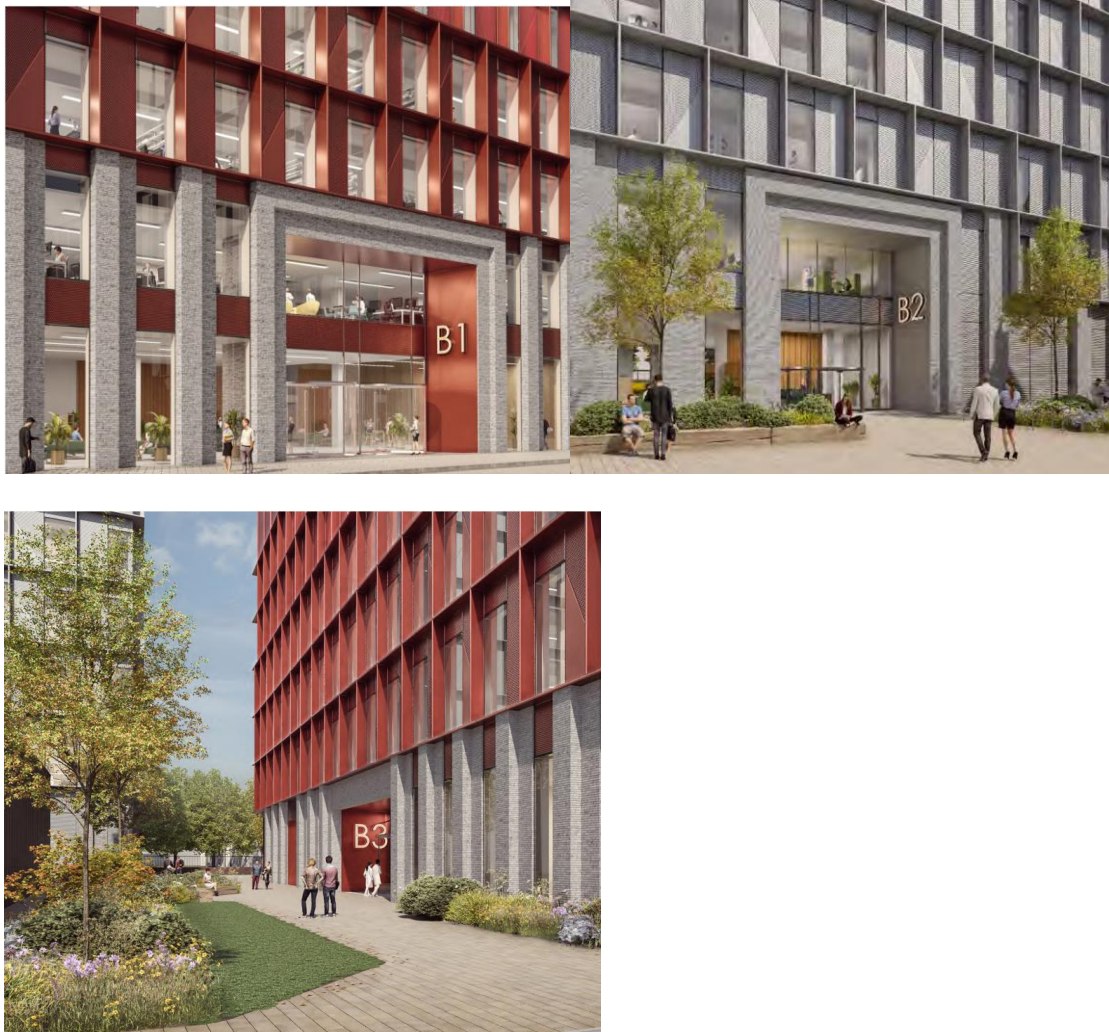


Main body of the façade

The crown of the building would provide interest and help screen the plant.



Crown material and design



Building entrances for plots B1, B2 and B3

Conditions would ensure that they are acceptable and the design is delivered to the required standard together with retention of the project architect (which would be secured by a Legal Agreement).



Image of the PBSA Building A3 and Science and Innovation Building B1

Contribution to Improving Permeability, Public Spaces and Facilities and Provision of a Well Designed Environment

The landscaping and public realm would address Kincardine Road and Upper Brook Street and create a community square and pedestrian connections.



Landscape strategy for the PBSA and Science Innovation plots

Kincardine Road

There would be trees, shrub and herbaceous planting, with seating on Kincardine Road. A pedestrian path would be created with play spaces. 9 accessible parking spaces would be created. Kincardine Road would become one way with a dedicated cycle route and widened footpath enhancing the environment.



Landscape strategy to Kincardine Road

Pedestrian connections 'The Walks'

The Walks would create 3 routes between Kincardine Road and Upper Brook Street. Small garden spaces, with ornamental plating, open lawns and seating could be used for different activities and provide a positive setting to the new buildings.

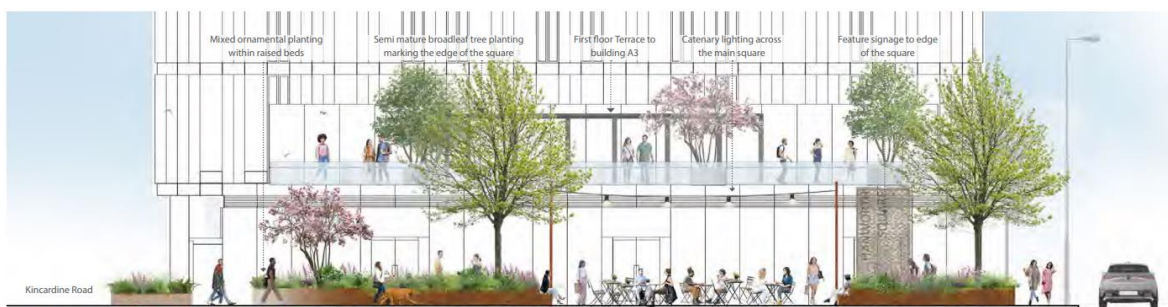
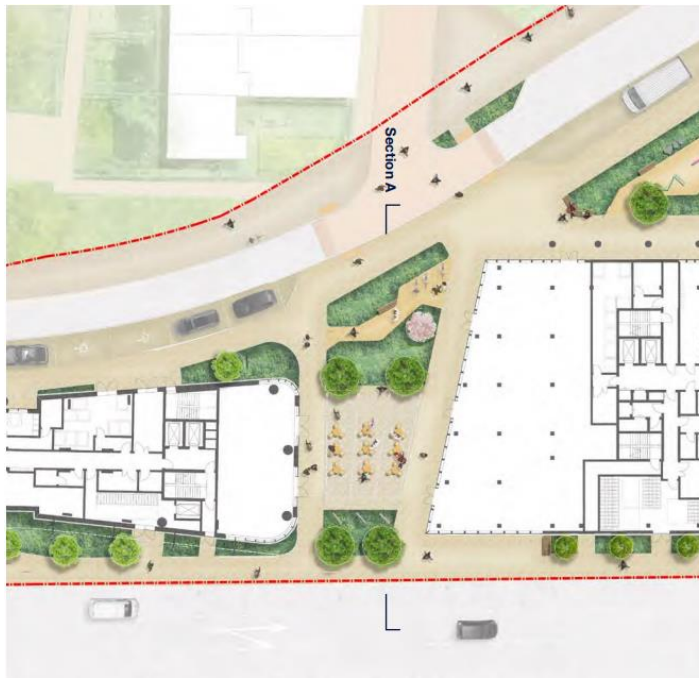


The Walks

The community square 1 - Hanworth Square

Hanworth Square would be created between PBSA buildings with commercial space activating the area and providing natural surveillance.

The square would have semi mature trees and catenary lighting and could be used to host community events whilst providing spillout for the surrounding ground floor uses.



The community square 1 - Hanworth Square

The community square 2 - Gaskell Green

Gaskell Green would be a key public space at the heart of the development. Its green character would complement Gartside Gardens and create positive setting for the listed Chapel.

A large tree would be retained as a focal point with open lawns and planting creating a park-like setting. The central paved area would be a flexible space for community events and organised activities while the open lawns would provide informal recreational space for residents and workers.

Trees and lower level planting would line the edge of Upper Brook Street creating a more positive edge to the busy road. Footpaths through the space would guide pedestrian and cycle users to the realigned crossing point over Upper Brook Street. These paths widen at key points allowing ground floor cafes to spill out, seating and cycle parking.

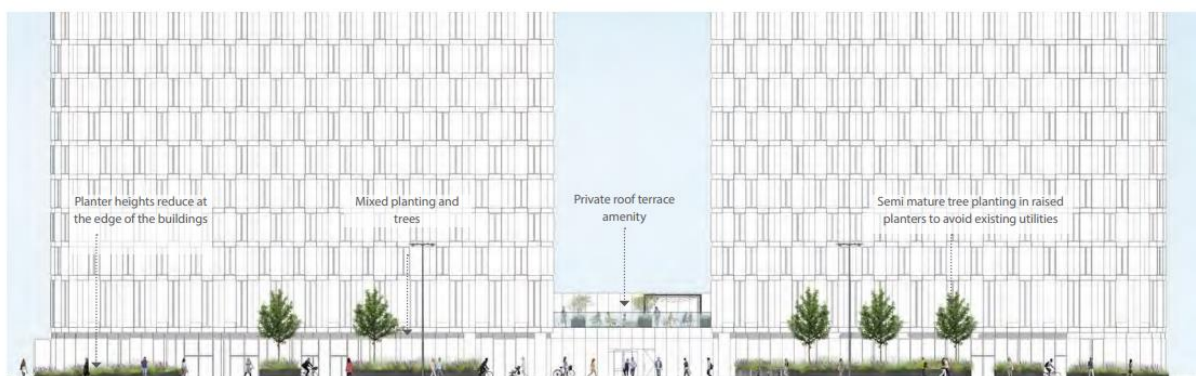
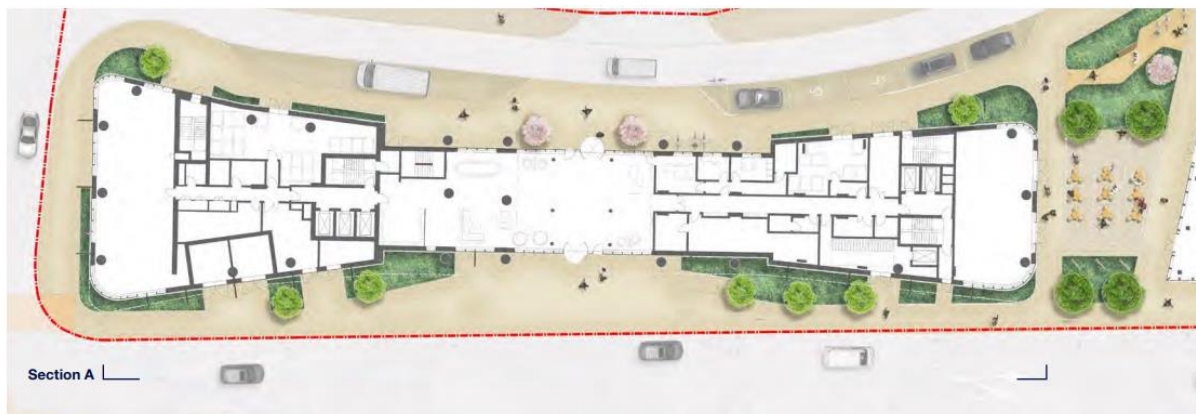




The community square 2 - Gaskell Green

Upper Brook Street

Planting would aim to change the character of Upper Brook Street to create a more positive experience for pedestrians and cyclists. It would act as a buffer to the busy road, creating a more pleasant and pedestrian focussed route. A pre-existing level change in the southern section of the site, adjacent to B3 will be addressed through small stepped areas and gentle accessible slopes. These will also help define a small spill out area outside the lettable unit at the corner.



Upper Brook Street

Roof Terraces

The PBSA roof terraces aim to maximise the useable space and provide a flexible space for social gatherings events and general enjoyment of students.

The roof terraces will include:

- Covered seating areas with dining tables
- Open lawn area with mini-stage and outdoor screen
- Outdoor kitchen and barbecue
- Small, intimate pockets of seating
- Outdoor recreation elements, such a pool or table tennis
- Small, flexible planters with multi-stem trees



Roof Terraces to PBSA

The proposed roof terraces to Life Sciences buildings would provide a green environment acting as a breakout space for staff and visitors.

The roof terraces include:

- Large, free-form planters
- Mixed shrub and herbaceous planting that will be selected to support native insect and bird species and provide additional habitat for local wildlife
- Covered seating areas for shade and shelter
- A range of seating areas with space for groups or individuals.

The proposal would increase accessible public open space with almost 2 acres made available.



Accessible open space

The amenity areas within the development would be fully accessible and include age friendly features including appropriate seating and wayfinding.

A management plan would be secured by condition to ensure there is a long term management strategy in place for the public realm.

Impact on the highway network/transport/car parking issues/sustainable travel

All sustainable transport modes are nearby. This would be a car free development apart from 9 accessible bays on Kincardine Road. There would be two loading bays for servicing.

There would be 275 cycle spaces for the PBSA and 270 for the Science and Innovation buildings. There would be 10 spaces in the public realm. The cycle provision should be monitored as part of a travel plan.

A travel plan would support the travel needs of students including whether any offsite parking is required. A condition should ensure that the travel plan is monitored.

Two loading bay would be provided on Kincardine Road. The arrangements are considered to be acceptable and would require traffic regulations orders on Kincardine Road to be modified.

