Application Number	Date of Appln	Committee Date	Ward
130387/FO/2021	13th May 2021	27th July 2023	Hulme Ward

Proposal Erection of a part 7, part 11 storey purpose built student accommodation building comprising 197 bed spaces (56no. studios, 14 no. threedios, 10 no. cluster units (Sui Generis use class) with ancillary amenity space, a ground floor community hub (proposed for Use Classes F2(b), E(b), E(3), E(f)) and associated landscape works and infrastructure

Location The Former Gamecock Public House, Boundary Lane, Manchester, M15 6GE

Applicant Curlew Alternatives Eighth Property LP, C/o Agent

Agent Mr Daniel Ramsay, Turley, 1 New York Street, Manchester, M1 4HD

Introduction

The proposal is for a part 7 part 11 storey purpose built student accommodation (PBSA) building providing 197 student bed spaces.

A scheme previously reported to Planning and Highways Committee on the 31st May 2022 was for a part 9 part 13 storey (PBSA) building providing 261 bed spaces.

At that meeting, Committee were 'minded to refuse' on the basis of the scale of the application and the parking issues in the area.

It is noted that there a number of objections to the scheme as originally proposed , these included neighbours, 'Block the Block' a resident-led campaign supported by Hopton Hopefuls, Aquarius Tenants and Residents Association, Hulme Community Forum and On Top of the World Hulme, Hopton Hopefuls, 2 employees of Manchester University, a GP practice on Booth Street West, the Guinness Partnership and One Manchester. 3 representations were also from members of the public supporting the proposal. Councillors Annette Wright and Lucy Powell MP objected.

Revised drawings were submitted to address the above reasons for refusal; 25 objections from neighbours and an objection from 'Block the Block.' Were subsequently received.

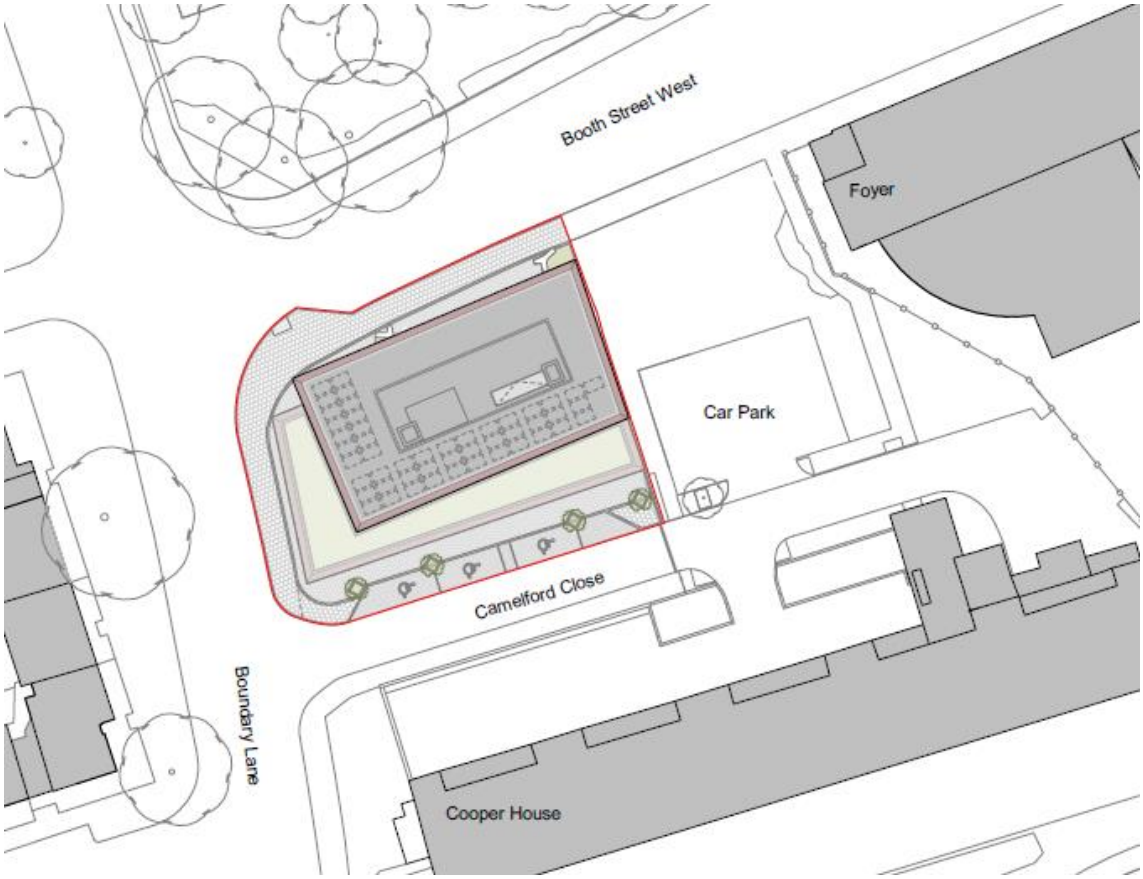
The revised scheme was brought back to Committee on the 20th October 2022. Members resolved to be 'minded to refuse' the proposal and requested that Officers bring a report to a future meeting to address their concerns.

On this occasion these included:
The scale of the proposal and the dominant visual impact
The lack of parking in close proximity to the entrance for those with disabilities and the use of on-street spaces for disabled parking spaces.

Members considered there were Policy reasons to support reasons for refusal.

In response to issues raised at the meeting, additional information has been submitted by the applicant in relation to parking for disabled users

In addition to those previously identified on street, there would be a further three accessible spaces to the south of the site off Camelford Close near to the entrance with Cooper House.



The additional spaces are welcomed and it is considered the concerns of the committee have been addressed. As such it is not recommended that a reason for refusal could be substantiated and there is no policy support in this regard.

It is acknowledged concerns have been raised about the scale of the proposal and the dominant visual impact this would have on the area. In recommending the proposal in its revised form in October 2022, it was considered was an appropriate scale and form.

It is important to note that this view has been informed by an earlier appeal decision which allowed a development with ground floor and mezzanine together with 8 storeys of residential accommodation above in 2008.The Inspector considered impacts on the character and appearance of the surrounding area particularly in relation to scale, height and massing; in addition to the living conditions of those in Cooper House.

The scheme before Committee in October 2022 and now is within the same height parameters.

Given there are no changes in circumstances either by way of planning policy or site-specific characteristics, despite the appeal being some time ago, this decision remains relevant.

Notwithstanding, the proposal has been assessed as part of this application and there is no basis for refusal on the grounds of scale and massing that could be reasonably sustained.

Executive Summary

As noted, the proposal is for a part 7 part 11 storey purpose built student accommodation (PBSA) building providing 197 student bed spaces.

In relation to the revised scheme there were 25 objections from neighbours and an objection from 'Block the Block.'

Key Issues

Principle of use and contribution to regeneration

The development is in accordance with national and local planning policies, and the scheme would bring significant economic, social and environmental benefits. This is a previously developed brownfield site located in a highly sustainable location close to Oxford Road, the University Campuses and public transport modes and amenities. The development would meet the tests of Core Strategy Policy H12. The applicant has demonstrated that there is unmet need for the proposed student accommodation, the proposal has University Support, it has demonstrated that the proposal for PBSA is deliverable, the proposal is sustainable and provides an appropriate standard of accommodation (including supporting the wellbeing of students), meeting carbon objectives and delivering regeneration benefits in its own right.

Economic

The proposal would result in investment and deliver 197 student rooms. The ability to attract students, particularly as a high proportion of graduates stay in the City once they have finished their course, is vital to a successful and thriving economy. Direct and indirect construction jobs are expected to be created. 5 jobs would be created once the development becomes operational.

Social

A local labour agreement would ensure that Manchester residents are prioritised for construction jobs. The provision of high quality student accommodation is vital to attract the right skills to the city given the high graduate retention rates. Amenity areas in the student accommodation would allow for interaction and sharing of ideas as well as supporting student welfare. 23% of the units would be priced at £130 per

week, 19% below its closest market comparable, which MMU have confirmed is affordable. A community hub is proposed at ground floor to provide a space that would be available to the wider community.

Environmental

This would be a low carbon car – free building, except to accommodate accessible spaces in a highly sustainable location.
96 secure cycle spaces would be provided. There would be public realm improvements around the site through the provision of trees and hard landscaping. Biodiversity would be improved with new habitats created and a wildflower green roof included at the 7th floor. Flood risk can be managed.
The ground conditions are not complex or unusual. The height, scale and appearance would be innovative and contribute positively.
Secured by Design principles would ensure the development is safe and secure.
Waste management would prioritise recycling to minimise the amount of waste going to landfill.

Impact on local residents

The impact on daylight/sunlight, overlooking and wind conditions are considered to be acceptable in this context. Construction impacts would not be significant and can be managed. Noise outbreak from plant would meet relevant standards and the operational impacts of the accommodation can be managed.

A full report is attached below for Members' consideration.

Description

As stated above the revised application was placed before Committee on the 20th October 2022 where Members resolved to be 'minded to refuse' the application and requested that a report be brought back to address concerns relating to the dominant visual impact the proposal would have on the area and the lack of parking in close proximity to the entrance for those with disabilities and the use of on-street spaces for disabled parking spaces.

The proposed scheme has now been revised in order to overcome concerns and the reasons why a refusal could not be reasonably sustained set out above.

This 0.13 hectares site is at the junction of Boundary Lane and Booth Street West, currently occupied by a two storey, pub which has been vacant for sometime and is dilapidated. The pub would be demolished and the site redeveloped with a part 7/part 11 purpose built student accommodation block.

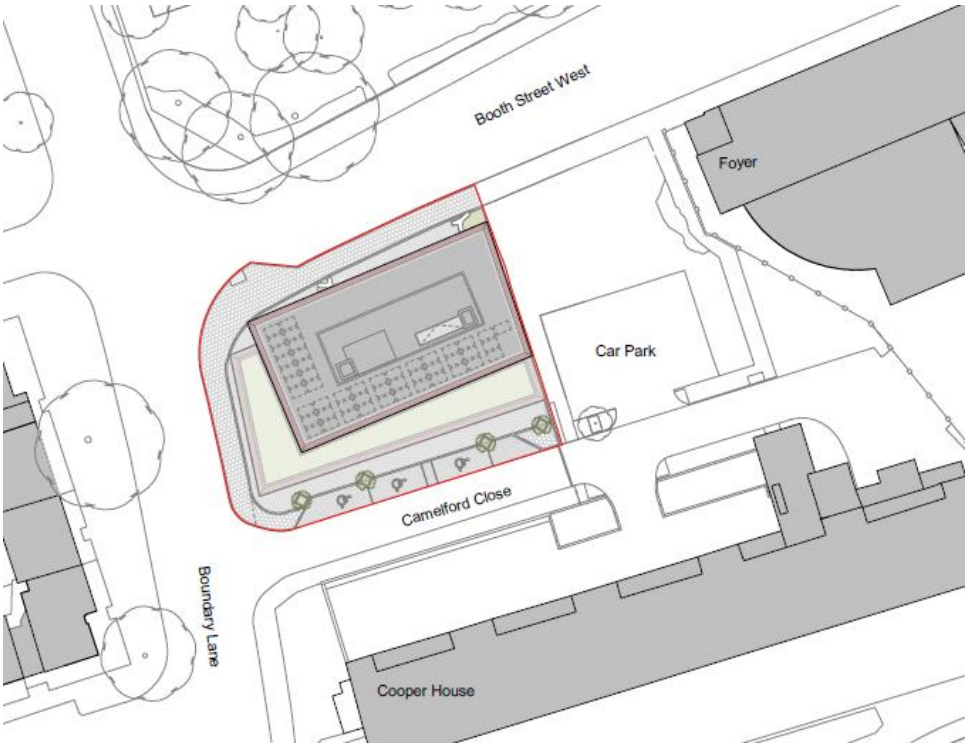
The neighbourhood to the west of Boundary Lane consists of two, three and four storeys homes and the area between boundary Lane and Higher Cambridge Street contains taller blocks.

Proposal

The proposal is for a part 7, part 11 storey purpose built student accommodation (PBSA) building, providing 197 student bed spaces in studios and clusters with:

ancillary amenity space, a ground floor community hub (proposed for Use Classes F2(b), E(b), E(3), E(f)) and associated landscape works and infrastructure

- 56 no. studio apartments
- 14 no. threedios
- 10 no. cluster units (Sui Generis use class)
- A ground floor community hub measuring 102.1 sq.m
- 236.1 sqm amenity space, including lounge areas, gym, games room, study rooms, tv rooms and laundry accessible to all residents
- Reception area, plant, substation, staff amenity space and office on the ground floor and first floor
- 96 secure cycle parking spaces at ground floor;
- Bin store on the ground floor, to accommodate 8No 1100L bins & 3No 240L bins, collected twice a week
- Rooftop photovoltaic panels, air source heat pumps, electric heating, mechanical ventilation with heat recovery and a green roof at level 7.
- The scheme would comply with Part M requirements.
- Servicing and refuse collections would take place from the lay-by on Booth Street West.
- Three disabled accessible car parking spaces



Planning History

085071/FO/2007/S1 - Erection of a part 11 storey/part 7 storey building comprising 42 self-contained flats with 41 parking spaces in basement, ground floor and mezannine floor following demolition of existing public house.
Refused 25 July 2008.

1. The proposed building would by reason of its scale and architectural massing would be an over-dominant and intrusive feature in the street scene to the detriment of the visual amenity of the area. The proposed development is therefore contrary to the provisions of policies H2.2 and H2.7 of the Unitary Development Plan of the City of Manchester and the Guide to Development In Manchester which is a supplementary Planning Document.

2. The proposed development fails to make adequate provision for private amenity space for the residents of the proposed development. The proposed development is therefore contrary to the provisions of policies H2.2 and H2.7 of the Unitary Development Plan of the City of Manchester and the Guide to Development In Manchester which is a supplementary Planning Document.

3. The proposed development by reason of is excessive height and architectural massing would have an overbearing impact on the occupiers of Cooper House to the detriment of their residential amenity. The proposed development is therefore contrary to the provisions of policy H2.2 of the Unitary Development Plan for the city of Manchester.

The applicant appealed the decision which was allowed, granting planning permission.

099285/FO/2012/S1 - Erection of part 8 part 11 storey building comprising 48 units (38 x 4 bed and 10 x 3 bed) to provide student accommodation (Sui generis). Refused 28 August 2012.

Reasons for refusal:

1. The applicant has failed to demonstrate that there is unmet need for the proposed student accommodation or that they have entered an agreement with an education provider for the provision of student accommodation. As such the proposal is not in accordance with the provisions of Policy H12 of the Core Strategy of the Local Development Framework.

2. The proposed building would be reason of its scale and architectural massing be an over-dominant and intrusive feature in the street scene to the detriment of the visual amenity of the area. The proposed development is therefore contrary to the provisions of policies SP1, EN1, EN2 and DM1 of the Core Strategy of the Local Development Framework. The guidance contained in para 14 of the National Planning Policy Framework supports refusal.

3. The proposed development fails to make adequate provision for private amenity space for the residents of the proposed development. The proposed development is therefore contrary to the provisions of policies EN1 and DM1 of the Core Strategy of the Local Development Framework and Para 14 of the National Planning Policy Framework.

Consultations

Publicity – The development was advertised in the Manchester Evening News as a major development. A site notice was placed next to the site boundary. A map showing the extent of residents and businesses notified of the application is set out at the end of this report.

25 letters of objection have been received in relation to the revised plans on the grounds that:
- The building will block light to surrounding windows of residential property impacting negatively on mental health to the detriment of the local community, this will also remove light and heat which is felt more acutely due to the energy crisis.
- The building is not suitable for the local area due to scale and impact, this is the fourth application of this nature and still has a canyon effect on Cooper House. The scheme is 2 storeys higher than the 2008 application.
- Reducing the building by a sixth will not make a substantial difference to light or privacy or with regards to the disruption that construction will cause.
- Residents have suffered an increase in traffic due to making Oxford Road corridor traffic free
- Previous applications have been refused here

- Not enough time was given to consider revised drawings (neighbours were notified of the revised drawings on the 6th September and comments will be taken up until the date of the printed late representations)
- Localised impacts not outweighed by any wider benefit conveyed.
- The scheme will allow significant potential for noise disturbance and general anti social behaviour in close proximity to bedrooms, particularly second bedrooms that accommodate children in Cooper House.
- Inadequate access – Cooper House is only accessible by vehicle from Camelford Close, the proposed development has no parking, despite claims that students will not have cars, this will not happen and this access will become blocked.
The construction phase will also impact to the detriment of the operation of the highways surrounding with concerns expressed about road safety for children.
- Students are imbalancing the community to the detriment of social cohesion. - There is no infrastructure to support additional people or traffic. The area is blighted by litter, alcoholism and traffic
- Hulme needs affordable housing, community facilities and green space not development for profit.
- The impact on Meredith Court has not been assessed, which is immediately adjacent. (Meredith Court is located over c.68m from the application site boundary)

A planning consultant has been engaged to object on behalf of a group known as 'Block the Block' a resident-led campaign support by Hopton Hopefuls, Aquarius Tenants and Residents Association, Hulme Community Forum and On Top of the World Hulme.

The objection set out the reasons given for refusal for the previous proposed PBSA scheme on this site (ref: 099285/FO/2012/S1). They compare the two proposals to demonstrate that the reasons for refusal remain unsatisfied and raise additional concerns.
They state that the policy context remains the same as it did in 2012 and so these same policy tests are relevant to the current planning application and are a material consideration.

1. Applicant failed to demonstrate that there was an unmet need for the proposed student accommodation or that they had entered into an agreement with an education provider for the provision of student accommodation.
As set out in our original letter of objection, we do not consider there to have been a robust case put forward to evidence the need for the proposed PBSA. They also question the affordability of the units and consider that the proposal is not in accordance with policy H12.

2. Because of its scale and architectural massing the proposed building would have been over-dominant and intrusive in the street scene to the detriment of the visual amenity of the area.
The proposed development has been reduced in height to part 7, part 11. Whilst they accept that that this goes some way to addressing the requirements of Core Strategy policy DM1, they still consider the proposed massing and bulk to be inappropriate and incongruous in this setting. They consider that the site coverage would be over-dominant and have a resultant lack of public realm or landscaping.

3. Proposals failed to make adequate provision for private amenity space for the residents of the proposed development.
They consider that there is no outdoor amenity space and that no improvements have been made to the public realm or landscaping. They consider that this is contrary to the provisions of policies SP1 and DM1.

4. By reason of its excessive height and architectural massing, the proposal would have had an overbearing impact on the occupiers of Cooper House to the detriment of their residential amenity.
They acknowledge that the revisions have gone some way to address this concern with regards to height. However, they still consider that the building's scale and massing will result in an unacceptable impact. They refer to the updated Daylight and Sunlight Assessment and state that whilst the figures within the document show a minimal improvement over the previous plans, there are still a significant number of windows that would be unduly impacted beyond the BRE guidelines, having an "adverse impact." They state that in the case of Hopton Court, it should be noted that the apartments are single aspect and that the reductions predicted will have a hugely detrimental impact on residents who have only one source of daylight that will be effected by the proposed development. They state that with the increasing cost of energy, the increased requirement for artificial lighting will incur a greater cost for the existing residents than previously and that the committee and officers should consider the economic implications caused by the proposed development which would be significantly disadvantageous. They consider that the proposal fails to satisfy the criteria for policy H12 and DM1 of the Core Strategy as well as Chapter 12 of the NPPF.

5. The proposed development failed to achieve the high standard of design required for such large buildings.
They do not consider that the amended plans satisfy the requirements of policy EN2 for Tall Buildings. They state that the blank eastern elevation is of concern, despite the addition of the brick detailing and, given its visual prominence, would detract from the area's overall quality. They comment on the quality of the public realm and lack of amenity space. They comment that within policy H12, criterion 3 directs how, "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 onstreet parking in the surrounding area." They state that the applicant has justified the density of this development in the context of the wrong character area, seeking to argue that it forms part of the Oxford Road corridor and University districts, which they consider to be incorrect.
They state that with regards to the response to the lack of car parking for disabled persons by proposing to use existing on street spaces that this will ultimately result in a loss of non-disabled spaces rather than providing additional spaces as required. They consider this will exacerbate an existing issue of flyparking. Comment is then made about other traffic concerns associated with the operation of student accommodation. They state that the expectation that the students and staff will not utilise cars is unrealistic. They state that the comings and goings associated with the operation of the student accommodation will have a detrimental effect on the amenity of existing residents and state that this formed a reason for refusal in 2012 and that

the applicant has failed to justify these impacts and they therefore state that the scheme is contrary to policies SP1 and DM1.

The objection sets out that they are concerned by the impact on trees, construction management and the tokenistic nature of the community hub and query the wording of the recommended condition stating that having to agree the use of the community hub with the developer is not inclusive of the community. It also goes further to question the quality of the accommodation proposed.

One letter of support has been received with regards to the state of the current site and its impact on the community with the flytipping and associated vermin that are present on site.

72 letters of objections were received in relation to the originally submitted plans associated with the application on the grounds that:
- Yet another large, tall MMU building that is planning to be built accommodating a further 261 students into an area (Hulme) that already has far too many students compared with other people living in the neighbourhood. This does not create community cohesion.
- Another massive block that is out of keeping and will further contribute to the unbearable living conditions that exist in Hulme. Antisocial behaviour, drug dealing and littering is a result of the presence of students. Residents want to live in peace and get a decent night sleep throughout the whole year and not only when students return home. We have drug dealers selling drugs to students under our windows and students mistaking us residents for drug dealers. Children are living in the community and are being shaped by this.
- Hulme has become too noisy, too crowded and very contaminated.
- The development will completely remove sun and any view from Cooper House and Hopton Court, this will impact on mental health and there are mental and physical health implications of living next to a development site for 2 years. Construction will also cause traffic difficulties.
- This development will render the use of the communal garden for the tenants of Hopton Court as undesirable.
- In 2008 the Planning Committee refused a 9 storey building citing, amongst other things, ‘canyon effect’ and its impact on Cooper House. This application is a full 4 storey higher, this building will be completely overbearing.
- All properties within Cooper House have a north facing aspect to their kitchens, bathrooms and second bedrooms, there are already significant problems in terms of light and heat. This will incur higher heating and lighting bills to a social housing development effectively penalising the poorest in society for the profits of the wealthiest.
- Significant potential for noise disturbance and general anti-social behaviour within close proximity to the second bedrooms within Copper House generally used by children.
- Cooper House is only accessible from Camelford Close. This is a narrow, poorly maintained, cul-de-sac, barely adequate for two-way passage, with already badly obscured visibility, due to parking, at its egress onto Boundary Lane. The proposed development has no parking, nor is there any provision for deliveries. Regardless of any claims that students will not be permitted cars, this is unlikely to be adhered to,

which will lead to blocking of access and abuse of the parking provided within the boundaries of Cooper House.
- The offer of a community space is a facility that is unlikely to be accessed by the community and is more likely to be used as a party room for students and likely to add to noise and anti-social behaviour.
- The site needs low rise affordable housing not high density high rise student accommodation.
- Loss of trees and no bio-diversity
- Pressure on existing infrastructure.
- Comment that this is Hulme, not the City Centre.
- Question in relation to the needs for provision of accommodation for musicians
- The decision is a commercial one.
- The impact on the community due to more transient people living there, causing noise, disturbance, litter and anti-social behaviour, impacting on mental health.
- It is too close to Cooper House - 25 meters from windows. It will block out their sunlight and be overbearing.
- The scale and massing of the building is too high in respect of existing buildings and will take away our sky, be overdominant and cause overlooking. This is not the city centre. Loss of light impacts on mental health and residents will need to spend more on energy bills.
- The development would impact on the elderly, Hopton Court has been designated an over 55's retirement community. Data provided by Cornbrook Medical Practice show that residents are suffering from long term conditions and a high percentage are suffering from anxiety or depression. The shared garden is the only communal garden in the area and hosts community events, the development will block sunlight to these gardens.
- Disruption due to deliveries.
- Pressure on GP's and Dentists.
- Impact of the development on air quality, particularly having regard to those suffering from COPD.
- No on site parking even for disabled provision.
- The site is on a riverbed and will cause flooding in a flood risk area.
- Should be a community facility or affordable housing.
- Impacts of construction on the elderly and the road network, impacting on highway safety.
- Will there still be access for fire crews into the area?
- The scheme does not improve on the scheme refused in 2012.