An extensive package of highway improvement measures are proposed to facilitate the proposal.

- Closure of Inchley Road between Kincardine Road and Upper Brook Street to traffic and creation of a public square including enhanced walk / cycle connections to Gartside Gardens.
- Amendments to Kincardine Road to provide enhanced pedestrian areas, improved parking and servicing arrangements, a segregated contra-flow cycle lane and one-way northbound general traffic operation from Brunswick Street and Grosvenor Street.
- Relocation of southbound bus layby on A34 Upper Brook Street at the PBSA site frontage and replacement with widened footway.
- Junction improvements at the A34 Upper Brook Street / Booth Street East traffic signals to respond to the closure of Inchley Road with improved pedestrian and cycle crossing arrangements and a right turn lane for southbound traffic on Upper Brook Street connection to Booth Street East.
- Works to Kincardine Road including the extension of the one-way operation (northbound) from the junction of Whitekirk Close to Grosvenor Street with footway, cycleway and carriageway improvements and a zebra crossing on Grosvenor Street and the shared space connection.

A management plan should be agreed for pick up and drop off on the highway, particularly at the start and end of the academic year. This would also ensure that taxi and food deliveries are managed to minimise disruption to residents.

The applicant acknowledges that the management of students is critical to the success of the development. All residents will be notified in advance that there is no opportunity for on-site parking and details of the system of arrival and departure by car at the start and end of term. A management plan for the site would cover three main areas in this regard.

1. Student arrival at the start of the academic year.
2. Student arrival and departure at the ends of terms during the academic year.
3. Student departure at the end of the academic year.

In order to minimise the impact on the local area, students would be sent in advance a letter advising on the most appropriate route to gain access to arrive at the site. This would include a map of the immediate area, local car parking facilities and sustainable travel options.

Marshals would be employed over the intake weekends to direct and organise traffic movements who would encourage cars to unload and vacate the designated car parking spaces as soon as possible.

Letters would be issued to all local residents and businesses in the immediate vicinity advising of the arrangements for resident arrivals and providing contact details for any queries and concerns.

Students arrivals would be split across two weekends with 310 students arriving per day with arrivals spread from 09:00 - 17:00. Each student would be allocated a 20-minute 'move-in' slot and students would be able to book a slot in advance.

On arrival, vehicles will park in designated loading bays and check in and carry out registration. Baggage handlers would use luggage trolleys to help unload belongings. On-site attendees will notify each vehicle when their allotted time has been reached.

Unloaded vehicles would be directed out of the area by supervisory staff. A capacity assessment of each loading bay has been undertaken and demonstrates that a total of 4 days would be required. Departures of residents would occur over several month and align themselves with the academic years (May - July and August - September).

There would also be clear departure policies to ensure that pick-up vehicles arrive at the designated loading bays where belongings can be quickly loaded.

A final move in/move out strategy shall be agreed by planning condition.

The Life Science buildings would be serviced by 2 private off-road servicing areas accessed off Kincardine Road.

Food/parcel deliveries for the PBSA accommodation would require careful management. Two dedicated loading bays would be utilised by service and delivery vehicles associated with the residential, commercial and retail uses within the development. Cycle and motorcycle deliveries would utilise one of the short stay cycle spaces at the site. Parcel delivery and takeaway deliveries are undertaken

mainly by cycle/motorcycle and therefore suitable provision has been accommodated close to the building entrance.

The PBSA operator would receive parcels on behalf of the students to be picked up by students later. The usage the loading bays would be managed by the management company by coordinating times with delivery companies wherever possible.

Suppliers would also be encouraged to use bicycles, motorcycles, cars, and transit vans to deliver goods where possible. The Onsite management team would work with delivery companies (i.e. Royal Mail, Hermes, Amazon, DPD etc) to minimise the number of arrivals per day and to consolidate deliveries, where possible.

The Onsite management team would ensure that delivery vehicles remain in the loading bays for as little time as required and that vehicle engines are switched off while stationary. A designated area would be available to receive goods from courier deliveries if a students are not available.

Deliveries during the peak hours would be avoided and the Onsite management team would make residents aware of the benefits of using off-site delivery lockers.

Comments and observations have been made about the transport assessment and the methodology. An objection asks why a vehicle impact assessment was not carried out. The scope of the Transport Assessment has been agreed with Highway Services and Transport for Greater Manchester (TfGM). No parking provision is proposed which would ensure that users seek alternative car park or make sustainable travel choices. The traffic surveys do not predict any perceptible increase in traffic trips to the site as a result of the development.

In terms of the TRICS data, this is nationally available survey data from comparable site. TRICS is an industry standard database which is used to measure traffic from comparable developments.

A travel plan and construction management plan should be agreed by condition.

The proposals are considered to be acceptable and would not have a detrimental impact on the local highway network or impact pedestrian safety. Alterations would be made to the surrounding road network to ensure that movement, servicing and loading and cycle and pedestrian infrastructure is acceptable. The proposal accords with policies SP1, T1, T2 and DM1 of the Core Strategy.

Accessibility

All building entrances would be accessible with continuous pavement and step free access and segregated from vehicle traffic. 9 accessible on street parking spaces would be created which serve the Science and innovation and PBSA buildings. There would be secure mobility scooter parking in the buildings.

5% of the PBSA accommodation would be fully wheelchair accessible. All upper floors, including roof terraces, would be accessible by lift.

A loading bay outside of the main entrance could be used for taxi pick up and drop off. Access to the loading bay would be managed by the on-site facilities team who would ensure the area remains available at all times.

Impact on Trees

There are 7 individual trees, 3 group trees and two hedges at the site. One tree was categorised as high quality (Category A), two trees and two groups were categorised as moderate quality (Category B), three trees, one group and the two hedges were categorised as low quality (Category C), and one tree was classed as unsuitable for long term retention (Category U) regardless of the proposal.

The proposal requires the removal of two trees and two groups of moderate quality, three trees, one group, and two hedges of low quality and the tree considered unsuitable for retention regardless.

The landscape proposes extensive tree and shrub planting across the site, including 76 which would suitably mitigate against the trees lost and add to the green infrastructure at the site.

The retained trees would be protected in line with relevant standards.

Impact on Ecology

An ecological appraisal concludes that the development would not cause significant or unduly harmful impacts to local ecology. No vegetation should be removed during bird nesting season and measures should be put in place to manage invasive species and minimise the impact on hedgehogs. Biodiversity net gains would be secured by planning condition. The proposal complies with policy EN9 of the Core Strategy and ensure a biodiversity gain at the site.

Biodiversity

A modest amount of tree and vegetation would be removed. The public realm and landscaping works, would achieve a net gain in biodiversity of 46.78%. The planting and landscaping would provide foraging opportunities for birds and bats. 76 trees would be planted alongside low level planting.

Effect of the development on the local environment and existing residents

(a) Sunlight, daylight, overshadowing, solar glare and overlooking

Sunlight and daylight

An assessment has been undertaken to establish the likely effects on daylight and sun light received by properties around the site. Consideration has been given to instances of overlooking which may result in a loss of privacy.

The BRE guidelines have been used to provide a method for assessing daylight – Vertical Sky Component (VSC), No Sky Line (NSL) and Average Daylight Factor

(ADF) methods. For sunlight, the approach considers the Annual Probable Sunlight Hours (APSH) for a reference point on a window i.e. if a window point can receive at least 25% APSH, then the room should still receive enough sunlight.

The following properties were assessed:

- Lamport Court, Groom Street
- Nos. 1-7 Litcham Close (odd nos. only)
- 38-46 Hanworth Close (even nos. only)
- 2-8 Wadesmill Walk (even nos. only)
- 2-8 Stockland Close (even nos. only)
- 1-23 Mawson Road (odd nos. only)
- Hello Students / The Chapel Student Accommodation, Upper Brook Street
- Kincardine Court, Kincardine Road
- Elizabeth Yarwood Court, 101 Kincardine Road
- 1-9 Justin Close

Consideration should be given to paragraph 123 (c) of section 11 of the NPPF which states that when considering applications for housing, a flexible approach should be taken in terms of applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site; as long as the resulting scheme would provide acceptable living standards.

The guidance suggests that hotels and student accommodation have a lower sensitivity to changes in daylight.

Lamport Court, Groom Street

There are no significant impacts on this property from a daylight and sunlight perspective.

Nos. 1-7 Litcham Close (odd nos. only)

16 windows were assessed for VSC and all would retain at least 0.8x their current value.

All rooms assessed pass the NSL test.

There are no significant impacts on sunlight to these properties.

38-46 Hanworth Close (even nos. only)

38 windows have been assessed for VSC. 7 (18%) would achieve 27% VSC and/or retain at least 0.8x their current value (in 38 Hanworth Close). 31 (72%) would not achieve the 27% target. 17, mainly in 44 and 46 Hanworth Close, would result in a moderate impact and, mainly to 40 and 42 Hanworth Close, would result in a low impact.

29 windows achieve a VSC of at least 20% VSC (the average is 24% with the highest 26%). The remaining two windows would achieve 18.7% and 19.5% and both would achieve the NSL test.

All rooms assessed within nos. 38 – 44 Hanworth Close pass the NSL test. One bedroom within 46 Hanworth Close would experience a low magnitude of change in NSL

There are no significant impacts on sunlight to these properties.

2-8 Wadesmill Walk (even nos. only)

28 windows have been assessed for VSC. 14 (50%) would achieve 27% VSC and/or retain at least 0.8x their current value (these are located at 2 and 4 Wadesmill Walk). 14 (50%) would not achieve the 27% target with the extend of change considered to be of a low magnitude.

All rooms assessed pass the NSL test.

There are no impacts on sunlight to these properties.

2-8 Stockland Close (even nos. only)

18 windows have been assessed for VSC. 10 would achieve 27% VSC and/or retain 0.8x its current condition. 8 (44%) would not achieve the 27% target with the extend of change considered to be of a low magnitude.

All rooms assessed pass the NSL test.

4 rooms within 2 Stockland Close were assessed for sunlight. 3 would achieve the Winter and Annual sunlight targets. One room would achieve the Annual sunlight target but not the winter sunlight target, experiencing a high magnitude of change in winter sunlight amenity (6% reduced to 3%). The window of this room is to the north of – and immediately adjacent to – a projecting small extension / 'bay window' of the adjacent room. This projection to the immediate south of the window is therefore a limitation on receipt of direct sunlight by this room.

Rooms within nos. 4, 6 and 8 Stockland all achieve winter and annual sunlight targets or, in the case of one room in 8 Stockland Close, achieve the annual sunlight target and achieve winter sunlight values come within an acceptable tolerance of the winter sunlight target.

There would be a low impact on daylight and sunlight to a modest number of windows and rooms within this row of properties. The impacts are localised and are not considered to be of a magnitude that would warrant refusal of this planning application.

1-23 Mawson Road (odd nos. only)

144 windows were assessed for VSC and all would achieve 27% and/or retain at least 0.8x their current value.

All rooms assessed pass the NSL test.

There are no impacts on sunlight to these properties.

Hello Students / The Chapel Student Accommodation, Upper Brook Street

168 windows have been appraised, to 106 habitable rooms. 61 windows (36%) would achieve 27% VSC and/or retain at least 0.8x their current value. 107 windows (64%) would not achieve the 27% target with 6 windows affected by a low magnitude, 14 windows affected by a moderate magnitude and 87 by a high degree.

47 rooms would pass the NSL test, experiencing negligible reduction in the extent to which daylight is distributed within the rooms. A further 15 rooms would experience minor – moderate magnitudes of change in NSL which, combined with the low sensitivity of student accommodation, equates to negligible – minor impacts on the NSL of 58% of rooms.

The availability of daylight to several rooms in the Chapel building would be reduced. The building is a listed former church and its conversion to PBSA required a degree of compromise to the living accommodation. The windows of the main Chapel are narrow and set within thick walls with deep window reveals. This limits sky visibility and the extent to which direct daylight is received. This limitation on daylight is further exacerbated by the presence of projecting buttresses to each side of the side elevation windows, further daylight to the window and into the room.

40 rooms in the Chapel were assessed for sunlight. 10 rooms would achieve either the Annual sunlight target but not the winter sunlight, or vice versa. Magnitudes of change to these rooms are typically high. 8 achieve neither target with the magnitude of change high. The extent of impact on the Chapel reflect its inherent design which limits sunlight.

Student accommodation is short term and to a degree transient in nature meaning that such accommodation is considered to be of a lower sensitivity than other residential accommodation. The impact on the Chapel is not considered to be unduly harmful to warrant refusal.

Kincardine Court, Kincardine Road

147 windows have been appraised, to 132 of habitable rooms. 126 windows (86%) would achieved 27% VSC and/or retain at least 0.8x its current condition. 21 (14%) would not achieve the 27% with 16 windows affected by a low magnitude and 5 windows affected by a moderate magnitude.

131 rooms experience negligible impacts on NSL, and the remaining one room experience low magnitude of change.

There are no sunlight implications for this property.

Elizabeth Yarwood Court, 101 Kincardine Road

59 windows were assessed for VSC and all would achieve 27% and/or retain at least 0.8x their current value.

All rooms assessed pass the NSL test.

There are no impacts on sunlight to these properties.

1-9 Justin Close

21 windows have been appraised, to 15 rooms, assumed to be habitable use. 6 (29%) would achieve 27% VSC and/or retain at least 0.8x their current condition. 15 (71%) would not achieve the 27% target with 11 experiencing a moderate change and 4 experiencing a high amount of change. The windows are set below an overhang which limits how much sky can be seen from the middle of the window.

15 rooms would pass the BRE's NSL test, experiencing negligible reduction in the extent to which daylight is distributed within the rooms. Despite the high and moderate impacts under VSC, the rooms pass the NSL test due to some of the sky being visible all the way to parts of the rear room. The rooms also have a full width window which covers the whole room.

15 rooms were considered for sunlight. 12 rooms would achieve the Winter and Annual sunlight targets or retain at least 0.8x their current condition result in a negligible impact on these rooms and one further room would achieve the Annual target and a winter sunlight value within an acceptable tolerance of the target.

One ground floor room would achieve the Annual sunlight target but not the Winter sunlight target. Another ground floor room would achieve a winter sunlight value within an acceptable tolerance of the winter sunlight target but not the annual sunlight target. It should be noted that the windows of these rooms are inherently limited in their capacity to receive direct sunlight due to being located underneath a projection in the building or porch.

Gartside Gardens has been assessed with reference to the BRE's Time in Sun Test. The significant majority of Gartside Gardens would achieve at least 2 Hours Time in Sun on 21 March. Magnitude of change in sunlight amenity would be negligible. Gartside Gardens would therefore continue to be adequately sunlit throughout the year in the proposed condition.

It is noted that comments have been received regarding the impact on the Chapel amenity space (described as being to the north of the building). This is an existing area of grass to the north of the building. This area would be removed as part of the proposals and incorporated into the development as public realm. This area does not fall within the Chapel freehold and has not been assessed for impacts on sunlight.

Overlooking

The proposal is separated from existing developments by the road network and the distances between the surrounding developments would be acceptable.

(a) TV reception

A TV reception survey has concluded that there is likely to be minimal impact on digital television services or digital satellite television services but should any arise it could be mitigated through antenna upgrade or realignment of the transmitter.

The use of cranes during construction could result in some interference for adjacent homes receiving Winter Hill transmissions and satellites dishes. This could be resolved through the repositioning of antenna and dishes which would be accommodated by the applicant.

A condition would require of a post completion survey to be undertaken to verify that this is the case and that no additional mitigation is required.

(b) Air quality

The site is in the Greater Manchester Air Quality Management Area (AQMA) where air quality conditions are poor. Roads which may be used for construction traffic and post development are in the AQMA. The site is close to homes, educational establishments, offices, hotel, medical facilities and other commercial uses that could be affected by construction traffic and that associated with the completed scheme and have a high to medium sensitivity to air quality conditions.

The potential effects during construction from dust and particulate emissions from site activities and materials movement have been assessed based on a qualitative risk assessment method based on the Institute of Air Quality Management's (IAQM) 'Guidance on the Assessment of Dust from Demolition and Construction' document, published in 2014.

The assessment of the air quality impacts when complete has focused on the predicted impact of changes in ambient nitrogen dioxide (NO₂) and particulate matter with an aerodynamic diameter of less than 10 µm (PM₁₀) and less than 2.5 µm (PM_{2.5}) at key local locations. The magnitude and significance of the changes have been referenced to non-statutory guidance issued by the IAQM and Environmental Protection UK (EPUK).

The main contributors to air quality conditions would be from construction. dust, particulate matter and pollution concentrations generated on site, particularly from exhaust emissions from traffic, plant and earthworks. Nearby homes are likely to experience impacts from dust from construction and earthworks. The air quality report identified that there are residential and other sensitive buildings that would be affected by construction vehicles accessing the site. There are also likely to be cumulative impacts from other nearby developments which will be under construction at the same time.

The impact on human health would be high for demolition, earthworks, and construction. The main impact would be dust from the demolition and construction.

The impact from construction traffic would be lower due to the condition and surface material of surrounding main roads.

Mitigation measures are proposed to minimise the impact on local air quality such as dust suppression, no idling of vehicles, avoidance of diesel or petrol powered plant, speed restrictions on unpaved roads, and the implementation of a Construction Logistics Plan and Travel Plan. These measures would be secured through the construction management plan condition.

The completed development would generate traffic, but this would not create new impacts on air quality conditions (NO₂, PM₁₀ and PM_{2.5}). It would largely be a car free development with 270 cycle spaces for the Science innovation buildings and 275 for the PBSA. 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 ideally located for walking and cycling.

There would be no gas fired boilers or generators which would normally contribute to air quality conditions. No mitigation is required to minimise the impact when the development is occupied. A mechanical ventilation system would ensure that air intake to the homes would be fresh and free from pollutants.

Comments have been received on the methodology of the air quality assessment. The Assessment considers both the PBSA and Sci-Tech buildings, and was undertaken in accordance with MCC Air Quality & Planning Technical Guidance alongside the Institute of Air Quality Management (IAQM) and Environmental Protection UK (EPUK) guidance. Cumulative air quality impacts have been considered regarding planning application 137401.

As the Sci-Tech building does not contain any residential uses, it is not necessary to assess current air quality conditions on the suitability of that use. As the PBSA element is a form of residential use, the current quality conditions for nitrogen dioxide (NO₂) and particulate matter (PM₁₀ and PM_{2.5}) do apply and the suitability of that use at the application site was therefore assessed.

It is acknowledged that local air quality conditions are poor but, there would be no material impact on current air quality conditions as a result of the PBSA and the accommodation can be suitably mitigated against current conditions.

Environmental Health concur with the conclusions and recommendations within the air quality report. The mitigation measures would be secured by planning condition and the proposal would comply with policy EN16 of the Core Strategy, paragraph 8 of the PPG and paragraph 124 of the NPPF in that there would be no detrimental impact on existing air quality conditions as a result of the development.

(c) Wind environment

A wind assessment has examined potential effects and in particular, wind flows that would be experienced by pedestrians and how this could influence activities. The assessment identified mitigation measures to minimise these impacts.

A Computational Fluid Dynamics (CFD) analysis assessed the effects of the proposal on existing wind conditions, the conditions with the development in place and the cumulative scenario with other committed developments. Scenarios, including existing conditions, have been modelled to determine the wind speeds at the site and the impact on pedestrian comfort and safety.

There are no significant concerns at present regarding pedestrian comfort.

Mitigation measures are necessary to ensure that conditions are suitable. These include raised (600mm) planters in Hanworth Square and seven 1500mm wide by 3000mm tall 50% porous screens around the PBSA buildings.

With these measures wind conditions were suitable for all thoroughfares, roadways, bus stops, entrances, off-site entrances, proposed ground level amenity, proposed terrace level amenity and existing amenity spaces

Noise and vibration

A noise assessment has considered the noise insulation requirements for the accommodation. The main sources of noise from the development are from the construction activities and plant. Consideration has also been given to external noise sources on the habitable accommodation.

Noise levels from construction would not be unduly harmful provided the operating and delivery hours are adhered to along with the erection of a hoarding with acoustic properties, silencers on equipment and regular communication with residents. These details would be secured by a condition. The proposal would require plant and details are required prior to first occupation and this would be a condition.

The report assesses external noise sources on the proposal. These would be from the traffic, and other noise, on roads. The accommodation would have to be acoustically insulated to mitigate against noise sources.

It is anticipated that mechanical ventilation and appropriate glazing would achieve the necessary noise criteria. Further information is required about measures together with a verification/post completion report prior to the first occupation of the studios and commercial accommodation.

Local residents have expressed concern regarding the impact of students on the local community particularly in respect of anti-social behaviour, litter and waste, and transient noise impacts late at night/early in the morning and how they may unbalance the local community.

Management plans would seek to minimise disruption to the PBSA buildings as a result of moving days, deliveries, taxi and food and parcel deliveries. Conditions would control external areas such as roof terraces and the public realm.

Provided that construction activities are controlled and the plant equipment and student accommodation is appropriately insulated the proposal is considered to be in

accordance with policy DM1 of the Core Strategy, extant policy DC26 of the UDP and the NPPF.

Waste strategy and servicing management

There are separate strategies to address the requirements of the Science Innovation and PBSA elements of this proposal.

The Science Innovation waste arrangements can be summarised as follows:

Each building would have a dedicated internal refuse store. These are located on the mezzanine floor level for each building and accessed via a service lift.

- Building B1 would be provided with 42 x 1100 eurobins
- Building B2 would be provided with 32 x 1100 euorbins
- Building B3 would be provided with 25 x 1100 euorbins

The Science Innovation Buildings also require gas, liquid nitrogen and solvent storage and disposal spaces.

The PBSA buildings waste arrangements can be summarised as follows:

Student Accommodation – Block A

- Non-recyclable Waste 9 x 1,100
- Dry Mixed Recycling 5 x 1,100
- Glass Recycling 4 x 1,100
- Organic Recycling 1 x 1,100
- Total 19 x 1,100

Student Accommodation – Block B

- Non-recyclable Waste 4 x 1,100l
- Dry Mixed Recycling 2 x 1,100l
- Glass Recycling 2 x 1,100l
- Organic Recycling 1 x 1,100
- Total 9 x 1,100l

Student Accommodation – Block C Total

- Non-recyclable Waste 4 x 1,100l
- Dry Mixed Recycling 2 x 1,100l
- Glass Recycling 2 x 1,100l
- Organic Recycling 1 x 1,100
- Total 9 x 1,100l

50% of the bins would be for recycling.

The commercial uses will likely use a combination of 1,100l Eurobins and 660l bins. Final details would be agreed once the end users are known.

Two dedicated loading bays are proposed on the southern side of Kincardine Road which will be utilised by service and delivery vehicles to the three PBSA buildings.

The waste management principles are acceptable to Environmental Health. Private, daily collections are required for the PBSA. Given the volume of waste collected, this could not be met by the City Council's own statutory obligations. It is therefore necessary to ensure that the private collections remain in place for as long as the development remains in use. The legal agreement should secure the provision of the private waste collections.

Water quality, drainage and flood risk

The site is in flood zone 1 and 2 'low to medium probability of flooding' due to the culverted Corn Brook, an ordinary watercourse which is located approximately 100m south from the Site.

The site is also in a critical drainage area where there are complex surface water flooding problems from ordinary watercourses, culverts and flooding from the sewer network. These areas are particularly sensitive to an increase in surface water run off and/or volume from new developments which may exasperate local flooding problems. Policy EN14 requires development to minimise its impact on surface water run off in critical drainage areas.

Modelling demonstrates that the site remains safe during the 1 in 100 year plus 35% climate change design flood event. There is also no displacement of fluvial flood water which could otherwise increase flooding elsewhere.

Surface water runoff from the proposal would be controlled through rain gardens, permeable surfacing, and geocellular storage. The rain gardens and permeable surfacing would provide water quality, amenity and biodiversity benefits.

The drainage strategy has been considered by the City Council's flood risk management team. Further details are required to complete the drainage strategy in order to satisfy the provision of policy EN14 of the Core Strategy which should form part of the conditions of the planning approval. There are no objections from the Environment Agency.

Ground conditions

There are no unusual or complex ground contamination issues. A detailed risk assessment and remediation strategy is required to ensure that there are no unacceptable impacts and the land is properly remediated.

The implementation should be confirmed through a verification report to confirm that it has been carried out in full. This should form a condition in order to comply with policy EN18 of the Core Strategy.

Construction Management

The construction programme would include demolition, ground works and utility diversions, foundations, frame construction, façade cladding and internal fit out.

All HGV traffic would use Mancunian Way and A34 (South Bound) or route from North / East from M62 – M60 clockwise – A57 westbound. A servicing strategy would be in place to avoid congestion and clashes with other vehicles.

Dust mitigation measures would be used and plant and equipment would be fitted with silencers and would be used during working hours only. Construction waste management would be in place at all times.

The work would take place close to homes and businesses and comings and goings would be noticeable. These impacts can be mitigated through best practice. A condition requires a construction management plan to be agreed which would include details of dust suppression measures, highways management plan and details of use of machinery. Wheel washing would prevent any dirt and debris on the road.

Provided these measures are adhered to, the construction activities are in accordance with policies SP1 and DM1 of the Core Strategy and extant policy DC26 of the Unitary Development Plan. However, a condition is recommended that requires the final construction management plan to be agreed to ensuring the process has the minimal impact on surrounding residents and the highway network.