A planning consultant was previously engaged to object to the originally submitted plans associated with the application on behalf of a group known as 'Block the Block' a resident-led campaign support by Hopton Hopefuls, Aquarius Tenants and Residents Association, Hulme Community Forum and On Top of the World Hulme.

1. Applicant failed to demonstrate that there was an unmet need for the proposed student accommodation or that they had entered into an agreement with an education provider for the provision of student accommodation
Within policy H12, criterion 9 sets out that "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…for the supply of all or some of the bedspaces." In line with this, the refused 2012 scheme dedicated a section of

the Design and Access Statement to justify the need for student accommodation. This was considered inadequate in demonstrating the need for the additional accommodation and, with the applicant having not entered into an agreement with any of the education providers, this was considered to not satisfy policy H12 of the Core Strategy.

Within the application to which this objection directly relates, a 'Summary Evidence of Student Need' (Cushman and Wakefield, April 2021) was submitted as part of the application package to attempt to satisfy this policy requirement. A report – almost identical to this one and by the same consultant – was submitted as part of another application that was refused at committee just weeks ago in June 2021 in line with the officer's recommendation (ref: 129406/FO/2021). That PBSA scheme was for a 28 storey purpose built student accommodation and was supported by a report titled: 'Evidence of Student Need: Deansgate South' (Cushman and Wakefield, December 2020). In determining whether this report successfully met the requirements of policy H12 in that instance, the decision notice states, "the applicant has failed to demonstrate robustly that there is unmet need for the proposed student accommodation."

Both reports were published by Cushman and Wakefield within four months of each other.

They use the same dataset to explore demand and supply for student accommodation in the city despite some of their numbers not corresponding with one another. Whilst the discrepancies between each report are not clearly explained, it can only be assumed some change has occurred to the data between writing. In light of the recent decision where it was cited that the evidence was insufficiently robust, we see no reason why this same report (with only a few amended figures) would this time constitute as sufficient evidence of need.

Moreover, no formal agreement has been entered into with a higher education provider.

Notwithstanding the general 'need for PBSA' – as expressed in the Resolution of Manchester City Council Executive on PBSA (December 2020) - we strongly disagree with the overall argument in terms of how this strategy would translate in reality through schemes such as this one. As a result we consider that it should be given limited weight for the following reasons.

The notion that PBSA in the centre of the city (in this case costing between £130 - £230) would ever be able to replace private-rented HMOs costing an average of £110 per week (based on submitted C&W report) in housing students beyond first-year, is one that seems very unlikely. Beyond simply just the costs of living, for students to move to the likes of Fallowfield and Withington is also engrained in the culture of the university experience. In support of this, a survey was conducted by 'Block the Block' that asked these questions to the market in question, students (the survey has been submitted within a separate objection). The findings from this demonstrated that students want the independence gained from living in a privately rented property and that city centre PBSA is too expensive to be considered a viable alternative to this. It was also raised as an issue that PBSA often comes without parking – like the proposed scheme to which this objection relates – and so is inaccessible for some students that require a car. This is an additional factor that will maintain the demand for private rented properties.

As such, developments like this proposed at the former Gamecock site are at threat of being under-utilised and would likely be faced with higher vacancy rates. We consider that there is a lack of evidence to support the idea that this "demand" is for

purpose built student accommodation rather than simply for beds. We consider that there needs to be some evidence to support that this demand extends beyond first-years and international students before the Resolution of Manchester City Council Executive on PBSA (2020) can be given any significant weight. The notion that students would choose (or even be able) to afford the proposed rents rather than live in a privately rented property is unfounded and naïve. There are also a number of approved PBSA schemes – some at an advanced stage of delivery – that would be able to satisfy any short term need already. It should also be noted that a PBSA scheme which will provide a further 853 student beds was approved at Planning Committee on 1st July 2021, after the submission of this application. As such, these beds will not be accounted for within the figures for supply used to support the scheme at Gamecock. As such, they are likely already out of date thus throwing further uncertainty over the conclusions reached regarding existing 'need'. We therefore consider that the proposal remains to be not in accordance with this criteria and so, policy H12.

2. Because of its scale and architectural massing the proposed building would have been over-dominant and intrusive in the streetscene to the detriment of the visual amenity of the area

The 2012 scheme to which this reason for refusal relates was part 11 and part 8 storeys in height. This was discussed by the officer at the time as being larger in terms of its footprint, height and overall massing at an additional storey taller than the 2008 scheme that was allowed at appeal (part 7 part 11 storeys). As such, it was considered to create a feature that was to the detriment of the visual amenity of the area and was over-dominant and intrusive.

This most recent scheme – to which this objection relates - is for a part 13 and part 9 storey building; this is taller than both the 2008 scheme that was allowed at appeal and the 2012 scheme that was refused. Within the 'Planning Statement' for this scheme it states: "the Inspector's decision does go some way to establishing the principle of developing the site to this scale and height." In this Inspector's decision as referred to, the Inspector wrote that, "the tallest part of the proposed development would stand out but the differences in height between buildings would not be such as to result in extremes in the area." It was here acknowledged therefore that the height of the proposal in 2008 was above that of the surrounding buildings – as such it would have stood out. In that case, where the proposal was for a part 7 part 11 storeys building, it was however considered to not be an extreme.

Although the Inspector's decision in 2008 to permit a building of that height is a material consideration, we consider that the two additional storeys (on top of each element of the building) would create an over-dominant and intrusive feature as was reflected in the officer's discussion in 2012. The new design, with its proposed additional storey on top of that, would not resolve this issue and instead would only magnify it. We consider that it would now clearly manifest an "extreme" in the area as described by the Inspector in 2008. It therefore fails to satisfy policy DM 1 of the Core Strategy and contravenes chapter 12 of the NPPF.

Also relevant to this notion of over-dominance is the site coverage by development. The table below demonstrates these figures in comparison to the refused scheme. The plot size is based on the figure given in the application form for the planning application.

Scheme Proposed Site Coverage (m²)

2012 scheme 625.4 Current scheme (ground floor) 588, Current scheme (1st floor

upwards including oversailing structure) 670.88.
As detailed within the 2012 scheme's officer's report, the proposed building in 2012 sought to cover in excess of 75% of the site. Whilst on the ground floor within the current proposals this has been reduced slightly, the overhang at the first floor would ensure this feeling of overdominance remains. From the first floor upwards the massing is significantly greater than the 2012 scheme as shown in the table above. The reduced footprint only being to the extent of the ground floor is considered to have a negligible effect with regards to reducing the mass and bulk of the proposed building. Whilst viewing the building from the north, it would appear as one bulk taking up the full extent of the site. Secondly whilst experiencing the space from ground-level, the low height of the overhang would create a sense of enclosure and overbearingness. Furthermore, the reduced footprint on the ground floor does not make way for an area of effective open amenity space nor does it create any private or public amenity space of value. It is simply a marginally wider footpath.
Chapter 12 of the NPPF directs that planning decisions should ensure that development contributes to the objective of achieving well-design places. As part of this, proposals are to be approved where they are sympathetic to local character and will function well and add to the overall quality of the area. As such, the scale and architectural massing of the proposed building must be considered against its context and local character.
Within the Design and Access Statement, the following map (figure 1) was submitted as part of the justification for the building's height, showing 'Contextual Heights'. We consider that this map illustrates the clear character areas in the local area.
As can be seen above, to the east of Higher Cambridge Street, building heights are much taller more generally and the urban grain is much coarser. This area of darker blues and larger blocks denotes the Corridor (Higher Education Precinct (HEP)) Character Area with Higher Cambridge Street marking its boundary. To the west of Boundary Lane the urban grain can be seen to become much finer and building heights are on the whole much shorter with 1-4 storeys being typical within that section. As such, we consider that the land bound between Boundary Lane and Higher Cambridge Street – where the application site is situated – marks a transition area with regards to urban grain and building heights.
Whilst Section 4.2 of the Design and Access Statement argues that, "the site sits in the context of the University. An area that can be characterised by peak points of height such as the Hotel & Executive Education Centre (Crowne Plaza)," we do not consider this to be the case. This 'University context' does not translate into the existing character of the area or the surrounding and appropriate building heights. While the building heights are taller than those to the west of Boundary Lane, the tallest of these is Cooper House at 10 storeys. This therefore does not marry with the scale of the buildings on the other side of Higher Cambridge Street.
Page 35 of the Planning Statement says that the site is, "immediately adjacent on three sides by residential buildings of a similar scale and massing." We consider that figure 1 illustrates this to not be true. Cooper House and Hopton Court are grouped within the bracket for 9-12 storeys however both are at the lower end of this. At 9 and 10 storeys, these buildings are clearly significantly taller than the prevailing character of that area already. The third immediately adjacent side as referred to is 5 storeys tall and, for the full context, the fourth side is made up of 2, 3 and 4 storeys. Notwithstanding this, the private amenity space that has been retained surrounding these buildings demonstrate a much lesser site coverage and as such the 'density of development' far lower. Therefore, we consider it clear that the built form

Figure 1 - Taken from Design and Access Statement (Simpson Haugh, 2021)
in the immediate context of the application site is not of a similar scale and massing to the proposals, as claimed by the applicant. Instead, it is inappropriate and over-dominant – a clear illustration of overdevelopment.
3. Proposals failed to make adequate provision for private amenity space for the residents of the proposed development.
The refused 2012 scheme was deemed by the officer as not providing sufficient amenity space for the residents of the proposed development. Within that application, this was made up of a series of elevated roof gardens running up the south elevation of building. This was to accommodate 188 students and was considered, “inadequate for the number of residents and that the proposed development is therefore contrary to the provisions of policies SP1 and DM1.”
Within the current scheme, the Planning Statement (page 20), states that the proposed amenity space amounts to 488 sqm which includes a 102 sqm Community Hub. None of this “amenity space” is outdoors and includes within its calculations, a laundry room which is a complete debasement of the definition of amenity space. The only outdoor provision is a minimal area of public realm defined by some benches and insignificant landscaping. This is proposed to be able to accommodate an increase of 261 students. Such amenity space is crucial with regards to making a positive contribution to the health, safety and wellbeing of residents as per policies DM1 and SP1. Its absence within this proposal has potential for poor wellbeing for residents and further eludes to the fact that the site is overdeveloped in terms of built form.
For example, consider the investment that has been made within the nearby University of Manchester complex, or the MMU Birley Fields campus, where improve parkland, new public realm and additional outdoor areas have been provided to accommodate the increases in height and density on the campuses. The nearby Cooper House and Hopton Court both include significant public open space, garden areas and parking within a much wider ‘plot’. In this wider design context, this development cannot be considered to reflect this approach.
In line with the previous decision on this policy test, we consider that this fails to meet the test and remains contrary to the provisions of policies SP1 and DM1.
4. By reason of its excessive height and architectural massing, the proposal would have had an overbearing impact on the occupiers of Cooper House to the detriment of their residential amenity
The 2012 scheme was refused for the effect that its excessive height would have had on local residential amenity. The current scheme, and its additional 2 storeys on top of that, is therefore considered to see this issue exacerbated.
Within policy DM1 of the Core Strategy, it is set out that development proposals should have consideration for a number of factors; one of these is any effects it may have on amenity. This is also a requirement for the policy tests within policy H12 for PBSA. Such notions of protecting residential amenity are reflective of Chapter 12 of the NPPF.
With the previous 2012 scheme, the impact of the development on Cooper House and its residents’ amenity was considered a reason for refusal. As discussed in the officer’s report, “whilst it is unlikely, as shown in the sunlighting survey, to result in any significant overshadowing it would have a significant overbearing impact.” It is unclear, with a taller building which also has an increased mass, how this can have been addressed.