Public Opinion

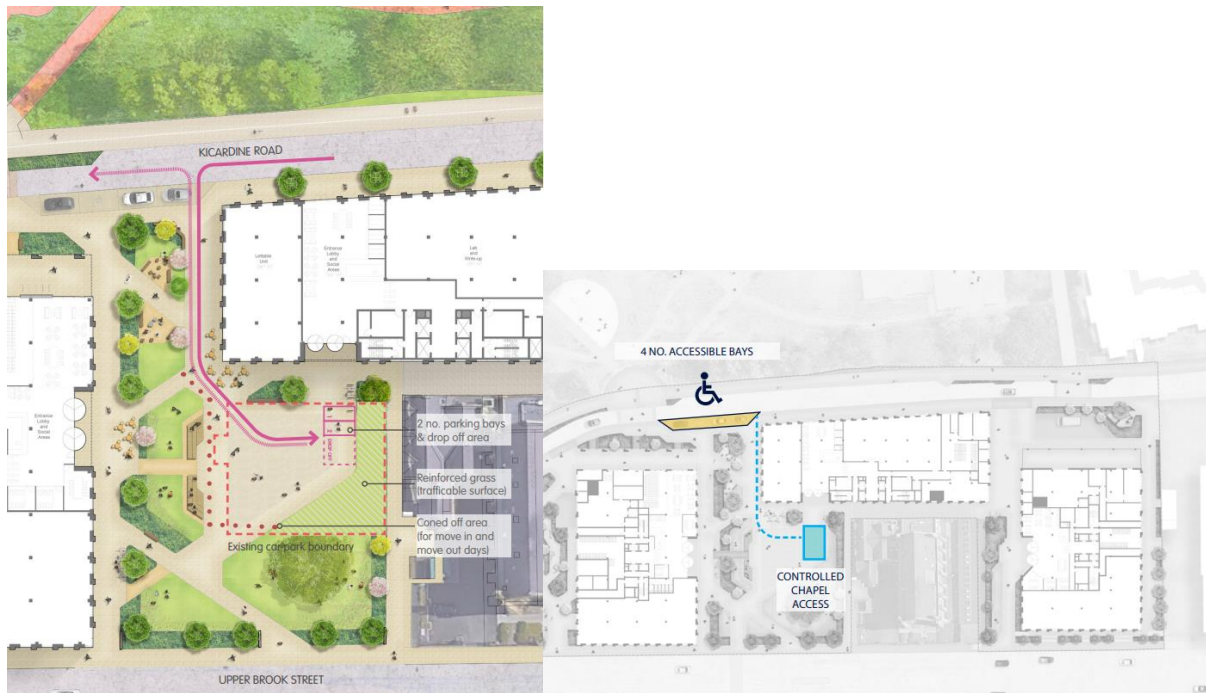
A significant number of comments have been received regarding this application relating its scale and appearance, the impact on traffic and car parking, construction impacts, impacts on local air quality, impacts on daylight and sunlight and impacts on local infrastructure. Concerns have also been received regarding the impact on heritage assets, particularly the grade II* listed chapel. The matters are considered in detail elsewhere within this report.

Comments raised about existing rights that the Chapel benefit from including accessible spaces, use of space around the site for moving in and moving out days and the maintenance would be carried out at the property due to new boundary treatment.

The two accessible spaces associated with the Chapel would remain and be accessed from Kincardine Road – through the new public square.

Controlled access would be provided via Gaskell Green to facilitate moving in and moving out of the students who live in the Chapel.

There would be no interference with the Chapel's ability to maintain their property and boundaries.



Location of the Chapel accessible spaces and controlled route on moving in and out days

Fire Safety

It is a mandatory planning requirement to consider fire safety for high rise buildings in relation to land use planning issues. A fire statement must be provided, and the Health and Safety Executive (HSE) must be consulted. Government advice is very clear that the review of fire safety at Gateway One through the planning process should not duplicate matters that should be considered through Building Control. The HSE have raised no concerns regarding the proposal.

Aerodrome safeguarding

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

Legal Agreement

This application will be subject to a legal agreement which would secure affordable discounted accommodation at the site as set out under the heading 'Affordable Student Accommodation' within this report.

The applicant has offered the affordable housing. Members are advised that affordable housing is not required to make this development acceptable, and is being offered on a voluntary basis by the applicant, this is not a material planning consideration and Members should not take this into account in the determination of this planning application. It should be recognised though that the high cost of PBSA is an important issue that has been raised by students bodies and Manchester Universities and was identified as a key issue in the reports to the Executive. The

provision of affordable student accommodation is necessary and essential in terms of meeting need and demand going forward.

There would also be a requirement to secure a mechanism to ensure that the Science and Innovation uses at this site are delivered before the first occupation of the PBSA elements as outlined under the heading 'Principle of the redevelopment of the site and contribution to regeneration'.

In addition, there is also a requirement to ensure that private waste collections are maintained throughout the lifetime of the development as set out under the heading 'waste strategy and servicing management'.

The project architect should also be retained to deliver the scheme in the interest of ensuring the architectural integrity of the scheme as detailed within the heading 'Visual Amenity' of this report.

Conclusion

The proposal conforms to the development plan taken as a whole as directed by section 38 (6) of the Planning and Compulsory Purchase Act 2004 and there are no material considerations which would indicate otherwise.

The site is in an important regeneration area where change and development is expected to take place in line with Council regeneration frameworks (policies SP1 and EC3). The Oxford Road Corridor SRFG Specifically identifies the site for a employment development. A mix of uses would be supported where they are necessary to realise the employment opportunities. It is considered necessary in this instance to deliver PBSA to deliver the employment space. The PBSA would wholly comply with policy H12 of the Core Strategy and add positively to the pipeline of student accommodation in the City. This should be given significant weight in the planning balance as directed by paragraph 81 of the NPPF.

The site is in Brunswick and the impact of the proposal on the existing community requires careful consideration. Comments received regarding anti-social behaviour, litter and waste, and transient noise impacts late at night/early in the morning are relevant issues that need to be considered, managed and mitigated.

Notwithstanding this PBSA is part of a sustainable community provided they operate in a manner which would not give rise to any unacceptable impacts on residential amenity. Management plans would seek to minimise disruption from moving days, deliveries, taxi and food and parcel deliveries. There would also be conditions to control external areas such as roof terraces and the public realm within the site.

Active frontages and high quality architecture would make a positive contribution to the street scene with the removal of this low quality, vacant site. The buildings would be of a high level of sustainability and high quality materials thereby reducing CO2 emissions. Significant, accessible public realm would be provided

Careful consideration has been given to the impact of the development on the local area. The Brunswick neighbourhood is a long-standing residential community which

has been transformed through the Brunswick PFI. This would be a significant development in the area and would be noticeable from residential area, particularly from Gartside Gardens and surrounding streets.

There would be no unduly harmful impacts from noise, traffic generation, air quality, water management, contamination or loss of daylight, sunlight and privacy. Where harm does arise, it can be mitigated, and would not amount to a reason to refuse this planning application.

The buildings and its facilities would be fully accessible. The waste can be managed and recycled in line with the waste hierarchy. Construction impacts can be mitigated to minimise the effect on the local residents and businesses.

There would be some localised impacts on the Whitworth Street conservation area and surrounding listed buildings with the level of harm being considered low, less than substantial and significantly outweighed by the public benefits which would be delivered as a consequence of the development socially, economically and environmentally: S66 and S72 of the Listed Buildings Act (paragraph 202 of the NPPF).

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 policies of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the of the application is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation

Minded to Approve subject to the signing of a section 106 agreement to secure the provision of affordable rented accommodation, a mechanism to secure the delivery of the employment buildings, that private waste collections would take place for the perpetuity of the development and secure the project architect.

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Pre application advice has been sought in respect of this matter where early discussions took place regarding the siting/layout, scale, design and appearance of the development along with other matters. The proposal is considered to be acceptable and therefore determined within a timely manner.

Conditions to be attached to the decision

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

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

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

Drawings

Demolition - Site Plan UBS-HBA-SW-XX-DR-A-08-0050 Hawkins Brown
Demolition - North Elevation UBS-HBA-SW-XX-DR-A-08-0051 Hawkins Brown
Demolition- East Elevation UBS-HBA-SW-XX-DR-A-08-0052 Hawkins Brown
Demolition - South Elevation UBS-HBA-SW-XX-DR-A-08-0053 Hawkins Brown
Demolition - West Elevation UBS-HBA-SW-XX-DR-A-08-0054 Hawkins Brown
Proposed B1 - Basement Plan UBS-HBA-B1-1-DR-A-08-0099 Hawkins Brown
Proposed B1 - Ground Floor Plan UBS-HBA-B1-00-DR-A-08-0100 Hawkins Brown
Proposed B1 - First Floor Plan UBS-HBA-B1-01-DR-A-08-0101 Hawkins Brown
Proposed B1 - Second Floor Plan UBS-HBA-B1-02-DR-A-08-0102 Hawkins Brown
Proposed B1 - Third Floor Plan UBS-HBA-B1-03-DR-A-08-0103 Hawkins Brown
Proposed B1 - Fourth Floor Plan UBS-HBA-B1-04-DR-A-08-0104 Hawkins Brown
Proposed B1 - Fifth Floor Plan UBS-HBA-B1-05-DR-A-08-0105 Hawkins Brown
Proposed B1 - Sixth Floor Plan UBS-HBA-B1-06-DR-A-08-0106 Hawkins Brown
Proposed B1 - Seventh Floor Plan UBS-HBA-B1-07-DR-A-08-0107 Hawkins Brown
Proposed B1 - Eighth Floor Plan UBS-HBA-B1-08-DR-A-08-0108 Hawkins Brown
Proposed B1 - Ninth Floor Plan UBS -HBA -B1 -09 -DR - A -08 -0109 Hawkins Brown
Proposed B1 - Plant Level Plan UBS -HBA -B1 -10 -DR - A -08 -0110 Hawkins Brown
Proposed B1 - Roof Plan UBS -HBA -B1 -12 -DR - A -08 -0111 Hawkins Brown
Proposed B1 – Mezzanine Floor Plan UBS -HBA -B1 -00 -DR - A -08 -0112 Hawkins Brown

Proposed B3 - Ground Floor Plan UBS -HBA -B3 -00 -DR - A -08 -0140 Hawkins Brown

Proposed B3 - First Floor Plan UBS -HBA -B3 -01 -DR - A -08 -0141 Hawkins Brown

Proposed B3 - Second Floor Plan UBS -HBA -B3 -02 -DR - A -08 -0142 Hawkins Brown

Proposed B3 - Third Floor Plan UBS -HBA -B3 -03 -DR - A -08 -0143 Hawkins Brown

Proposed B3 - Fourth Floor Plan UBS -HBA -B3 -04 -DR - A -08 -0144 Hawkins Brown

Proposed B3 - Fifth Floor Plan UBS -HBA -B3 -05 -DR - A -08 -0145 Hawkins Brown

Proposed B3 - Plant Level Plan UBS -HBA -B3 -06 -DR - A -08 -0146 Hawkins Brown

Proposed B3 - Roof Plan UBS-HBA-B3-08-DR-A-08-0147 Hawkins Brown

Proposed B3 – Mezzanine Floor Plan UBS-HBA-B3-00-DR-A-08-0148 Hawkins Brown

Proposed B1 - North Elevation UBS-HBA-B1-XX-DR-A-08-0210 Hawkins Brown

Proposed B1 - East Elevation UBS-HBA-B1-XX-DR-A-08-0211 Hawkins Brown

Proposed B1 - South Elevation UBS-HBA-B1-XX-DR-A-08-0212 Hawkins Brown

Proposed B1 - West Elevation UBS-HBA-B1-XX-DR-A-08-0213 Hawkins Brown

Proposed B2 - South Elevation UBS-HBA-B2-XX-DR-A-08-0222 Hawkins Brown

Proposed B2 - West Elevation UBS-HBA-B2-XX-DR-A-08-0223 Hawkins Brown

Proposed B3 - North Elevation UBS-HBA-B3-XX-DR-A-08-0230 Hawkins Brown

Proposed B3 - East Elevation UBS-HBA-B3-XX-DR-A-08-0231 Hawkins Brown

Proposed B3 - South Elevation UBS-HBA-B3-XX-DR-A-08-0232 Hawkins Brown

Proposed B3 - West Elevation UBS-HBA-B3-XX-DR-A-08-0233 Hawkins Brown

Proposed Plans – Science and Innovation Buildings - Sections

Proposed B1 - Section AA UBS-HBA-B1-ZZ-DR-A-08-0300 Hawkins Brown

Proposed B1 - Section BB UBS-HBA-B1-ZZ-DR-A-08-0301 Hawkins Brown

Proposed B2 - Section AA UBS-HBA-B2-ZZ-DR-A-08-0320 Hawkins Brown

Proposed B2 - Section BB UBS-HBA-B2-ZZ-DR-A-08-0321 Hawkins Brown

Proposed B3 - Section AA UBS-HBA-B3-ZZ-DR-A-08-0340 Hawkins Brown

Proposed B3 - Section BB UBS-HBA-B1-ZZ-DR-A-08-0341 Hawkins Brown

Proposed Plans – Science and Innovation Buildings – Bay Studies

Proposed B1 - Bay Study -Ground Floor UBS-HBA-B1-XX-DR-A-08-0411 Hawkins Brown

Proposed B1 - Bay Study - Upper Floors UBS-HBA-B1-XX-DR-A-08-0412 Hawkins Brown

Proposed B1 - Bay Study - Plant Screen UBS-HBA-B1-XX-DR-A-08-0413 Hawkins Brown

Proposed B2 - Bay Study -Ground Floor UBS-HBA-B2-XX-DR-A-08-0421 Hawkins Brown

Proposed B2 - Bay Study - Upper Floors UBS-HBA-B2-XX-DR-A-08-0422 Hawkins Brown

Proposed B2 - Bay Study - Plant Screen UBS-HBA-B2-XX-DR-A-08-0423 Hawkins Brown

Proposed B3 - Bay Study -Ground Floor UBS-HBA-B3-XX-DR-A-08- 0431 Hawkins Brown

Proposed B3 - Bay Study - Upper Floors UBS-HBA-B3-XX-DR-A-08-0432 Hawkins Brown

Proposed B3 - Bay Study - Plant Screen UBS-HBA-B3-XX-DR-A-08-0433 Hawkins Brown

All received by the City Council, as Local Planning Authority, on the 26 June 2023

Proposed B2 - Basement Plan UBS -HBA -B2 - 1 -DR - A -08 -0119 Rev P2 Hawkins Brown

Proposed B2 - Ground Floor Plan UBS -HBA -B2 -00 -DR - A -08 -0120 Rev P2 Hawkins Brown

Proposed B2 - First Floor Plan UBS -HBA -B2 -01 -DR - A -08 -0121 Rev P2 Hawkins Brown