Within the Sunlight and Daylight Assessment submitted within the application package, there are some figures given showing the Annual Probable Sun Hours (APSH). For some of these neighbouring properties the APSH for some windows, including bedrooms and other habitable rooms, would be significantly diminished. In some cases this is below the standards and is acknowledged within the report as such which in itself should be a consideration counting against the proposed development. However, fundamentally, there would be a significant diminishing effect overall even when the standards are still met. In some cases, residential properties in Cooper House and Hopton Court will have less than 50% of the sunlight that they currently enjoy. This is a significant amenity impact that is underplayed by the applicant with the excuse being that it is within an urban context. As this is not a constrained site, and the distance between buildings are sufficient enough that this could be avoided, it is only the proposed height and bulk of the building that is causing this diminishing effect. As such it cannot be considered an unavoidable or acceptable result of the site's overall redevelopment. As a result of the above, we consider that the proposal fails to satisfy the criteria for policy H12 and DM1 of the Core Strategy as well as Chapter 12 of the NPPF.

5. The proposed development failed to achieve the high standard of design required for such large buildings Policy EN2 for Tall Buildings sets out what proposals should be able to demonstrate in order to be supported. This includes that any building should be of excellent design quality. The officer wrote about the refused scheme that, "the design of the proposed building is unexceptional both in terms of the manner in which its various elements come together and
the palette of material to be used." We believe that the same can be said for this proposal also

- the design of this proposal is not contextually responsive and is bland. Its design evidences no real innovation and the blank eastern elevation, given its visual prominence, would detract from the area's overall quality.

With this, we consider the proposal to have not addressed the 2012 officer's concerns and to therefore contravene SP1, EN1, EN2 and DM1.

6. The proposed high density development was not considered compatible with existing developments and (notwithstanding a proposed s106 agreement) would have been likely to result in increased on-street parking in the surrounding area

Within policy H12, criterion 3 directs how, "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 onstreet parking in the surrounding area."

Page 35 of the Planning Statement provides the applicants' justification against this criterion making reference to the site within the context of the Oxford Road Corridor – here, "the majority of the buildings being high density and tall." This site is however not within this character area and, instead, is in the area that has a medium low residential density with lower building heights. As such, we consider that the high density of the proposal is in fact wholly inappropriate in the site's context and remains incompatible with existing developments in an area where no initiatives exist. In the refusal from 2012, the officer also took this position and wrote, "the proposed development is high density in that it covers a substantial part of the site and is taller than adjacent buildings and lacks the open setting."

We consider this to still be the case with the application to which this objection relates – in fact it is even taller with no open setting created - and thus it fails to satisfy policy H12.

Turning to the matter of parking, the refused scheme from 2012 offered a range of measures, including two parking spaces for use by car club vehicles. It also included: provisions for a financial contribution to the ongoing residents parking schemes for Hulme; to market the development as car-free; and that residents would sign an agreement to not park within 1.5 miles of the development; blue badge holders would be exempt; and that residents of the development will not be able to join the Hulme residents parking scheme. During the lifetime of a similar PBSA scheme (ref: 129406/FO/2021), the Highways Authority commented that they would wish to see cycle parking for 100% of the residents (they considered the 17% as proposed within that scheme as inadequate). Additionally they recommended accessible parking provision, a car club bay, a Travel Plan, and some other measures.

Both of these cases demonstrate the threat posed by PBSA with regards to the creation of onstreet parking. Such arrangements as those suggested within the refused 2012 scheme are not part of the offer for this proposal and thus we consider that the problem will only be exacerbated. Much of the justification for this relates to the site's location in walking distance from University campuses, however there is no provision for other situations synonymous with student accommodation. Firstly there are likely to be issues for parking on moving in and moving out days. The arrival of hundreds of students within days of each other – typically by car – would have a huge impact on the area and surrounding congestion. Issues will also arise with the arrival of taxis, parcel and takeaway delivery drivers and maintenance staff – serving 261 students, this will be significant. The assumption that students can walk and cycle everywhere is also unrealistic, especially when only 25% of students will be able to have a cycle parking space. Some students, for example those who are medics or teachers, may require a car to get to placements and so the lack of parking would make such accommodation inaccessible for them also.

As such, we consider that this reason for refusal has been worsened in this case and that it remains unable to satisfy policy H12.

7. The numbers of residents for the proposed development would have had a detrimental effect on the amenity of other residents in the area due to a substantial increase in coming and goings

Within the officer's report for the refused 2012 scheme – which proposed 182 bedrooms – the Council considered that, "the numbers of residents for the proposed development would have a detrimental effect on the amenity of other residents in the area due to a substantial increase in comings and goings and the proposed development is therefore contrary to the provision of policies SP1 and DM1."

This current scheme proposes 261 bedspaces and so a 43% increase on a number that had previously been deemed too high for this particular site. The impacts on the amenity of other residents in the area from an even more substantial increase in comings and goings would be worsened as a result of this development therefore. Exploring this impact on amenity further, the officer in 2012 noted that this increase in activity is likely to be more detrimental when late at night or early in the morning. As a high density accommodation for students this is likely to be the case. Furthermore the officer expressed how, "whilst the lack of car ownership may limit the amount of traffic noise there will still be taxis and private car hires which contribute to the noise." Such alternate transport, as a result of the zero parking provision, will not reduce impacts of noise but may well increase these impacts.

As such we consider that this proposal remains non-compliant with policies SP1 and DM1.

Additional matters

There are a number of points that we wish to bring to your attention that extend beyond the previous reasons for refusal.

• Trees

Within and immediately adjacent to the application site, there are 28 trees. Four of these are protected by a Tree Preservation Order (TPO), which are identified within the applicants own studies. Of these, based on the Tree Constraints Plan, it is proposed that one will be felled (T3) and two will be pruned (T6 and T8). In addition to those covered by a TPO, a further four trees will be felled and a third tree is proposed to be pruned. Looking at the proposed site plan however, it is clear that the root protection areas of T6, T7 and T8 will be built over and their crowns seriously diminished. As a result the long term future of these mature trees, which are off site and the subject of a TPO, is at serious risk. In addition to the loss of sunlight, this will greatly threaten their long-term health.

Notwithstanding this, the Planning Statement implies that there will be a stock of replacement trees put in place and that in the long-term, there will be a net increase in the number of trees. We are concerned that any trees that would be planted will be within the street scene in the context of a new tower block. As such they would get very little sunlight and so will be unlikely to flourish. Dominated by built form, they appear not as a prominent feature within the proposed drawings and so we suspect that the contribution that they will bring to the area with regards to air quality and biodiversity will be low. The implications of this relates to mental and physical well-being for both existing and future residents. This, when coupled with the lack of amenity space identified, demonstrates again the overdevelopment of this site.

• Community space

The development proposal makes provision, on the ground floor plans, for a ‘community hub’.

Whilst hypothetically this sounds like a way to encourage community cohesion, the reality of how this would transpire is an issue that we wish to highlight. Many of the local residents who this space is supposedly for have expressed that they would not use the space and that other facilities are available elsewhere. There is no recognised demand for this space and its limited size and lack of facilities (such as a kitchenette) would limit its usability. As such, we consider that this is a token gesture and that this space would likely be blended back into use for the students in the future.

• Construction

Local residents have also raised their concerns regarding the construction phase should this proposal be approved. Within the construction management plan, it directs that no parking will be provided and that all construction workers will be encouraged to park in public car parks nearby or get public transport. For what would be such a lengthy period, this seems unrealistic and unsustainable. This would have knock-on effects on the area. Equally, the notion that all deliveries will be made using the ‘just in time’ method is unrealistic also. There is otherwise not sufficient room on the site for the storage of materials and equipment. The impact that construction work will have on traffic is also a concern that is not sufficiently addressed within this document. Overall, the scale of the development, and the lack of a realistic construction management plan has serious implications for local amenity.

Conclusions

As per the discussion above, we therefore consider that this planning application fails to overcome the reasons for refusal previously given in 2012 for development on this site.
Despite the policy context remaining the same, it would appear that the applicant has made no effort to resolve these reasons and, in most cases, has exacerbated the issues raised through a desire to further maximise the development on the site. On behalf of our client, 'Block the Block', we therefore consider that the officer and committee should be minded to refuse this planning application based on the development plan in place.

Hopton Hopefuls referenced above also wrote in objection to the originally submitted plans associated with the application (with two supporting documents Ageing well in Place in Hulme and Ageing well in Place at Hopton Court) on the following grounds:
We are a group of older people living in Hopton Court tower block directly opposite the Gamecock site. 75% of tenants at Hopton are Over-50. Of the 59/68 tenants registered with Cornbrook Medical Practice across the road: one third have a long term condition or disability, and 46% are suffering from anxiety or depression.
At Hopton Court, we are lucky enough to have some shared garden space. We also welcome tenants from Meredith Court to use our gardens because they have no garden space at all: 50% of tenants at Meredith Court are Over-50 which is situated just around the corner from the Gamecock.
Since the pandemic, the shared gardens have become essential for us as older and elderly people living in small one-bedroom flats. We have been very isolated. Our survey at Hopton revealed that 50% of tenants had no family living in Manchester. When the COVID-19 lockdowns began, most of the public agency workers we used to see disappeared. We had to look after each other, but we were not allowed to mix indoors.
We have managed to enjoy BBQs and weekly socials in the gardens throughout 2020 and 2021 which have been so important to taking care of the mental health needs amongst our tenants.
This is especially in the context of 46% of the tenants at Hopton suffering from anxiety and depression.
The gardens are also very important to our physical wellbeing in the context of 20% of our tenants who are registered with Cornbrook Medical Practice across the road suffering from Vitamin D insufficiency.
The proposed development will block the sunlight from our shared gardens and have a negative impact on the mental and physical wellbeing of older and elderly tenants at both Hopton Court and Meredith Court tower blocks.
The rate of Older People in Deprivation within the Aquarius area (MSOA - Manchester 019) is well above the national average at 45.2% (compared to 14.2% across England) and this is reflected in the health inequalities we are experiencing. Emergency hospital admissions linked to serious diseases are significantly worse than the averages for both Manchester and England as a whole.
We understand that Hulme is home to two universities, but our community has already given over a huge amount of land to the campuses and student accommodation in our area.
The need for more student flats at this time is highly questionable - and the proposed development is situated in a deeply inappropriate site surrounded by older people. We need the Gamecock site to be used for the purposes of supporting older people living in deprivation in our neighbourhood to age well in place.

This development will simply exacerbate the situation for older people through:
• Blocking sunlight
• Increasing anti-social behaviour
• Increasing air pollution
• Putting greater pressure on local services with a proposed additional population of 260+ service users.
Traffic and air-pollution- The development will significantly increase traffic in the area, both during the construction including heavy duty construction vehicles and after the construction in terms of traffic flow from the student population.
Emergency admission rates for Chronic Obstructive Pulmonary Disease (COPD) in our neighbourhood are already more than double the national average. Research shows that central Manchester has some of the highest levels of air pollution in the country and highlights how 'dangerous levels of toxic pollutants [are] having a devastating impact on the health of those living in the region' (Manchester Metropolitan University, 2020). Older people living in communities on the edge of the city centre are the worst affected.
Anti-social behaviour - We already have a student accommodation block situated behind us on the corner of Boundary Lane and Rosamund Street West. We already suffer from anti-social noise in the middle of the night and this new development will exacerbate this problem. Despite these challenges 83% of tenants in our survey said they want to remain living at Hopton Court as they get older because "Hopton is Home". Many have lived in Hulme all their lives, their friends and neighbours in the block and the surrounding community have become their family as family members have died or moved away, plus many are from migrant backgrounds. They are older people living in deprivation who don't have the option to just sell up and move out even if they wanted to. They love where they live. 28% of survey respondents said the thing they love most about living at Hopton is their neighbours and local community. They should not be forced into a situation where they have to suffer even further from anti-social behaviour as long-term older tenants who will be ageing in place.
We are aware that the developer is proposing that the ground floor of the new development is made available as a community space for local residents. We want to make it absolutely clear that we do not want this space, and as tenants of Hopton Court we have never participated in a consultation with them where we told them that we would like them to include this space in the development.
We are in the middle of co-producing an initiative in partnership with One Manchester Housing association, our council neighbourhoods team and ward councillors, and other local partners and charities called Ageing Well in Place in Hulme. As part of this initiative which includes co-financing for independent living advisers and an Ageing Well development worker, we are looking at building a new community building in our shared gardens at Hopton Court.
This will be a 'safe space' that isolated and excluded older people who live at Hopton will consider accessible and where activities and services that they have expressed a need for or an interest in will be made available. We do not want to use a space on the ground floor of a PBSA block and most of the elderly people in our block would never go across and use that sort of space. Through the Ageing Well in Place partnership, we are confident that viable alternative proposals for the Gamecock site can be proposed that work for the local community.
We appeal to you to recognise the detrimental impacts this high-rise block is going to have on our community together with the convincing technical planning reasons why

it should not be allowed. We ask that you recommend against these proposals going ahead.

Two employees of Manchester University objected to the originally submitted plans associated with the application on the following grounds:
1. Neighbourhood character and green space.
They believe the building to be disproportionately tall with regards to this particular neighbourhood. No compensation is provided in the form of green space.
2. The scale of the new student accommodation. A query is raised about the impact the pandemic will have on student admissions.
3. Partnership approach. The University have recently been involved in supporting the residents of Hopton Court this development undermines that relationship. The committee need to demonstrate its commitment to inclusive collaborative planning.

The GP practice on Booth Street West objected to the originally submitted plans associated with the application on the grounds that:
1. It is difficult to judge the need for additional PBSA at the present time due to Covid. They are aware that the student population in their practice reduced during Covid.
2. Loss of natural green space and tree coverage near Booth Street West.
3. Reduction in natural light for residents of Hopton Court where they have treated patients for Vitamin D deficiency. The development will widen health inequality.
4. Residents at Hopton Court have been redeveloping the outside space in order to provide community access to green space and potential social interaction. The construction of a high storey development across the road will block sunlight.
5. The Oxford Road corridor has one of the highest levels of nitrous oxide pollution in the country. Building residential space for more students in this area will add to this with the increased use of private cars, taxis and delivery vehicles. Many of their patients who live in close proximity suffer from asthma and chronic lung conditions.
In summary, the practice object to the proposed development on the grounds that it will damage the health of their patients in a number of ways including Vitamin D deficiency, respiratory conditions and mental and emotional wellbeing.
Manchester Health and Care Commissioning are committed to reducing health inequalities and they are of the opinion that the proposed development will only widen such inequalities.

The Guinness Partnership are the owners of the neighbouring development at Cooper House, they objected to the originally submitted plans associated with the application on the following grounds:
They support the collective comments made by their customers. They recognise that the former Gamecock Pub needs to be redeveloped, however, they believe that the site is too small to accommodate the current proposals which extends up to 13 storeys in part with 261 bed spaces. They also have concerns on a number of items which suggest over-development being: overlooking distances to Cooper House; overall massing, scale and height; the lack of car parking, alongside a single shared access point at Camelford Close and the inclusion of a 24 hour hub. A well-designed building of similar scale to Cooper House, Hopton Court and Meredith Court would be more appropriate.

One Manchester objected to the originally submitted plans associated with the application on the basis of the scale, massing and height of the proposal which they

consider would be detrimental to daylight and sunlight, local parking and transport and have a visual impact. They are aware that the site has been an eyesore for many years and support its development in principle, but would suggest a sensitive development to the local context.

Councillor Annette Wright objected to the originally submitted plans associated with the application on the basis that it is too large and tall for the site, will take light off existing residents and is widely opposed by the community in Hulme.

Lucy Powell MP met with 'Block the Block', a resident-led campaign group opposed to the plans, which would see Purpose Built Student Accommodation built on the site of the Gamecock Pub on the corner of Boundary Lane and Booth Street West during the notification process for the originally submitted plans associated with the application.

She understood that 'Block the Block' had submitted their objections directly, and that a number of individual residents of the surrounding buildings intended to submit their own; however she wanted to put on record her objections to the application and ask that these points were taken into consideration.
- You will be aware of two previous applications for planning on the site: a 2008 application which has now lapse, and a 2012 application which was refused by the Council. Many of the reasons cited in the 2012 refusal also appear to apply to the current application. Taking into consideration the reasons for refusal of the 2012 application and the apparent lack of changes to address this in the current application, she strongly believes the scheme should be refused planning consent.
- Additionally, she was aware that a 'Summary Evidence of Student Need' report has been submitted in support of the application, and that this is almost identical to a report submitted with another PBSA application in Deansgate South; this was refused last month partly on the grounds that the applicant had "failed to demonstrate robustly that there is unmet need for the proposed student accommodation." Given that the report for the Gamecock application is so similar and published by the same company within the four months of this, she struggles to see how this can be taken as sufficient evidence of need, having failed so recently elsewhere.
When she spoke recently with residents of nearby buildings, they all shared significant concerns about the impact this development will have on them and the wider community, if approved. They raised concerns about some of the practical impacts of the scheme, such as overshadowing and lack of privacy for adjacent residents due to the height of the development – which is higher than the previously refused application. The impact of construction works over a period of several years was also raised, as was the absence of parking provision for the new residents and the increased pressure they would put on local amenities.
However, what residents are most concerned about, and what they spoke most passionately to the MP about, was the wider impact on the community – particularly its elderly residents in nearby tower blocks – who are falling through the gaps in health and social care. The proportion of older people in Hulme who are living alone (54%) is one of the highest in England and Wales, as is the number of residents claiming pension credits (60%). The rate of older people in deprivation within the Aquarius area of Hulme is well above the national average, standing at 45.2% compared to 14.2% across England.

This is a community which, on the edge of the city centre and so close to the Universities, feels increasingly overlooked. Older residents are especially anxious about this application. A recent tenant-led survey reported on the responses of over half the residents of Hopton Court, where three quarters of the residents are over the age of 50. These residents want to retire and grow older in Hopton. 78% of them stated that what they loved most about living there is their neighbours and the community spirit which is directly linked to all the social and wellbeing activities that have been happening in the shared gardens in recent years. They do not want to relocate out of the area and are understandably deeply anxious about the application being approved.
She strongly urged that, not only the physical and practical characteristics of the development are taking into account, but also the wider context of the application is considered: the impact on this part of Hulme and its residents would be substantial. As it is, there are too few facilities for older residents in the area, and the single communal garden opposite the Gamecock site is currently the only piece of land they have to enjoy some sunshine and socialise with neighbours. This would be effectively taken from them if consent is given to build a development of this nature and height directly opposite.
This is not a city centre location. It is a transitional area between the city centre and residential Hulme, with an overwhelmingly older population who wish to see out their retirement in the community they've made home over several decades. She wanted it to be put on record that she objected to the application and asked that this is taken into consideration when the application came to Planning Committee.

3 letters of support were received for the originally submitted plans associated with the application on the grounds that:
- The scheme has a nice density providing life and character. The development must deliver high standard public areas and soft landscaping.
- The site has been empty for over a decade and has already had 2 proposals refused. If the plan gets rejected and re-submitted, locals will only find some other problem with it. The development will provide accommodation for 261 people, every year, for decades to come. I don't think it's fair that, say, 250 NIMBYs can pull up the drawbridge for thousands of future residents. If you can't build student housing within walking distance of 3 universities, where can you build it?
- Can't have land sitting around like that when people need houses.

Highway Services

No objection in principle and recommend that the applicant funds a car club bay close to the site to allow residents to have easy access to a vehicle on an ad hoc basis to be part of a highways works condition. A layby for drop-off and deliveries will be provided on the south side of Booth Street West to be part of a highways works condition. All external doors should open inwards unless they are designated as fire doors. Waste collection will be from the proposed lay-by on Booth Street West. A strategy for Move In/Move Out should be a condition. The development, submission, implementation and monitoring of a full Travel Plan should be a condition. A Construction Management Plan should be provided.

The development commits to the provision of new on-street disabled parking places, and in the absence of any specific locations, MCC Highways suggest that two new

disabled bays could be provided on the south side of Booth Street West replacing two existing limited waiting bays and near to the proposed community hub and student entrances. This would be carried out through S278 agreement**.** The proposed basement level is removed and back of house facilities are now relocated to the ground and first floors. 96 secure and sheltered cycle parking places are now provided on the ground floor accessed from Camelford Close and this increased amount now aligns with the level of cycle parking provision requested for the earlier plans submitted.

Environmental Health Recommend conditions relating to Fume/Odour discharge, construction management, hours of opening of the gym / community space/ café, external lighting, acoustic insulation of the gym / community space/ café, acoustic insulation of the residential accommodation, external equipment insulation, refuse in accordance with the details submitted and environmental standards.

Neighbourhood Team Leader (Arboriculture) Four trees Norwegian Maples fronting Boundary Lane would be removed, 3 of which are Category A, 2 of which have Tree Preservation Orders and offer high visual amenity. Other trees are less significant due to limited visibility and vigour and there are no objections to the 3m lateral branch reduction on the property side but question whether or not the trees that are shown as being retained could be retained.

Corporate Property No comments have been received.

MCC Flood Risk Management Recommend the imposition of conditions relating to Sustainable Urban Drainage and the maintenance thereof.

Work & Skills Team Request that a condition is attached to any application requiring a local benefit proposal.

Greater Manchester Police Support the application subject to the layout issues being addressed and recommend that the physical security measures within the Crime Impact Statement are conditioned.

United Utilities Water PLC Request conditions relating to sustainable drainage and maintenance as requested by Flood Risk Management. A water main and public sewer on site must be taken into account in development of the land.

Greater Manchester Archaeological Advisory Service GMAAS agrees with the conclusions drawn in the DBA and accepts that any below-ground archaeological remains will not be of national importance requiring preservation in-situ, although a scheme of archaeological investigation and recording will be required prior to the removal of the archaeological remains during the proposed construction works. This programme of archaeological works should be secured through a planning condition. GMAAS will monitor the implementation of the archaeological works.

Greater Manchester Ecology Unit The activity surveys recorded no bats emerging from the building, and sufficient survey effort has been demonstrated and no bat roosts identified. However as bats are a mobile species, it is recommended that if

building demolition has not commenced within 12 months of the survey date, then updated bat surveys are undertaken in line with R1 of the bat surveys report.

Some bat activity was recorded on the site, therefore it is recommended that any new lighting for the site is designed to ensure no negative impacts on nocturnal mammals such as bats, as per R2 of the bat survey report and published guidance this topic (https://www.bats.org.uk/our-work/buildings-planning-and-development/lighting).

Tree felling, building demolition and site clearance should avoid the main bird nesting season unless it is demonstrated to the LPA that active bird nests are not present.

Enhancement for biodiversity are recommended and preliminary ecology report, such as the provision of bat and bird boxes and planting of wildlife friendly species in the landscape scheme, should be secured through a condition.

Cadent Gas The applicant was made aware of correspondence received from Cadent Gas for their consideration.

Policies

Relevant Local Policies

Local Development Framework

The relevant development plan in Manchester is the Core Strategy Development Plan Document 2012-2027 (the “Core Strategy”), adopted in July 2012, and the saved policies from the Manchester Unitary Development Plan (UDP), adopted July 1995. The Core Strategy is the key document and sets out the long term strategic planning policies for Manchester's future development. A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents. The proposals are considered to be consistent with the following Core Strategy Policies SO1, S02, S05, S06, SP1, EN1, EN2, EN4, EN6, EN9, EN14, EN15, EN16, EN17, EN18, EN19, T1, T2, DM1 and H12.