Proposed B2 - Second Floor Plan UBS -HBA -B2 -02 -DR - A -08 -0122 Rev P2 Hawkins Brown

Proposed B2 - Third Floor Plan UBS -HBA -B2 -03 -DR - A -08 -0123 Rev P2 Hawkins Brown

Proposed B2 - Fourth Floor Plan UBS -HBA -B2 -04 -DR - A -08 -0124 Rev P2 Hawkins Brown

Proposed B2 - Fifth Floor Plan UBS -HBA -B2 -05 -DR - A -08 - 0125 Rev P2 Hawkins Brown

Proposed B2 - Sixth Floor Plan UBS -HBA -B2 -06 -DR - A -08 -0126 Rev P2 Hawkins Brown

Proposed B2 - Seventh Floor Plan UBS -HBA -B2 -07 -DR - A -08 - 0127 Rev P2 Hawkins Brown

Proposed B2 - Plant Level Plan UBS -HBA -B2 -08 -DR - A -08 -0128 Rev P2 Hawkins Brown

Proposed B2 - Roof Plan UBS -HBA -B2 -10 -DR - A -08 -0129 Rev P2 Hawkins Brown

Proposed B2 – Mezzanine Floor Plan UBS -HBA -B2 -00 -DR - A -08 -0130 Rev P2 Hawkins Brown

Proposed B2 - North Elevation UBS-HBA-B2-XX-DR-A-08-0220 Rev P2 Hawkins Brown

Proposed B2 - East Elevation UBS-HBA-B2-XX-DR-A-08-0221 Rev P2 Hawkins Brown

Proposed Illustrative Masterplan -Site Location Plan UBS-HBA-SW-00-DR-A-08-1000 Rev P2 Hawkins Brown

Proposed Illustrative Masterplan - Site Plan UBS-HBA-SW-00-DR-A-08-1005 Rev P2 Hawkins Brown

Proposed Illustrative Masterplan - Phasing Plan UBS-HBA-SW-00-DR-A-08-1005 Rev P2 Hawkins Brown

Proposed Illustrative Masterplan - Ground Floor Plan UBS-HBA-SW-00-DR-A-08-1100 Rev P2 Hawkins Brown

Proposed Illustrative Masterplan - Typical Floor Plan UBS-HBA-SW-03-DR-A-08-1101 Rev P2 Hawkins Brown

Proposed Illustrative Masterplan - Roof Plan UBS-HBA-SW-XX-DR-A-08-1102 Rev P2 Hawkins Brown

Proposed Illustrative Masterplan - North Elevation UBS-HBA-SW-XX-DR-A-08-1200 Rev P2 Hawkins Brown

Proposed Illustrative Masterplan - East Elevation UBS-HBA-SW-XX-DR-A-08-1201 Rev P2 Hawkins Brown

Proposed Illustrative Masterplan - South Elevation UBS-HBA-SW-XX-DR-A-08-1202 Rev P2 Hawkins Brown

Proposed Illustrative Masterplan - West Elevation UBS-HBA-SW-XX-DR-A-08-1203 Rev P2 Hawkins Brown

Proposed Illustrative Masterplan - Section AA UBS-HBA-SW-ZZ-DR-A-08-1300 Rev
P2 Hawkins Brown
Masterplan PBSA - Site Plan - Ground Floor 10450-SHP-Z0-A-B5D8-G100-PL-00-
001 P02 SimpsonHaugh
Masterplan PBSA - Site Plan - Typical Floor 10450-SHP-Z0-A-B5D8-G100-PL-TY-
001 P02 SimpsonHaugh
Masterplan PBSA - Site Plan - Roof 10450-SHP-Z0-A-B5D8-G100-PL-RF-001 P02
SimpsonHaugh
A1/ A2 - General Arrangement - Basement 10450-SHP-ZZ-A-B5D8-G200-PL-B1-001
P02 SimpsonHaugh
A1/ A2 - General Arrangement - Ground Floor 10450-SHP-ZZ-A-B5D8-G200-PL-00-
001 P02 SimpsonHaugh
A1/ A2 - General Arrangement - Mezzanine 10450-SHP-ZZ-A-B5D8-G200-PL-M0-
001 P01 SimpsonHaugh
A1/ A2 - General Arrangement - Typical Levels 01-13 (02 shown) 10450-SHP-ZZ-A-
B5D8-G200-PL-TY-001 P02 SimpsonHaugh
A1/ A2 - General Arrangement - Level 14 10450-SHP-ZZ-A-B5D8-G200-PL-14-001
P02 SimpsonHaugh
A1/ A2 - General Arrangement - Typical Levels 15-18 (15 shown) 10450-SHP-ZZ-A-
B5D8-G200-PL-TY-002 P02 SimpsonHaugh
A1/ A2 - General Arrangement - Typical Levels 19-22 (19 shown) 10450-SHP-ZZ-A-
B5D8-G200-PL-TY-003 P02 SimpsonHaugh
A1/ A2 - General Arrangement - Typical Levels 23-24 (23 shown) 10450-SHP-ZZ-A-
B5D8-G200-PL-TY-004 P02 SimpsonHaugh
A1/ A2 - General Arrangement - Level 25 10450-SHP-ZZ-A-B5D8-G200-PL-25-001
P01 SimpsonHaugh
A1/ A2 - General Arrangement - Level 26 10450-SHP-ZZ-A-B5D8-G200-PL-26-001
P02 SimpsonHaugh
A1/ A2 - General Arrangement - Level 27 10450-SHP-ZZ-A-B5D8-G200-PL-27-001
P02 SimpsonHaugh
A1/ A2 - General Arrangement - Level 28 10450-SHP-ZZ-A-B5D8-G200-PL-28-001
P02 SimpsonHaugh
A1/ A2 - General Arrangement - Level 29 10450-SHP-ZZ-A-B5D8-G200-PL-29-001
P01 SimpsonHaugh
A1/ A2 - General Arrangement - Roof 10450-SHP-ZZ-A-B5D8-G200-PL-RF-001 P02
SimpsonHaugh
A3 - General Arrangement - Ground Floor 10450-SHP-A3-A-B5D8-G200-PL-00-001
P02 SimpsonHaugh
A3 - General Arrangement - Level 01 10450-SHP-A3-A-B5D8-G200-PL-01-001 P02
SimpsonHaugh
A3 - General Arrangement - Typical Levels 02-11 10450-SHP-A3-A-B5D8-G200-PL-
TY-001 P02 SimpsonHaugh
A3 -General Arrangement Roof Level 10450-SHP-A3-A-B5D8-G200-PL-RF-001 P02
SimpsonHaugh
General Arrangement - Site Section AA 10450-SHP-Z0-A-B5D8-G200-SE-AA-001
P02 SimpsonHaugh
General Arrangement - Site Section BB, CC, and DD 10450-SHP-Z0-A-B5D8-G200-
SE-XX-001 P02 SimpsonHaugh
General Arrangement - Elevation Kincardine Road 10450-SHP-ZZ-A-B5D8-G200-
EL-EE-001 SimpsonHaugh

General Arrangement - Elevation Upper Brook Street 10450-SHP-ZZ-A-B5D8-G200-EL-EW-001 SimpsonHaugh

General Arrangement - Elevation Grosvenor Road and South Elevation 10450-SHP-ZZ-A-B5D8-G200-EL-XX-001 SimpsonHaugh

General Arrangement - Elevation A3 North and South Elevation 10450-SHP-A3-A-B5D8-G200-EL-XX-001 SimpsonHaugh

A1/A2 - Façade Detail - Typical 10450 -SHP -ZZ - A -B5D8 -G251 -DE -XX -001 P01 SimpsonHaugh

A1/A2 - Façade Detail - Gable Typical 10450 -SHP -ZZ - A -B5D8 -G251 -DE -XX -002 P02 SimpsonHaugh

A1/A2 - Façade Detail - Ground Floor 10450 -SHP -ZZ - A -B5D8 -G251 -DE -XX -003 P02 SimpsonHaugh

A1/A2 - Façade Detail - Main Entrance 10450 -SHP -ZZ - A -B5D8 -G251 -DE -XX -004 P02 SimpsonHaugh

A1/A2 - Façade Detail - A1 Parapet 10450 -SHP -ZZ - A -B5D8 -G251 -DE -XX -005 P02 SimpsonHaugh

A1/A2 - Façade Detail - A2 Parapet 10450 -SHP -ZZ - A -B5D8 -G251 -DE -XX -006 P01 SimpsonHaugh

A3 - Façade Detail - Typical 10450 -SHP -A3 - A -B5D8 -G251 -DE -XX -001 P01 SimpsonHaugh

A3 - Façade Detail - Ground Floor 10450 -SHP -A3 - A -B5D8 -G251 -DE -XX -002 P02 SimpsonHaugh

A3 - Façade Detail - Main Entrance 10450 -SHP -A3 - A -B5D8 -G251 -DE -XX -003 P02 SimpsonHaugh

A3 - Façade Detail - Parapet 10450 -SHP -A3 - A -B5D8 -G251 -DE -XX -004 P01 SimpsonHaugh

Illustrative Landscape Masterplan 0983 -RFM -XX -00 -DR - L -0001 Rev P04 Re -form

Landscape GA 1 of 2 0983 -RFM -XX -00 -DR - L -0002 Rev P04 Re -form

Landscape GA 2 of 2 0983 -RFM -XX -00 -DR - L -0003 Rev P04 Re -form

Illustrative Roof Level Masterplan 0983 -RFM -XX -RF -DR - L -0004 Rev P04 Re -form

Illustrative Landscape Sections 1 of 2 0983 -RFM -XX -00 -DR - L -0005 Rev P04 Re -form

Illustrative Landscape Sections 2 of 2 0983 -RFM -XX -00 -DR - L -0006 Rev P04 Re -form

Planting Strategy 1 of 3 0983 -RFM -XX -XX -DR - L -0007 Rev P04 Re -form

Planting Strategy 2 of 3 0983 -RFM -XX -XX -DR - L -0008 Rev P04 Re -form

Planting Strategy 3 of 3 0983 -RFM -XX -XX -DR - L -0009 Rev P04 Re -form

Illustrative Landscape Sections 3 of 4 0983 -RFM -XX -00 -DR - L -0010 Rev P03 Re -form

Illustrative Landscape Sections 4 of 4 0983 -RFM -XX -00 -DR - L -0011 Rev P03 Re -form

All received by the City Council, as Local Planning Authority, on the 2 November 2023

Supporting information

Tree Impact Report received by the City Council, as Local Planning Authority, on the 1 December 2023

Design and Access Statement June 2023 Hawkins Brown, SimpsonHaugh and Re - form, Supporting Planning Statement June 2023 Avison Young, Tall Building Statement June 2023 Avison Young, Statement of Community Involvement June 2023 Avison Young, Community Benefit Statement June 2023 Avison Young, Air Quality Assessment June 2023 Redmore Environmental, Broadband Connectivity Assessment June 2023, Gtech Surveys, BNG Assessment June 2023, Penny Anderson Associates, Circular Economy Statement June 2023, Crime Impact Statement June 2023 GMP, Ecology Appraisal June 2023 Penny Anderson Associates, Environmental Standards Statement (Life Science) June 2023 KJ Tait, Flood Risk Assessment and Drainage Strategy June 2023 WSP, Local Labour Agreement June 2023 Avison Young, PBSA Management Strategy June 2023 Moda Living, Site Investigation Report (Phase I) June 2023 ROC, Student Need Assessment June 2023 Knight Frank, Utilities Statement (PBSA) June 2023 Ridge and Partners, Utilities Statement (Life Science) June 2023 KJ Tait and Waste Management Proforma (Life Science) June 2023 Hawkins Brown

All received by the City Council, as Local Planning Authority, on the 26 June 2023

Design and Access Statement Addendum November 2023 Hawkins Brown, SimpsonHaugh and Re -form, Supporting Planning Statement Addendum November 2023 AshtonHale, Tall Building Statement Addendum November 2023 AshtonHale, Statement of Community Involvement Addendum November 2023 AshtonHale, Community Benefit Statement Addendum November 2023 AshtonHale, Acoustic Survey October 2023 Hann Tucker, Air Quality Assessment – Update Letter 5327 c1 Redmore Environmental, Archaeological Assessment October 2023 Salford Archaeology, Circular Economy Statement Addendum October 2023 CC Certified, Construction Management Plan October 2023 PAG/ Moda Living, Bat Emergence Survey Report August 2023 Brooks Ecological, Environmental Standards Statement (PBSA) October 2023 Ridge and Partners, Fire Strategy/ Safety Assessment October 2023 DFC, Design Note – Escape from Roof Terraces October 2023 DFC, Flood Risk Assessment and Drainage Strategy: Addendum October 2023 WSP, PBSA Accommodation Schedule 10450-SHP-Z0-A-B5D8-F900-SC-XX-001 P02 SimpsonHaugh, TV and Radio Reception Study October 2023 (Issue 0.4) GTech Surveys, Viability Assessment November 2023 Avison Young and Waste Management Strategy (PBSA) 083371-CUR-XX-XX-T-TP-00001 Rev P05 Curtins

All received by the City Council, as Local Planning Authority, on the 2 November 2023

Environmental Statement

Chapter 1 – Introduction June 2023 Egniol
Chapter 2 – Approach June 2023 Egniol
Chapter 3 – Site Description June 2023 Egniol
Chapter 4 – Alternatives June 2023 Egniol
Chapter 5 – The Proposed Development June 2023 Egniol
Chapter 6 - Townscape and Visual Impact Assessment June 2023 Re-form