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

SO1. Spatial Principles. The development would be in a highly accessible location and reduce the need to travel by private car and therefore support the sustainable development of the City and help to halt climate change.

SO2. Economy. The scheme would provide jobs during construction along with 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.

S06. Environment The development would be consistent with the aim of seeking to protect and enhance both the natural and built environment of the City and ensure

the sustainable use of natural resources in order 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 development would reuse previously developed land to improve the built environment and local character. The proposal would meet a need for student accommodation.

Policy EN1 - Design Principles and Strategic Character Areas. The building on site is dilapidated and has a negative impact and there is an opportunity to enhance the area. The proposal would enhance the character of the area and the overall image of Manchester.

Policy EN 2 - Tall Buildings. The design is acceptable, appropriately located, would contribute to sustainability and place making and deliver regeneration benefits.

Policy EN4 - Reducing CO2 Emissions by Enabling Low and Zero Carbon Development. The proposal would follow the principle of the Energy Hierarchy to reduce CO2 emissions.

Policy EN6 - Target Framework for CO2 reductions from low or zero carbon energy supplies. The development would comply with the CO2 emission reduction targets set out in this policy.

Policy EN 8 - Adaptation to Climate Change. The energy statement sets out how the building has been designed to consider adaptability in relation to climate change.

Policy EN9 - Green Infrastructure. The development includes tree planting and landscaping.

Policy EN14 - Flood Risk. A Flood Risk Assessment has been submitted and this is discussed in more detail below.

Policy EN15 - Biodiversity and Geological Conservation. The redevelopment would have an acceptable impact upon possible roosting bats and breeding birds on the site subject to conditions. The development includes a green roof and other biodiversity gains would be secured by condition.

Policy EN16 - Air Quality. The proposal would be highly accessible by all forms of public transport and reduce reliance on cars and therefore minimise emissions from traffic generated by the development.

Policy EN17 - Water Quality. The development would not have an adverse impact on water quality. Surface water run-off and grounds water contamination would be minimised.

Policy EN18 - Contaminated Land and Ground Stability. A site investigation, which identifies possible risks arising from ground contamination has been prepared.

Policy EN19 – Waste. The development would be consistent with the principles of waste hierarchy and a Waste Management Strategy has been provided.

Policy T1 - Sustainable Transport. The development would encourage a modal shift away from car travel to more sustainable alternatives.

Policy T2 - Accessible Areas of Opportunity and Need. The proposal would be easily accessible by a variety of sustainable transport modes.

Policy DM1 - Development Management. This sets out the requirements for developments in terms of sustainability and outlines a range of general issues that all development should have regard to. Of these, the following issues are or relevance to this proposal:
• Appropriate siting, layout, scale, form, massing, materials and detail;
• Design for health;
• Adequacy of internal accommodation and amenity space;
• Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development;
• That development should have regard to the character of the surrounding area;
• Effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation;
• Accessibility to buildings, neighbourhoods and sustainable transport modes;
• Impact on safety, crime prevention and health; adequacy of internal accommodation , external amenity space, refuse storage and collection, vehicular access and car parking; and
• Impact on biodiversity, landscape, archaeological or built heritage, green Infrastructure and flood risk and drainage.
These issues are considered full, later in this report.

Policy H12 - Purpose Built Student Accommodation. The provision of new purpose built student accommodation will be supported where the development satisfies the criteria below. Priority will be given to schemes which are part of the universities' redevelopment plans or which are being progressed in partnership with the universities, and which clearly meet Manchester City Council's regeneration priorities.
1. Sites should be in close proximity to the University campuses or to a high frequency public transport route which passes this area.
2. The Regional Centre, including the Oxford Road Corridor, is a strategic area for low and zero carbon decentralised energy infrastructure. Proposed schemes that fall within this area will be expected to take place in the context of the energy proposals plans as required by Policy EN 5.
3. High density developments should be sited in locations where this is compatible with existing developments and initiatives, and where retail facilities are within walking distance. Proposals should not lead to an increase in on-street parking in the surrounding area.
4. Proposals that can demonstrate a positive regeneration impact in their own right will be given preference over other schemes. This can be demonstrated for example through impact assessments on district centres and the wider area. Proposals should

contribute to providing a mix of uses and support district and local centres, in line with relevant Strategic Regeneration Frameworks, local plans and other masterplans as student accommodation should closely integrate with existing neighbourhoods to contribute in a positive way to their vibrancy without increasing pressure on existing neighbourhood services to the detriment of existing residents.
5. Proposals should be designed to be safe and secure for their users, and avoid causing an increase in crime in the surrounding area. Consideration needs to be given to how proposed developments could assist in improving the safety of the surrounding area in terms of increased informal surveillance or other measures to contribute to crime prevention.
6. Consideration should be given to the design and layout of the student accommodation and siting of individual uses within the overall development in relation to adjacent neighbouring uses. The aim is to ensure that there is no unacceptable effect on residential amenity in the surrounding area through increased noise, disturbance or impact on the street scene either from the proposed development itself or when combined with existing accommodation.
7. Where appropriate proposals should contribute to the re-use of Listed Buildings and other buildings with a particular heritage value.
8. Consideration should be given to provision and management of waste disposal facilities that will ensure that waste is disposed of in accordance with the waste hierarchy set out in Policy EN 19, within the development at an early stage.
9. Developers will be required to demonstrate that there is a need for additional student accommodation or that they have entered into a formal agreement with a University, or another provider of higher education, for the supply of all or some of the bed spaces.
10. Applicants / developers must demonstrate to the Council that their proposals for purpose built student accommodation are deliverable.
The proposals are in accordance with this policy and this is discussed in detail below.

For the reasons set out in more detail below, the proposal is considered to accord with relevant policy.

Saved UDP Policies

Saved policy DC20 Archaeology states the Council will give particular careful consideration to development proposals which affect scheduled Ancient Monuments and sites of archaeological interests, to ensure their preservation in place. This is discussed in detail below.

DC26 - Development and Noise. States that the Council intends to use the development control process to reduce the impact of noise on people living and working in the City. In particular, consideration will be given to the effect of new development proposals which are likely to be generators of noise. Conditions will be used to control the impacts of developments.
The proposal has been designed to minimise the impact from noise sources.

It is considered that the proposal is consistent with the policies contained within the UDP.

National Planning Policy Framework

The National Planning Policy Framework (July 2021) sets out Government planning policies for England and how these are expected to apply. The NPPF seeks to achieve sustainable development and states that sustainable development has an economic, social and environmental role. The NPPF outlines a "presumption in favour of sustainable development". This means approving development, without delay, where it accords with the development plan and where a planning application conflicts with an up-to-date development plan (including any neighbourhood plans that form part of the development plan), permission should not usually be granted. Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed. The following specific policies are considered to be particularly relevant to the proposed development:

Section 6 (Building a strong and competitive economy) - The proposal would create jobs during the construction period and throughout its operation. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business need and wider opportunities for development. This development would support the ongoing regeneration of the nearby Oxford Corridor.

Section 8 (Promoting Healthy and Safe Communities) states that planning policies and decisions should aim to achieve healthy, inclusive and safe places. The proposal has been carefully designed to be safe and secure. Wellbeing and support facilities are an integral part of the development to support the students welfare. Cycle provision is well catered for at the site and no on site parking (other than the three disabled accessible car parking spaces) would be provided for the students.

Section 9 (Promoting Sustainable Transport) – The proposal is in a sustainable location, well connected to a range of public transport modes which would encourage sustainable travel to the site and would provide convenient and safe cycle storage facilities.

Section 11 (Making Effective Use of Land) – The proposal would make effective use of land utilising a previously developed site in an urban location close to sustainable transport infrastructure.

Section 12 (Achieving Well-Designed Places) – It is considered that the proposals would achieve a well-designed place. The design for the building would be high quality and would be designed to a high level of sustainability resulting in a low carbon building and biodiversity and water management have been considered as part of the scheme.

Section 14 (Meeting the challenge of climate change, flooding and coastal change) – The proposed development has been designed in accordance with the 'energy hierarchy.' The buildings fabric would be efficient and would predominately use electricity. The scheme includes a drainage strategy designed to meet climate change and reduce flood risk.

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

Planning Policy Guidance (PPG)

The PPG provides additional guidance to the NPPF and the following points are specifically highlighted.

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 wellbeing 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.

Other Material Considerations

Guide to Development in Manchester Supplementary Planning Document (SPD) and Planning Guidance (April 2007)

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

Chapter 2 ‘Design’ – 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.

Report to the City Council's Executive on PBSA

The Council's Executive endorsed a report regarding PBSA on 9 December 2020 following the outcome of a public consultation exercise with key stakeholders, on PBSA in Manchester. The report was endorsed by the Executive to help guide the decision-making process in advance of a review of the Local Plan. It was requested by the Council's Executive that the report on PBSA in Manchester be considered as a material planning consideration until the Local Plan has been reviewed. The report is clear that Core Strategy Policy H12 retains relevance in how PBSA is developed in Manchester. It sets out that the location of new PBSA should be close to University facilities. The report also highlights how location is a key factor in ensuring the quality, security, sustainability and wellbeing benefits in the provision of accommodation. The report confirms that accommodation should be located in the areas immediately adjacent to the core university areas, principally the Oxford Road Corridor area. The PBSA report sets out numerous reasons why location is a significant consideration in determining the acceptability of new PBSA developments, such as how: • New stock in appropriate locations represents an opportunity to deliver an improved student experience; • The location of accommodation close to University facilities is a critical issue in ensuring the safety and wellbeing of students; and • Given the current climate emergency and Manchester's commitment to be carbon neutral by 2038, it is increasingly important that the location of student accommodation in Manchester should continue to be driven by proximity to university campuses.

In May 2023 a further report was endorsed by the Executive. This report acknowledges the significant economic contribution students make to Manchester whilst they live and study in the city and that providing a residential offer for students to address the needs has been a long-held Council objective as part of the housing strategy and planning policy framework (policy H12).

It also recognises the development of assets within the Oxford Road Corridor area is vital to capture the commercial potential of research and innovation and help to realise the economic potential of the Corridor. The report also acknowledges that there is an unmet demand in the city and a high-quality residential offer for students in appropriate locations, is critical for Manchester's Universities ability to attract and retain students in a global market and confirms that accommodation should be located in the areas immediately adjacent to the core university areas, principally the Oxford Road Corridor area.

The approach to the provision of PBSA was endorsed to help guide decision making and the committee are requested to take this into account as a material consideration.

Corridor Manchester

Corridor Manchester is a strategically important economic contributor and a key growth area within the city. The Corridor Manchester Strategic Spatial Framework is a long term spatial plan for the Corridor 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.

Oxford Road Strategic Spatial Framework

This Strategic Spatial Framework adopted in March 2018 can be used to guide decision-making on planning applications.

Paragraph 4.15 states that where the density of development increases, it should be noted that a further premium must be placed on the quality of design and public realm. In development management terms, new development must respond to its context, be mindful of the amenity of all users and existing residents, and contribute positively to public realm and permeability including with surrounding neighbourhoods. Higher density development must have particular regard to architectural quality and consider microclimatic effects carefully. Whilst high density forms of development can be inherently sustainable, strategies must be in place to

maximise energy efficiency, carbon reduction and to deal with climate change issues such as green infrastructure, drainage / use and ongoing effective maintenance of Sustainable Urban Drainage Systems (SuDs).

Paragraph 4.16 states that any proposals for taller buildings must be able to robustly satisfy the firmly established criteria for assessing the merits of tall buildings within national and local planning policy guidance, including Manchester City Council's Core Strategy Policy EN2 Tall Buildings and Historic England Advice Note 4 on Tall Buildings. In assessing tall buildings, this means that particular emphasis will be placed on:
- Understanding effects on the historic environment through a visual impact analysis and assessment of verified key views.
- Ensuring that microclimatic effects in terms of wind and sunlight / daylight, do not have an adverse effect on the safety, comfort or amenity of the area.
- Proposals for tall buildings will need to be sustainable. In terms of energy use, the City Council's policy standards will be expected to be properly addressed and where possible surpassed.
- Landmark buildings will need to be of the highest architectural quality and have a positive relationship to the City's skyline.
- They should contribute to the legibility of the area, and the provision of public space and high quality public realm.
- The design needs to be credible and therefore demonstrably deliverable.
- Tall building proposals within key city centre regeneration areas such as Oxford Road Corridor should have clearly identified regeneration benefits.

The Zero Carbon Framework

This outlines the approach that will be taken to help Manchester reduce its carbon emissions over the period 2020-2038. The target was proposed by the Manchester Climate Change Board and Agency, in line with research carried out by the Tyndall Centre for Climate Change, based at the University of Manchester.
Manchester's science-based target includes a commitment to releasing a maximum of 15 million tonnes of CO2 from 2018-2100. With carbon currently being released at a rate of 2 million tonnes per year, Manchester's 'carbon budget' will run out in 2025, unless urgent action is taken. Areas for action in the draft Framework include improving the energy efficiency of local homes; generating more renewable energy

The Manchester Climate Change Framework 2020-25

An update on Manchester Climate Change was discussed at the MCC Executive on 12 February 2020. The report provides an update on the Tyndall Centre for Climate Change Research review of targets and an update on the development of a City-wide Manchester Climate Change Framework 2020-25. The City Council Executive formally adopted the framework on 11 March 2020.

The Manchester Green and Blue Infrastructure Strategy (G&BIS)

The G&BIS sets out objectives for environmental improvements within the City in relation to key objectives for growth and development.

Building on the investment to date in the city's green infrastructure and the understanding of its importance in helping to create a successful city, the vision for green and blue infrastructure in Manchester over the next 10 years is: By 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The city's communities will be living healthy, fulfilled lives, enjoying access to parks and greenspaces and safe green routes for walking, cycling and exercise throughout the city. Businesses will be investing in areas with a high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models will be in place, ensuring progress achieved by 2025 can be sustained and provide the platform for ongoing investment in the years to follow.

Four objectives have been established to enable the vision to be achieved:
1. Improve the quality and function of existing green and blue infrastructure, to maximise the benefits it delivers
2. Use appropriate green and blue infrastructure as a key component of new developments to help create successful neighbourhoods and support the city's growth
3. Improve connectivity and accessibility to green and blue infrastructure within the city and beyond
4. Improve and promote a wider understanding and awareness of the benefits that green and blue infrastructure provides to residents, the economy and the local environment.

Central Manchester Strategic Regeneration Framework

This Strategic Regeneration Framework sets a spatial framework for Central Manchester within which investment can be planned and guided in order to make the greatest possible contribution to the City’s social, economic and other objectives and identifies the Southern Gateway area, within which the site sits, as one of the main opportunities that will underpin the Framework, which is extremely important for Central Manchester, the city as a whole and the surrounding area. It is considered that the application proposals will contribute significantly to achieving several of the key objectives that are set out in the Framework, including creating a renewed urban environment, making Central Manchester an attractive place for employer investment, and changing the image of Central Manchester.

Legislative Requirements

Section 149 of the Equality Act 2010 provides that in the exercise of all its functions the Council must have regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations between person who share a relevant protected characteristic and those who do not. This includes taking steps to minimise disadvantages suffered by persons sharing a protect characteristic and to encourage that group to participate in public life. Disability is a protected characteristic.

Section 17 of the Crime and Disorder Act 1998 provides that in the exercise of its planning functions the Council shall have regard to the need to do all that it reasonably can to prevent crime and disorder.

Environmental Impact Assessment - The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 specifies that certain types of development require an Environmental Impact Assessment (EIA) to be undertaken.

The proposal is below the thresholds at Schedule 2 of the EIA Regulations and it is not located within a 'sensitive area,' as such, the proposals do not comprise 'Schedule 2 development' and a Screening Opinion was not sought.

Having taken into account the EIA Directive and Regulations it is therefore considered that an Environmental Assessment is not required in this instance.

Issues

Regeneration

The contribution that a scheme would make to regeneration is an important consideration. The City Centre, which the site is adjacent to is the primary economic driver in the Region and is crucial to its longer-term economic success. The City Centre must continue to meet occupier requirements and the growth and maintenance of the higher education function, and the infrastructure required to support it, is critical to economic growth. There is an important link between economic growth, regeneration and the provision of a range of residential accommodation.

The scheme would bring a high-quality building adjacent to 'The Corridor' which would positively respond to the local environment. A key objective for 'The Corridor' is to deliver the accommodation and infrastructure needed to attract students to Manchester and which matches its reputation as a world class place to study. This would ensure that Manchester remains competitive on a global higher education stage.

Once the development becomes operational, it is expected that 5 full time equivalent jobs would be created from the development. The 197 students would generate their own expenditure.

The development would be consistent with the regeneration frameworks for development in the area and would complement and build upon the City Council's current and planned regeneration initiatives.

Principle of student accommodation

The application site is previously developed land in a sustainable location, characterised by a range of types and sizes of residential accommodation and is in close to the Oxford Road Corridor and between the Manchester Metropolitan University Campus and Birley Fields.

Site Context

Existing Building

Proposals for purpose built student accommodation (PBSA) are subject to Core Strategy Policy H12 which sets out criteria that they should meet. The policy aims to ensure they are located appropriately to support the Council's regeneration priorities and also to ensure that they encourage students to choose managed accommodation over HMOs.

Policy H12 should also be read in the context of the policy position on PBSA endorsed by the Executive Committee in May 2023. The report recognises that H12 remains an affective policy position, whilst demonstrating that there are opportunities to meet the significant demand by identifying potential sites for new PBSA. Subject to the criteria in the policy, such development should be supported.

The proposal is well connected to and in close proximity to the University Campus.

This development would be energy efficient, including air source heat pumps, electric heating and solar panels, and achieve BREEAM excellent.

The site is highly sustainable and close to amenities and services and public transport. Cycle parking and a Travel Plan would be provided.

The site is in part occupied by a pub that has been vacant for some time. It creates a poor quality environment and has raised issues of crime and safety. The proposal would improve the site, provide accessible open space and improve the pedestrian experience, generally improving vitality and safety of the surrounding streets.

Amenity benefits for residents include the use of the indoor community hub and gym. A management plan has been provided and a condition would require further details of how the facilities would be managed to ensure access by the community.

A condition should require compliance with the Crime Impact Statement and Secured by Design accreditation.

The applicant is an established provider of purpose built student accommodation. A detailed management plan sets out how they would control the management and operation of the scheme. The development would be subject to appropriate acoustic insulation levels.

There are no buildings with a heritage value on the site.

Waste would be stored at ground floor level in an accessible store with sufficient capacity to accommodate recycling and general waste. The management company would manoeuvre the bins from the store to the layby on Booth Street West on collection day and return to the store once emptied. The building operator will provide a twice weekly collection using a private contractor. The collection point for bins from both the Student Residential Accommodation and the Community Hub will be from the temporary bin collection area located adjacent to the proposed lay-by off Booth Street West. The collection vehicle will be able to pull in to the lay-by directly from Booth Street West and pull back in without turning when leaving to merge with traffic.

The applicant has demonstrated a need for additional student accommodation. It would be in the immediate vicinity of the Manchester Metropolitan University campus and Royal National College of Music who have written in support of the development. The building would be a managed facility with 24/7 staffing and security.

The applicant has provided supporting information about the deliverability of the scheme.

The reports to the City Council's Executive both in December 2020 and May 2023, on Purpose Built Student Accommodation in Manchester are material considerations to decision making process in advance of the review of the Local Plan. This sets out that location is a key factor in ensuring the quality, security, sustainability and

wellbeing benefits of accommodation. PBSA should be located in the areas immediately adjacent to the core university areas, principally the Oxford Road Corridor area. This may include parts of surrounding neighbourhoods such as Hulme and Ardwick which are immediately adjacent to the university campuses. Whilst the development site is not in the Oxford Road Corridor, it is in close proximity to the Corridor in Hulme.

In this context the principle of student accommodation is acceptable.

Consideration of the detailed matters are though required and these are set out below.

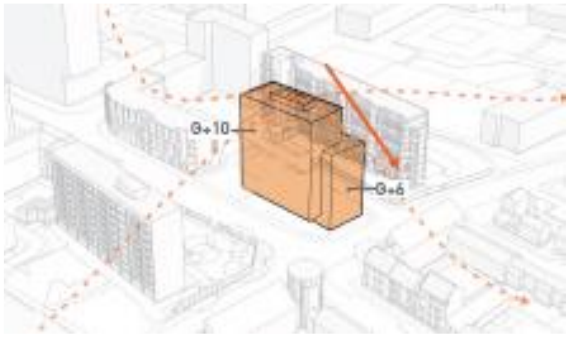
Tall Buildings Assessment

A key factor in assessing the scheme is whether this is an appropriate site for a tall building. The proposal has been thoroughly assessed against the City Council's policies on tall buildings, the NPPF and the following criteria as set out in the Guidance on Tall Buildings Document published by English Heritage and CABE in July 2007.

Also in this regard, consideration of the previous appeal decision is relevant.

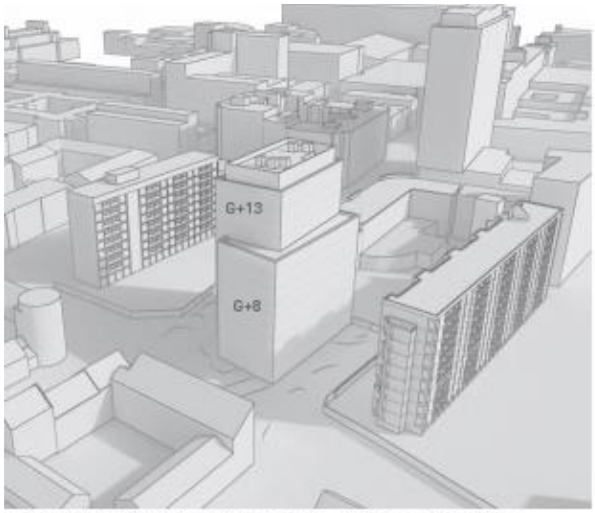
Assessment of Context

The following graphic submitted in the Design and Access Statement submitted to accompany the planning application explains the massing concept for the proposed development having particular regard to Cooper House and Hopton Court, building which in themselves are 25.7 and 26m in height.