Chapter 7 - Built Heritage June 2023 Turley
Chapter 8 - Transport June 2023 Focus Transport Planning
Chapter 9 - Socioeconomic Assessment June 2023 Brookdale
Chapter 10 - Daylight, Sunlight and Overshadowing June 2023 Proximity
Chapter 11 - Wind June 2023 GIA
Chapter 12 - Climate Change June 2023 BWB
Chapter 13 – Summary of Mitigation and Residual Effects June 2023 Egniol
Appendices June 2023

All received by the City Council, as Local Planning Authority, on the 26 June 2023

Chapter 1 – Introduction November 2023 Egniol Addendum
Chapter 2 – Approach November 2023 Egniol Addendum
Chapter 3 – Site Description November 2023 Egniol Addendum
Chapter 4 – Alternatives November 2023 Egniol Addendum
Chapter 5 – The Proposed Development November 2023 Egniol Addendum
Chapter 6 - Townscape and Visual Impact Assessment November 2023 Re -form Addendum
Chapter 7 - Built Heritage November 2023 Turley Addendum
Chapter 8 - Transport November 2023 Focus Transport Planning Addendum
Chapter 9 - Socioeconomic Assessment November 2023 Brookdale Addendum
Chapter 10 - Daylight, Sunlight and Overshadowing November 2023 Proximity Addendum
Chapter 11 - Wind November 2023 GIA Addendum
Chapter 12 - Climate Change November 2023 BWB Addendum
Chapter 13 – Summary of Mitigation and Residual Effects November 2023 Egniol Addendum
Appendices November 2023

All received by the City Council, as Local Planning Authority, on the 2 November 2023

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) The following definitions are applicable in this planning permission as reference on drawing UBS-HBA-SW-ZZ-DR-A-081101 REV P2 'Illustrative Masterplan' received by the City Council, as Local Planning Authority, on the 1 November 2023

- Plots A1, A2 and A3 –PBSA Buildings with associated landscaping and public realm;
- Plots B1, B2 and B3 – Science and Innovation Buildings with associated landscaping and public realm.

Reason – To allow relevant conditions to be discharged on a plot basis. For the avoidance of doubt this is not a phased planning permission pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

4) No vegetation clearance shall take place during the optimum period for bird nesting (March - September inclusive) unless nesting birds have been shown to be absent, or, a method statement for the demolition including for the protection of any nesting birds is agreed in writing by the City Council, Local Planning Authority. Any method statement shall then be implemented for the duration of the demolition works.

Reason - In order to protect wildlife from works that may impact on their habitats pursuant to policy EN15 of the Manchester Core Strategy (2012).

5) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained with the Tree Impact Report received by the City Council, as Local Planning Authority, on the 1 December 2023; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the occupation of the building for its permitted use.

(a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the local planning authority. Any topping or lopping approved shall be carried out in accordance with British Standard 5387 (Trees in relation to construction)

(b) If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority.

(c) The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority.

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

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

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

7) Prior to the commencement of a plot of development (excluding demolition), a detailed construction management plan outlining working practices for that plot of development shall be submitted to and approved in writing by the Local Planning Authority.

For the avoidance of doubt the construction management plans shall include:

- o Display of an emergency contact number;
- o Communication strategy with residents;
- o Details of Wheel Washing;
- o Dust suppression measures;
- o Compound locations where relevant;
- o Location, removal and recycling of waste;
- o Routing strategy and swept path analysis;
- o Parking of construction vehicles and staff; and
- o Sheeting over of construction vehicles.

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 plot of development shall be carried out in accordance with the approved construction management plans for the duration of the demolition and construction parts of the development.

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

8) a) Prior to the commencement of a plot of the development, details of a Local Labour Proposal, in order to demonstrate commitment to recruit local labour for the duration of the construction of that plot of the development, 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 of the relevant plot of the development.

In this condition a Local Labour 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 Labour Proposal
- iii) measures to monitor and review the effectiveness of the Local labour Proposal in achieving the objective of recruiting and supporting local labour objectives

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

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

9) Prior to the commencement of a plot of the development, all material to be used on all external elevations of the relevant plot of 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 relevant plot 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.

10) Notwithstanding the details submitted in the Flood Risk Assessment and Drainage Strategy June 2023 WSP and Addendum Flood Risk Assessment and Drainage Strategy: Addendum October 2023 WSP received by the City Council, as Local Planning Authority, on the 26 June 2023 and 2 November 2023 respectively, (a) the development shall not commence (excluding demolition works) until a scheme for the drainage of surface water from that entire development shall be submitted for approval in writing by the City Council as the Local Planning Authority. This shall include:

- A finalised drainage layout showing all components, outfalls, levels, connectivity, and appropriate easements.
- 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. Existing runoff rates must be calculated from the existing drainage infrastructure where feasible.
- 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 connections will suffice.
- Where public sewer assets are located onsite, evidence of agreement in principle from United Utilities to a proposed layout is required. An email accepting a proposed layout (including acceptance of relevant easements, abandonments, diversion plans) will suffice.
- An existing and proposed impermeable areas drawing to accompany all discharge rate calculations.
- 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.
- Hydraulic calculation of the proposed drainage system;
- Construction details of flow control and SuDS elements.

(b) The development shall then be constructed in accordance with the approved details, within an agreed timescale.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution pursuant to policies SP1, EN14 and DM1 of the Manchester Core Strategy (2012).

11) a) Notwithstanding the Upper Brook Street Masterplan Williams/Alliance UBS Limited Phase I Desktop Study, ROC Consulting, Reference: RoCP Ltd/LD/AS/P1/4208, 17th May 2021, received by the City Council, as Local Planning Authority, on the 26 June 2023, prior to the commencement of a plot of the development (excluding demolition works), the following information shall be submitted for approval in writing by the City Council, as Local Planning Authority, to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site

(1) Additional site investigation, based on the information already submitted to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off-site.

(2) The results of the site investigation and the detailed risk assessment referred to in (1) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken. 3.

(3) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (2) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

b) When a plot of the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy.

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

12) If, during the development, contamination or conditions not previously identified as part of the agreed documents within condition 11 are found to be present at the site (or in the monitored vicinity) then no further operations in that part of the site shall be carried out until a strategy which details how this unsuspected circumstance shall be dealt with has been submitted for approval in writing by the City Council, as Local Planning Authority. The approved strategy shall then be implemented and then verified as required by condition 13.

Reason - To ensure that the works to be undertaken do not contribute to, or adversely affect, unacceptable levels of water pollution from previously unidentified contamination sources pursuant to policies EN17 and EN18 of the Manchester Core Strategy (2012).

13) Prior to a plot of development hereby approved being brought into first use, and following completion of the remediation strategy approved as part of condition (11), a Completion/Verification Report shall be submitted for approval in writing by the City Council as Local Planning Authority. This shall demonstrate that the completion of works has been carried out in accordance with the approved remediation strategy and has been effective. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.

Reason - To ensure that the site has been appropriately remediated prior to the commencement of works associated with the redevelopment of the site, pursuant to policies EN17, EN18 and DM1 of the Manchester Core Strategy (2012).

14) Prior to the commencement of a plot 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 development.

Reason – to ensure that piling does not harm groundwater resources, pursuant to policies SP1, EN17 and EN18 of the Manchester Core Strategy (2012).

15) Prior to the commencement of a plot of the development details for managing any borehole installed for the investigation of soils, groundwater or geotechnical purposes within the development have been submitted for approval in writing by the City Council, as Local Planning Authority. The scheme shall include:

- Details of how redundant boreholes are to be decommissioned;
- How any boreholes that need to be retained, post development, for monitoring purposes, will be secured, protected and inspected.

The development shall be implemented in accordance with the details and thereafter retained and maintained in situ.

Reason - To ensure that any potential source receptor pathways are protected and/or appropriately decommissioned thereby ensuring that any risks to controlled water are mitigated pursuant to policies DM1, EN14 and EN18 of the Manchester Core Strategy (2012).

16) No development at each plot of the development shall take place (except for demolition of current buildings to slab/ modern ground level) until the applicant or their agents or successors in title has secured the implementation of a programme of archaeological works. The works are to be undertaken in accordance with a Written Scheme of Investigation (WSI) submitted for approval in writing by the City Council, as Local Planning Authority. The WSI shall cover the following:

1. Informed by the North West Regional Research Framework, a phased programme and methodology of investigation and recording to include:

i - targeted archaeological evaluation

ii - informed by the above, more detailed targeted excavation (subject of a new WSI).

2. A programme for post investigation assessment to include:

i - analysis of the site investigations records and finds

ii - production of a final report on the investigation results.

3. Deposition of the final report with the Greater Manchester Historic Environment Record.

4. Dissemination of the results commensurate with their significance.

5. Provision for archive deposition of the report and records of the site investigation.

6. Nomination of a competent person or persons/organisation to undertake the works set out within the approved WSI.

Reason: To record and advance understanding of heritage assets impacted on by the development and to make information about the heritage interest publicly accessible pursuant to policies EN3 of the Manchester Core Strategy (2012) and saved policy DC20 of the Unitary Development Plan for the City of Manchester (1995).

17) Prior to the commencement of a plot of the development, an invasive species management strategy (excluding demolition works) including an updated survey carried out between March and October, shall be submitted for approval in writing by the City Council, as Local Planning Authority,

The agreed management strategy shall be implemented in full for the duration of the development.

Reason -In the interest of managing invasive species at the application site pursuant to policy EN14 of the Manchester Core Strategy (2012).

18) Prior to any vegetation clearance a reasonable avoidance measures method statement for hedgehog shall be submitted for approval in writing by the City Council, as Local Planning Authority,

The agreed method statement shall be implemented in full for the duration of the development.

Reason -In the interest of minimising impact on hedgehogs at the application site pursuant to policy EN14 of the Manchester Core Strategy (2012).

19) Prior to the first use of a plot the development, details of the implementation, maintenance and management of the sustainable drainage scheme for that phase shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The scheme shall include the following:

- Verification report providing photographic evidence of construction; and
- 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.

The approved scheme shall then be implemented in accordance with the details and thereafter managed and maintained for as long as the development remains in use.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution pursuant to policies SP1, EN14 and DM1 of the Manchester Core Strategy (2012).

20) Each plot of the development shall be carried out in accordance with the Environmental Statement received by the City Council, as Local Planning Authority, on the 1 November 2023.

A post construction review certificate/statement for each plot of the development shall be submitted for approval in writing, within a timescale that has been previously agreed in writing, to the City Council as Local Planning Authority for that plot.

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.

21) The Science and Innovation Buildings (Plots B1, B2 and B3) hereby approved shall achieve a post-construction Building Research Establishment Environmental Assessment Method (BREEAM) rating of at least an 'Excellent' rating. Post construction review certificate(s) shall be submitted to, and approved in writing by the

City Council as local planning authority, within six months of the buildings 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.

22) (a) Notwithstanding drawings Illustrative Landscape Masterplan 0983 -RFM -XX -00 -DR - L -0001 Rev P04 Re -form, Landscape GA 1 of 2 0983 -RFM -XX -00 -DR - L -0002 Rev P04 Re -form, Landscape GA 2 of 2 0983 -RFM -XX -00 -DR - L -0003 Rev P04 Re -form, Illustrative Roof Level Masterplan 0983 -RFM -XX -RF -DR - L -0004 Rev P04 Re -form, Illustrative Landscape Sections 1 of 2 0983 -RFM -XX -00 -DR - L -0005 Rev P04 Re -form, Illustrative Landscape Sections 2 of 2 0983 -RFM -XX -00 -DR - L -0006 Rev P04 Re -form, Planting Strategy 1 of 3 0983 -RFM -XX -XX -DR - L -0007 Rev P04 Re -form, Planting Strategy 2 of 3 0983 -RFM -XX -XX -DR - L -0008 Rev P04 Re -form, Planting Strategy 3 of 3 0983 -RFM -XX -XX -DR - L -0009 Rev P04 Re -form Illustrative Landscape Sections 3 of 4 0983 -RFM -XX -00 -DR - L -0010 Rev P03 Re -form, Illustrative Landscape Sections 4 of 4 0983 -RFM -XX -00 -DR - L -0011 Rev P03 Re -form received by the City Council, as Local Planning Authority, on the 2 November 2023, prior to the commencement of landscaping works associated with a plot of the development hereby approved, details of a hard and soft landscaping scheme (including appropriate materials specifications and street trees) shall be submitted for approval in writing by the City Council as Local Planning Authority.

(b) The approved scheme shall be implemented prior to the first use of a relevant plot of the development.

If within a period of 10 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies SP1, EN9 and DM1 of the Core Strategy.

23) Prior to the first use of a plot of the development hereby approved, full details of the specification and locations of bat and bird boxes, shall be submitted to and approved in writing by the City Council as Local Planning Authority. The bat and bird boxes shall be installed prior to the completion of a plot of the development and therefore be retained and remain in situ.

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

24) (a) Prior to the first occupation of a plot of the development hereby approved, details of any externally mounted ancillary plant, equipment and servicing shall be

submitted for approval in writing by the City Council, as Local Planning Authority. Externally mounted plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5 dB (L_{aeq}) below the typical background (LA₉₀) level at the nearest noise sensitive location.

(b) Prior to the first use of a plot of the development, a verification report will be required to validate that the work undertaken conforms to the recommendations and requirements approved as part of part (a) of this planning condition. The verification report shall include post completion testing to confirm the noise criteria has been met. In instances of non-conformity, these shall be detailed along with mitigation measures required to ensure compliance with the 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.

Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the City Council, as Local Planning Authority. Any measures shall thereafter retained and maintained in situ.

Reason - To minimise the impact of plant on the occupants of the development pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

25) Prior to any above ground works, a scheme of acoustic insulation for the non residential areas (gym, commercial uses, medical centre), within each plot of the development containing PBSA accommodation, shall be submitted for approval in writing by the City Council, as Local Planning Authority.

Where entertainment noise is proposed the L_{Aeq} (entertainment noise) shall be controlled to 5dB below the LA₉₀ (without entertainment noise) in each octave band at the facade of the nearest noise sensitive location, and internal noise levels at structurally adjoined residential properties in the 63HZ and 125Hz octave frequency bands shall be controlled so as not to exceed (in habitable rooms) 47dB and 41dB (L_{eq},5min), respectively

(b) Prior to the first use of those spaces within a relevant plot of the development, a verification report will be required to validate that the work undertaken conforms to the recommendations and requirements approved as part of part (a) of this planning condition. The verification report shall include post completion testing to confirm the noise criteria has been met. In instances of non-conformity, these shall be detailed along with mitigation measures required to ensure compliance with the 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.

Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the City Council, as Local Planning Authority. Any measures shall thereafter retained and maintained in situ.

Reason - In order to limit the outbreak of noise from the commercial premises pursuant to policies SP1 and DM1 of the Core Strategy (2007) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

26) (a) Prior to any above ground works, a scheme for acoustically insulating the proposed student accommodation (Plots A1, A2 and A3) against noise shall be submitted for approval in writing by the City Council as Local Planning Authority.

There may be other actual or potential sources of noise which require consideration on or near the site, including any local commercial/industrial premises.

The potential for overheating shall also be assessed and the noise insulation scheme shall take this into account.

Noise survey data shall include measurements taken during a rush-hour period and night time to determine the appropriate sound insulation measures necessary. The following noise criteria shall be required to be achieved when providing adequate ventilation as defined by Approved Document F of the Building Regulations (whole dwelling ventilation):

Bedrooms (night time - 23.00 - 07.00) 30 dB L_{Aeq} (individual noise events shall not exceed 45 dB $L_{Amax,F}$ by more than 15 times)

Living Rooms (daytime - 07.00 - 23.00) 35 dB L_{Aeq}

Gardens and terraces (daytime) 55 dB L_{Aeq}

Higher internal noise levels than those specified above may be allowed when higher rates of ventilation are required in relation to the overheating condition.

Additionally, where entertainment noise is a factor in the noise climate the sound insulation scheme shall be designed to achieve internal noise levels in the 63Hz and 125Hz octave centre frequency bands so as not to exceed (in habitable rooms) 47dB and 41dB ($L_{eq,5min}$), respectively.

The approved noise insulation and ventilation scheme shall be completed before the first occupation of the student accommodation plot C of the development.

(b) Prior to the first occupation of the student accommodation within plot A1, A2 and A3, a verification report will be required to validate that the work undertaken conforms to the recommendations and requirements approved as part of part (a) of this planning condition. The verification report shall include post completion testing to confirm the noise criteria has been met with windows and purge vent doors closed. In instances of non-conformity, these shall be detailed along with mitigation measures required to ensure compliance with the 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.

Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the City Council, as Local Planning Authority. Any measures shall thereafter retained and maintained in situ.

Reason: To secure a reduction in noise from traffic or other sources in order to protect future residents from noise disturbance pursuant to policies SP1, H1 and DM1 of the Core Strategy (2007) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

27) Prior to any above ground works associated with Plots B1, B2 and B3 'Science and Innovation Buildings' of the development hereby approved, details of the location of the waste storage and an accompanying waste management strategy shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The approved scheme shall be implemented as part of the first use of Plot B of the and shall remain in situ whilst the use or development is in operation.

Reason - To ensure adequate refuse arrangement are put in place for the Sci-Tech element of the scheme pursuant to policies EN19 and DM1 of the Manchester Core Strategy.

28) Prior to any above ground works associated with Plots A1, A2 and A3 'PBSA Buildings' of the development hereby approved, details of the location of the waste storage and an accompanying waste management strategy shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The approved scheme shall be implemented as part of the first use of Plot C of the and shall remain in situ whilst the use or development is in operation.

Reason - To ensure adequate refuse arrangement are put in place for the PBSA element of the scheme pursuant to policies EN19 and DM1 of the Manchester Core Strategy.

29) The development hereby approved shall include a building and site lighting scheme including details of illumination of external areas during the period between dusk and dawn and details of lighting being turned off when not in use. Full details of such a scheme for each plot of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority before the first use of the development hereby approved.

The approved scheme shall be implemented in full for each plot of the development prior to the first use of each plot and shall remain in operation for so long as the development is occupied.

Reason - In the interests of amenity, crime reduction, personal safety, the safety of the tram lines and impact on the canal corridor in order to comply with the requirements of policies SP1 and DM1 of the Manchester Core Strategy (2012).

30) 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 Manchester Core Strategy (2012).

31) The development hereby approved shall be carried out in accordance with the Crime Impact Assessment Greater Manchester Police received by the City Council, as Local Planning Authority, on the 26 June 2023.

Each plot of 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 Manchester Strategy (2012) and to reflect the guidance contained in the National Planning Policy Framework.

32) (a) Vehicular deliveries, servicing and collections including waste collections for the PBSA plots (A1, A2 and A3) shall not take place outside the following hours:

Monday to Saturday 07:30 to 20:00

Sundays (and Bank Holidays): 10:00 to 18:00

(b) Prior to the first use of any of the Science and Innovation plots (Plots B1, B2 and B3) a detailed deliveries, servicing and collections management strategy for each plot of the development shall be submitted for approval in writing by the Local Planning Authority. The approved strategy shall be implemented in full at all times when the Science and Innovations plots hereby approved are in use.

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

33) The student accommodation element of the development (Plots A1, A2 and A3) hereby approved shall be used as purpose built student accommodation (PBSA) (Sui Generis) and for no other purpose of The Town and Country Planning (Use Classes) Order 1987 (or any order revoking and re-enacting that Order with or without modification) (including serviced apartments/apart hotels or similar uses where sleeping accommodation (with or without other services) is provided by way of trade for money or money's worth and occupied by the same person for less than ninety consecutive nights).

Reason - To ensure that the accommodation is used solely for the intended purpose - student accommodation and to safeguard the amenities of the neighbourhood by ensuring that other uses which could cause a loss of amenity such as serviced apartments/apart hotels do not commence without prior approval; to safeguard the

character of the area, and to maintain the sustainability of the local community through provision of accommodation that is suitable for people living as families pursuant to policies DM1 and H11 of the Core Strategy for Manchester and the guidance contained within the National Planning Policy Framework.

34) The development hereby approved shall be carried out in accordance with the Interim Travel Plan (PBSA) (Ref: J000370-TP01c) and Framework Travel Plan (Life Sciences) (Ref: J000370-TP02c received by the City Council, as Local Planning Authority, on the 3 August 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 and working 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) 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 each plot 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).

35) (a) Prior to the first occupation of the student accommodation (Plots A1 and A2) hereby approved, the cycle store and provision of 275 cycle stands as indicated on drawings 10450-SHP-ZZ-A-B5D8-G200-PL-M0-001-PO2 And 55 cycles at Plot A3 as indicated on drawing 10450-SHP-A3-A-B5D8-G200-PL-00-001-PO1 received by the City Council, as Local Planning Authority, on the 3 August 2023 shall be implemented and made available for the occupants of the development. The cycle store shall remain available and in use for as long as the development is occupied.

(b) The number of cycle spaces shall be reviewed annually as part of the travel plan requirements of condition 34 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).

36) (a) Prior to the first occupation of the Science and Innovation Buildings (Plots B1, B2 and B3) hereby approved, the cycle store and provision of 270 cycle stands as indicated 110 cycles at Unit B1 as indicated on drawing UBS-HBA-B1-00-DR-A-080100-P1 and 70 cycles at Unit B3 as indicated on drawing UBS-HBA-B3-00-DR-A-080140-P1 as received by the City Council, as Local Planning Authority, on the 3 August 2023, and 90 cycles at Unit B2 as indicated on drawing UBS-HBA-B2-00-DR-A-080120-P2 received by the City Council as Local Planning Authority, on the 2 November 2023 shall be implemented and made available for the occupants of the development. The cycle store shall remain available and in use for as long as the development is occupied.

(b) The number of cycle spaces shall be reviewed annually as part of the travel plan requirements of condition 34 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).

37) Prior to the first occupation of the development hereby approved a scheme of highway works and details of footpaths reinstatement/public realm for the development shall be submitted for approval in writing by the City Council, as Local Planning Authority.

This shall include the following:

- Closure of Inchley Road between Kincardine Road and Upper Brook Street to traffic and conversion to new public square including enhanced walk / cycle connections to Gartside Gardens with associated TROs, dropped kerbs and tactile paving.
- Removal of southbound bus layby on A34 Upper Brook Street at the PBSA site frontage and replacement with widened footway and revised bus stop layout.
- Junction improvements at the A34 Upper Brook Street / Booth Street East traffic signals to respond to the closure of Inchley Road and creation of the new public square - including improved pedestrian and cycle crossing arrangements and new right turn lane for southbound traffic on A34 Upper Brook Street to connect to Booth Street East with associated TROs, dropped kerbs and tactile paving including:
 - o Closure and removal of Inchley Road arm connection.

- Upper Brook Street (N) approach increase from 2 approach lanes to 3 (2 ahead and 1 right turn lane).
- Upper Brook Street (S) approach reduced from 3 approach lanes to 2 approach lanes, via the removal of the existing outer 'ahead and right lane'.
- New central pedestrian / cycle (toucan) crossing point on Upper Brook Street and improvement on the crossing at Booth Street East.
- The existing crossing island to Booth Street East will be increased in size.

All of the above works will require the re-staging of the traffic signals and the re-positioning of vehicle stop lines and pedestrians / cycle crossing facilities. As part of these amendments it is proposed that a new pedestrian crossing at Upper Brook Street be provided across the centre of the junction, which will accommodate pedestrian and cycle movements.

Amendments to Kincardine Road corridor to deliver enhanced pedestrian areas, improved parking and servicing arrangements, a segregated contra-flow cycle lane and extended one-way northbound general traffic operation from Brunswick Street and Grosvenor Street with associated TROs, dropped kerbs and tactile paving, including:

- 3.42m carriageway widths, with additional over-run areas as necessary.
- 2m - 2.5m pedestrian footways on the application side of the route.
- 2m pedestrian footway to Gartside Gardens, except at specifically identified locations
- 1.5 - 2m segregated contra-flow cycle lane to Gartside side.
- 24 public pay & display / residents parking bays, plus 2 additional bays that could be assigned to car club vehicles.
- Vertical traffic calming at key side road junctions and main pedestrian crossing point.
- 9 x 3.2m by 6m disabled parking bays across 2 dedicated lay-by parking zones.
- 3m x 22.5m servicing lay by adjacent to buildings A1 and A2 to serve the core PBSA building.
- 3.5m x 25m servicing bay adjacent to building A3 to serve the other PBSA unit and anticipated ancillary local foodstore floor space;
- Removal of any redundant vehicle access points which served the former site and reinstatement as continuous footway to adoptable standards as necessary.
- Additional improvements will be delivered to Kincardine Road / Grosvenor Street junction to improve cycle connections to the existing

infrastructure, including new tiger crossing arrangement on Grosvenor Street and associated shared space connections.

- Improvements to the distance (and visibility) between the parallel crossing and the Greek Street junction including a build out of the kerb line from the West to reduce the carriageway width in this location to 6m.
 - An additional sign to alert vehicles exiting from Greek Street to look right due to presence of the cycle lane on Grosvenor Street.
 - Appropriate walking and cycling signs to city centre sites should be provided as part of the development.
- Review of the Traffic Regulation Orders in the vicinity of the development with a view to introducing additional parking restrictions as appropriate, as well as ensuring adequate parking restrictions remain in place, and are refreshed accordingly;
 - Appropriate walking and cycling signs both on-site and at appropriate nearby off-site locations, providing directions to city centre locations should be provided as part of the development.

The approved scheme shall be implemented in line with an agreed highways phasing plan, with each phase of works to be delivered prior to the first occupation of the relevant identified development plot and thereafter retained and maintained in situ.

Reason - To ensure safe access to the development site in the interest of pedestrian and highway safety pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012).

38) Notwithstanding the TV and Radio Reception Study October 2023 (Issue 0.4) GTech Surveys, received by the City Council, as Local Planning Authority, on the 26 June 2023, within one month of the practical completion of a plot 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 to identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out above shall be submitted for approval in writing by the City Council, as Local Planning Authority. The measures identified must be carried out either before each phase is first occupied or within one month of the study being submitted for approval in writing 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 Manchester Core Strategy (2012).

39) All windows at ground level, unless shown otherwise on the approved drawings detailed in condition 3 shall be retained as a clear glazed window opening at all time and views into the premises shall not be screened or obscured in anyway.

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 Manchester Core Strategy (2012).

40) 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 Manchester Core Strategy (2012) policy DM1.

41) Prior to any above ground works relating to the PBSA Buildings (Plots A1, A2 and A3), details of the location, size and specification of the accessible bedrooms for the PBSA (Plots A1, A2 and A3) (minimum of 5% of the PBSA accommodation) shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented as part of the development and thereafter retained and maintained in situ.

Reason - In the interest of ensuring the accommodation is accessible to all pursuant to policy DM1 of the Manchester Core Strategy (2012).

42) Prior to the first use of a plot of the development hereby approved a signage strategy for the each building plot shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The approved strategy shall then be implemented and used to inform any future advertisement applications for the building.

A minimum of one projecting box sign would be acceptable for each commercial use (30mm thickness) and ground floor sign to commercial and community spaces should be situated behind the glass).

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

43) Prior to the first use of Plot B1, B2 and B3 Science and Innovation Buildings hereby approved, details of the specification, siting, scale and appearance of the solar panels to the roof (including cross sections). The approved details shall then be implemented prior to the first use of the Sci-Tech Building and thereafter retained and maintained in situ.

Reason – In the interest of ensuring the solar panels are of the appropriate specification and appearance in the interest of the overall sustainability of the

building and visual amenity pursuant to policies SP1, EN1, EN6 and DM1 of the Manchester Core Strategy (2012).

44) Prior to the first use of the external areas within each plot of the development, details of any external areas associated (including an Operating Schedule) shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The Operating Schedule shall contain the following details:

- a. A scaled layout plan showing the proposed seating area, including layout of furniture and demarcation of the area;
- b. Full details of the measures proposed to ensure that the proposed seating area is fully accessible by disabled people;
- c. Details of the proposed furniture, including any barriers;
- d. A detailed management strategy that includes information on how the proposed external seating area would be managed in terms of potential noise disturbance, additional movement and activity, litter and storage of furniture at night;
- e. days and hours of operation.

The approved plan shall be implemented upon first use of the development and thereafter retained.

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.

45) Prior to the first use of the roof terraces associated with Plot B1, B2 and B3 Science and Innovation Buildings, the opening hours for the roof terrace shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The roof terrace shall only operate in accordance with the roof terrace opening hours.

There shall be no amplified sound or music used at the roof terrace.

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

46) Prior to the first use of the roof terraces associated with Plots A1, A2 and A3 PBSA Buildings, the opening hours for the roof terrace shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The roof terrace shall only operate in accordance with the roof terrace opening hours.

There shall be no amplified sound or music used at the roof terrace.

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

47) Prior to the first use of the commercial units and medical centre, details of a scheme to extract fumes, vapours and odours from these spaces shall be submitted for approval in writing by the City Council, as Local Planning Authority (unless no kitchen extraction or cooking facilities are required). The approved scheme shall then be implemented prior to the first use of each of these spaces and thereafter retained and maintained in situ.

Reason - To ensure appropriate fume extraction is provided for the non residential spaces pursuant to policies SP1 and DM1 of the Manchester Core Strategy and saved policy DC10 of the Unitary Development Plan for the City of Manchester (1995).

48) Prior to the first use of the commercial units and medical centre, a schedule of opening hours shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved hours shall then be implemented and thereafter the uses shall operate in accordance with them.

There shall be no amplified sound or any amplified music at any time within these spaces unless it can be shown as part of condition 25 that there would be no unacceptable impact on residential amenity.

Reason - In interests of residential amenity in order to reduce noise and general disturbance in accordance with saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

49) Each commercial unit shall remain as one unit and shall not be sub divided or amalgamated without the benefit of planning permission being secured.

Reason- In the interests of residential amenity and to ensure the future viability and vitality of the commercial units pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies DM1, C5 and SP1 of the Manchester Core Strategy.

50) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order with or without modification):

- Plots A1, A2 and A3 three ground floor + 12/14/29 storey buildings to be used for Purpose Built Student Accommodation (Use Sui Generis), comprising 983 bedrooms in total and 506sqm of ground floor ancillary uses (café/commercial and convenience store Use Classes E (a)/(b)/(c))
- Plot B1, B2 and B3 three buildings comprising ground floor + 5/7/9 storeys for Science and Innovation uses (Use Class E (g)(i) & (ii)) and 834sqm ground

floor community uses (retail (excluding convenience retail) cafés and medical facility (Use Classes E (a)/(b) and (e)),

Reason - In the interest of retaining the provision of office space and PBSA within the development pursuant to policies EC1, EC4 of the Manchester Core Strategy (2012) and the Oxford Road SRFG.

51) Prior to the first use of each of the commercial units and medical centre in plots of the development, details of any roller shutters to the ground floor of the premises shall be submitted for approval in writing by the City Council, as Local Planning Authority. The shutters shall be fitted internally to the premises. The approved details shall be implemented prior to the first use of each of the commercial units within a plot of the development and thereafter retained and maintained in situ.

Reason - To ensure that the roller shutters are appropriate in visual amenity terms pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012).

52) No doors to commercial units (other than those designated as fire exits) shall open outwards onto adjacent pedestrian routes.

Reason - In the interest of pedestrian safety pursuant to policy DM1 of the Manchester Core Strategy (2012).

53) Prior to the first use of the PBSA plots (A1, A2 and A3) within the development, the five disabled car parking spaces closest to those plots, as indicated on drawings 766-042-WCL-009-PO3, 766-042-WCL-010-PO3, and 766-042-WCL-011-PO3 received by the City Council, as Local Planning Authority, on the 24 November 2023 shall then be implemented, made available and remain in situ for as long as the development remains in use.

Prior to the first use of the Science and Innovation plots (B1, B2 and B3) within the development, the four disabled car parking spaces closest to those plots, as indicated on drawings 766-042-WCL-009-PO3, 766-042-WCL-010-PO3, and 766-042-WCL-011-PO3 received by the City Council, as Local Planning Authority, on the 24 November 2023 shall then be implemented, made available and remain in situ for as long as the development remains in use.

Reason - To ensure sufficient disabled car parking is available for disabled occupants of the development pursuant to policies SP1, T1, and DM1 of the Manchester Core Strategy (2012).

54) Prior to the first occupation of the development, a detailed 30 year landscape environmental management plan (LEMP) for the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include details of how the public realm and hard and soft landscaping areas for the relevant development will be maintained including maintenance schedules and repairs. The LEMP shall then be implemented as part of the relevant phase of development and remain in for the duration of the plan.

Reason - To ensure that the satisfactory landscaping scheme for the development is maintained in the interest of the character and visual amenities of the area, in accordance with policies SP1, EN9 and DM1 of the Core Strategy.

55) (a) The development hereby approved shall be carried out in accordance with the BNG Assessment June 2023 Penny Anderson Associate received by the City Council, as Local Planning Authority, on the 26 June 2023.

(b) As part of each plot of the development, an updated version of the Biodiversity Net Gain Assessment shall be submitted to the City Council, as Local Planning Authority for approval. This will provide any updates required to the document approved under part (a) of this condition to reflect the detailed design proposals contained within that plot of the development, and any subsequent updates to the ecological assumptions required to meet a minimum overall target of 10% biodiversity net gain across the site.

(c) Prior to the first use of each plot of the development agreed within part (a) of this condition, a verification report for that plot will be required to validate that the works undertaken at that stage conforms to the recommendations and required approved within part of part (b) of this planning condition including its contribution towards the minimum 10% biodiversity net gain.

(d) In instances of non-conformity, these shall be detailed along with mitigation measures required to ensure compliance with the Biodiversity Net Gain Assessment. A verification report and measures shall be agreed until such a time as Construction Phases of development comply with parts (a), (b) and (c) of this planning condition.

Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the City Council, as Local Planning Authority, and thereafter retained and maintained in situ.

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 - In the interest of securing a biodiversity mitigation strategy for the Red Bank Neighbourhood pursuant to policies SP1, EN9, EN17 and DM1 of the Manchester Core Strategy (2012).

56) Notwithstanding the provisions Class O of Part 3 of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) any Class E office accommodation shall be retained for the purposes of Class E office accommodation within of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by The Town and Country Planning (Use Classes) (Amendment) (England) Order 2010, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) other than the purpose(s) of Class E.

Reason - To safeguard the office accommodation as part of maintaining the supply of suitable and sustainable office accommodation in this part of the City particularly accommodation suitable for small business pursuant to policies SP1 and EC1 of the Core Strategy for Manchester and the guidance contained within the National Planning Policy Framework.

57) Prior to the first use of the development a Delivery and Servicing Management Strategy for the Science and Innovation Buildings shall be submitted for approval in writing by the City Council, as Local Planning Authority. The strategy should work to ensure that servicing/delivery activities across all the buildings are co-ordinated to ensure efficient use of the proposed loading bays and service yard.

The approved strategy, including any associated mitigation works, shall be implemented and be in place prior to the first occupation of the development and thereafter retained and maintained in operation.

Reason - To ensure appropriate servicing management arrangements, are put in place for the development in the interest of highway and pedestrian safety pursuant to policy SP1 and DM1 of the Manchester Core Strategy (2012).

58) Prior to the first use of the development a Delivery and Servicing Management Strategy for the PBSA Buildings shall be submitted for approval in writing by the City Council, as Local Planning Authority. The strategy should work to ensure that servicing/delivery activities across all the buildings are co-ordinated to ensure efficient use of the proposed loading bays and service yard.

The strategy shall include the following:

- Details regarding management arrangements for the PBSA loading bay including infrequent plant maintenance movements. Such movements would also require banksman support as access will be required by reversing into the site from Kincardine Road.
- Food/parcel deliveries including:
 - o Designated delivery drop-off points: This could be a specific lobby area or a central location easily accessible to delivery drivers.
 - o Provision of clear signage in common areas to guide delivery drivers to the drop-off point.
 - o Inform all new residents on the designated drop-off point and any specific rules or guidelines they need to follow when receiving deliveries.
 - o Establish specific delivery hours for residents of the development where possible.
 - o Annual review how the drop-off process is working and encourage resident feedback.
 - o Set up a secure delivery holding area within the development.
 - o Signage to direct operatives to relevant areas;
 - o Monitor Security Concerns.

The approved strategy, including any associated mitigation works, shall be implemented and be in place prior to the first occupation of the development and thereafter retained and maintained in operation.

Reason - To ensure appropriate servicing management arrangements, are put in place for the development in the interest of highway and pedestrian safety pursuant to policy SP1 and DM1 of the Manchester Core Strategy (2012).

59) Prior to the first occupation of PBSA buildings a Student move in/move out Operation Management Strategy shall be submitted for approval in writing by the City Council, as Local Planning Authority. The strategy should include provision of time slots and management arrangements as stipulated in the Transport Assessment received by the City Council, as Local Planning Authority, on the 3 August 2023.

The approved strategy, including any associated mitigation works, shall be implemented and be in place prior to the first occupation of PBSA buildings of the development and thereafter retained and maintained in operation.

Reason - To ensure appropriate servicing management arrangements for moving in and out of the development are put in place for the development in the interest of highway and pedestrian safety pursuant to policy SP1 and DM1 of the Manchester Core Strategy (2012).

60) Prior to any above ground works associated with the Science and Innovation buildings details of the siting, scale and appearance of boundary treatment shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented as part of the development and be in place prior to the first occupation of the development.

The boundary treatment shall be retained and maintained in situ thereafter and notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking or re-enacting that Order with or without modification) no boundary treatment shall be erected on site, other than that shown on the approved plans.

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

61) Prior to any above ground works associated with the PBSA buildings details of the siting, scale and appearance of boundary treatment shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented as part of the development and be in place prior to the first occupation of the development.

The boundary treatment shall be retained and maintained in situ thereafter and notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking or re-enacting that Order with or without modification) no boundary treatment shall be erected on site, other than that shown on the approved plans.

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

62) Notwithstanding the Chapter 11 - Wind June 2023 GIA and addendum report received by the City Council, as Local Planning Authority, on the 26 June and 2 November 2023 respectively, prior to any above ground works associated with a plot of the development, full and final details of the wind mitigation measures shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include siting, scale and appearance of any screens, siting, scale and species of any trees, hedges and planting.

The approved details shall be implemented and be in place prior to the first use of a plot of the development and thereafter retained and maintained in situ for as long as the development remains in use.

Reason – In order to ensure appropriate wind mitigation is put in place pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

63) Prior to the commencement of demolition at a plot of development, a detailed construction management plan outlining working practices for that plot of development shall be submitted to and approved in writing by the Local Planning Authority.

For the avoidance of doubt the construction management plans shall include:

- o Display of an emergency contact number;
- o Communication strategy with residents;
- o Details of Wheel Washing;
- o Dust suppression measures;
- o Compound locations where relevant;
- o Location, removal and recycling of waste;
- o Routing strategy and swept path analysis;
- o Parking of construction vehicles and staff; and
- o Sheeting over of construction vehicles.

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 at a plot of development shall be carried out in accordance with the approved construction management plans for the duration of the demolition and construction parts of the development.

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

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.

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: 137401/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:

**Planning Casework Unit
Sport England
Environmental Health
MCC Flood Risk Management
Highway Services
Neighbourhood Team Leader (Arboriculture)
Work & Skills Team
Greater Manchester Ecology Unit
Manchester Metropolitan University
University Of Manchester
Active Travel England**

**Environment Agency
Greater Manchester Archaeological Advisory Service
Greater Manchester Police
Historic England (North West)
Health & Safety Executive (Fire Safety)
Manchester Airport Safeguarding Officer
Natural England
Transport For Greater Manchester
United Utilities Water PLC**

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

Representations were received from the following third parties:

Relevant Contact Officer :	Jennifer Atkinson
Telephone number :	0161 234 4517
Email :	jennifer.atkinson@manchester.gov.uk