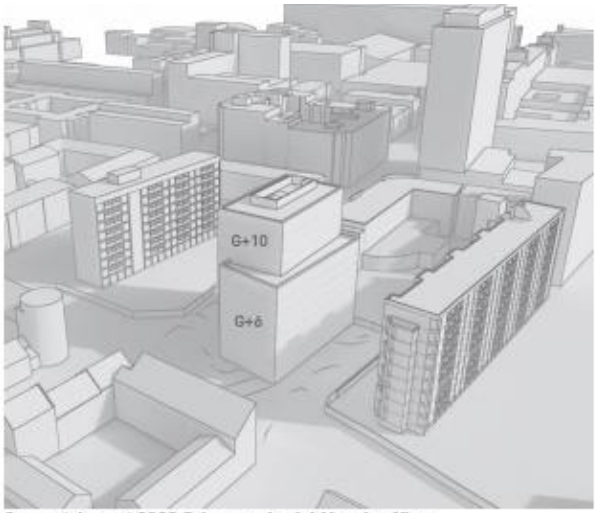


Visualisations have also been submitted to show the change in the proposal in relation to the scheme originally submitted. Which constitute:

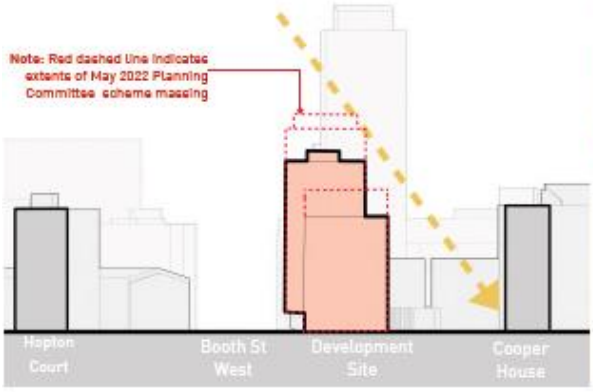
- The loss of two storeys from the upper block mass
- The loss of two storeys from the lower block mass, sitting one storey below the height of Cooper House
- Roof top accommodation omitted and replaced with rooftop plant which is set back significantly from the roof edge
- Upper block parapet edge reduced so height is 34.275m, as opposed to 34.8m for the maximum height of scheme allowed on appeal in 2008
- Removal of basement accommodation and alteration to ground floor and first floor arrangement



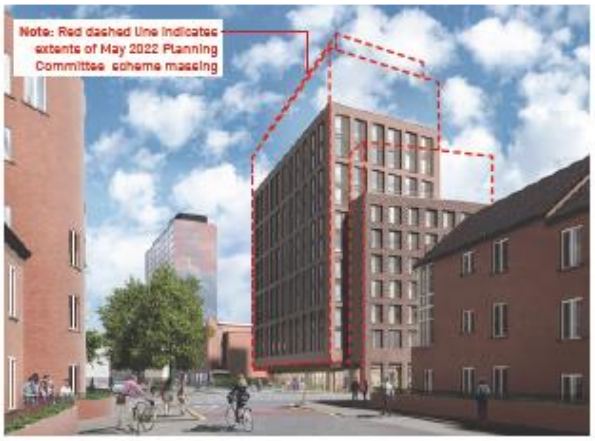
May 2022 Planning Committee Scheme - Aerial Massing View



Current August 2022 Scheme - Aerial Massing View



Current August 2022 Scheme - North-South Site Section Diagram



Current August 2022 Scheme - View from Freeman Square

A graphic showing the relationship of a scheme that was allowed on appeal in 2008 has also been provided.

Architectural Quality

Volume Key - Aerial View Looking South East

Booth Street West Elevation

Boundary Lane Elevation

The key factors to evaluate are the building's scale, form, massing, proportion and silhouette, facing materials and relationship to other structures. The Core Strategy policy on tall buildings (EN2) seeks to ensure that tall buildings complement the City's existing buildings and make a positive contribution to the creation of a unique, attractive and distinctive City. Proposals for tall buildings will be supported where it can be demonstrated, amongst other things, that they are of excellent design quality; are appropriately located; and contribute positively to place making.

The elevations would be constructed utilising brick with deep reveals lined with dark bronze metal, expressed headers with textured brick and expressed stretchers with framed opening and perforated panels. The lower element of the proposal being differentiated from the upper element as depicted below.

Elevation Detail

Lower Element

Elevation Detail

Upper Element

Given the above, it is considered that the proposal would have a scale, form, massing and visual appearance that is acceptable and would achieve the

architectural quality appropriate to a building of its size in accordance with the requirements of Policy EN2.

Climate change, sustainability and energy efficiency

An Environmental Standards Statement sets out the sustainability measures proposed. The building will:
- Be a BREEAM Excellent building,
- Will take a 'fabric first' approach in accordance with the energy hierarchy, together with air source heat pumps to deliver low carbon heating, and solar PV to meet a portion of the building's energy demand and reduce carbon emissions
- Achieve an overall CO2 improvement beyond Part L 2013 of circa 59%, which goes beyond Manchester City Council's minimum policy target (circa 9% CO2 improvement on Part L 2013)
- Propose an 'all electric' energy strategy which future-proofs the proposals by avoiding being locked in to higher carbon mains gas
- Make use of SuDS to ensure that risk of flooding is not increased.

The development is resilient to the impacts of climate change and will reduce overheating through measures such as a green roof and blue roof. These features will also contribute to the SuDS strategy by reducing surface water run-off during storm events.
- Water efficiency will be managed through limiting sanitary fittings and ensuring that no mechanical irrigation will be provided within the development.
- Biodiversity enhancement measures are proposed, including replacement planting of wildlife attracting trees, provision of nesting / roosting habitats for bats and birds, and provision of a green roof.

The scheme will provide 96 cycle parking spaces on site at ground floor. This is acceptable in principle.

Given the above, it is considered that the design and construction would be sustainable and in accordance with Core Strategy Policies EN4 and EN6.

Contribution to Public Spaces and Facilities

The proposal would upgrade the pavement environment and bring activity and natural surveillance to the surrounding streets. This would be secured through the imposition of an appropriate condition relating to works to the Highway.

The proposal also includes a Community Hub which can be used to promote community wellbeing within Hulme through creating a varied programme of events throughout the year. The developer proposes a management and operation plan for the Community Hub which achieves this.

The document outlines the headline terms of the Community Hub's use and access. The owner of the site and operator of the proposed development will operate and manage the Community Hub in accordance with these terms:

1) The Community Hub will be available for hire by any Hulme based community group or charity on a free of charge basis, subject to the developer/owner's approval.

2) The developer/operator/owner will appoint an individual who will act as the liaison between the development and the local community and whose role it will be to ensure effective and productive use of the Community Hub for the benefit of the Hulme community. This will include, but not be limited to, promoting and raising awareness of the Community Hub and its availability; advising residents how they may be able to make best use of the Community Hub; engaging Hulme based organisations to promote the use of the Community Hub and its availability particularly amongst residents for whom English may not be a first language

3) The appointed individual will be responsible for curating events and activities within the Community Hub which are accessible to the community in consultation with local community groups and charities. Such events will be held at least once per month, with a programme to be agreed in consultation with community groups and charities.

4) Within six months of the completion of the development, the developer/owner shall seek to establish a 'Community Hub Management Group', comprising a representative of the developer/owner, two local residents, two representatives of local community groups and a local Councillor or representative of the City Council. The role of the Group will be to advise on the use, accessibility and management of the Community Hub to optimise its productive use

5) The Community Hub will only be available on a pre-booked basis and access will be at the discretion of the hirer.

6) The Community Hub will only be used for other purposes (private hire on a fee paying basis) if no more than 2 weeks prior to the hire date, the Community Hub has not been booked for use by a Hulme based community group or charity

7) The maintenance and upkeep of the Community Hub will be the responsibility of the developer/owner.

Gym

In addition to the Community Hub, the developer/owner will make the residents gym within the development available for use by the local community during set hours to be agreed.

Accessibility

The development would be accessible with all access points and pavement surfaces being level. All units are located along wheelchair accessible routes from vertical circulation cores accessible by lift, with more than the part M required 5% provision of accessible/adaptable bedrooms and studios. To provide for the users of the Community Hub the applicant will provide internal charging points for mobility scooters. A communal accessible WC has been provided. The applicant would provide three disabled accessible spaces to the south of the site, which could be secured by condition.

Ecology and Trees

An ecological appraisal considers the impact of the development with regards to biodiversity enhancement, lighting, roosting bats, terrestrial mammals including hedgehogs and nesting birds.

Greater Manchester Ecological Unit are satisfied subject to the imposition of appropriate conditions and informatives relating to the protection of bats and birds and the provision of bird / bat boxes.

The scheme does involve the loss of four trees on site and places pressure on trees to the shared boundary, a condition is appended recommending the agreement of detailed landscaping scheme to ensure appropriate replacement planting, the landscaping condition also requests that the applicant provides street trees. The submitted arboricultural report gives assurances about the retention of trees to the shared boundary.

Effect on the Local Environment

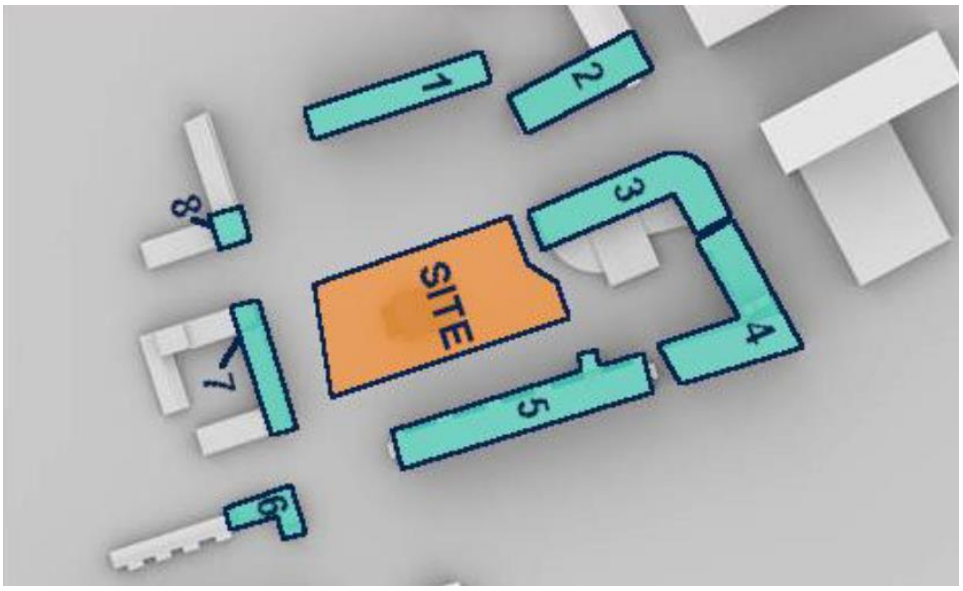
This examines, amongst other things, the impact of the scheme on nearby and adjoining residents. It includes issues such as impact on daylight, sunlight and overshadowing, wind, noise and vibration, night-time appearance, vehicle movements and the environment and amenity of those in the vicinity of the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

(a) Daylight, Sunlight and Overlooking

An assessment of the impact of daylight, sunlight and overshadowing has been undertaken. Consideration has also been given to any instances of overlooking which would result in loss of privacy.

The following residential properties were assessed:

1. Hopton Court
2. 28 Higher Cambridge Street
3. 57 – 63 Booth Street
4. Trinity Court Apartments
5. Cooper House
6. 94 Boundary Lane
7. 104-110 Boundary Lane
8. 2 Freeman Square



Overshadowing assessments were also undertaken to the amenity space surrounding Hopton Court.

Daylight

Vertical Sky Component (VSC) – This measures the amount of sky visible from a centre point of a window. A window that achieves 27% or more is considered to provide good levels of light, but if with a development in place the figure is both less than 27% and would be reduced by 20% or more, the loss would be noticeable.

No Sky Line (NSL) – The no sky line is the divider between the part of the working plane from which a part of the sky can be seen directly and the part from which it can't. This is often given as a percentage indicating the area from which the sky can be seen, compared to the total room area. The deeper the no-sky line permeates the room, the brighter the scene appears. A room will appear gloomy if more than 50% of the working plane is beyond the no sky-line. The working plane is usually taken to be horizontal at 0.85m above the floor in houses.

The BRE Guide recognizes that different targets may be appropriate, depending on factors such as location. The achievement of at least 27% can be wholly unrealistic in the context of high density locations as this measure is based upon a suburban type environment, equivalent to the light available over two storey houses across a suburban street. VSC level diminishes rapidly as building heights increase relative to the distance of separation. Within high density locations the corresponding ratio for building heights relative to distances of separation is frequently much greater than this.

BRE guidelines note that windows below balconies typically receive less daylight. As the balcony cuts out light and even a modest obstruction may result in a large relative impact on the VSC, and on the area receiving direct skylight [NSL]. One way to demonstrate this would be to carry out an additional calculation of the VSC and area receiving direct skylight, for both the existing and proposed situations, without the

balcony in place. […] this would show that the presence of the balcony rather than the size of the new obstruction, was the main factor.

Sunlight

The BRE guidance sets out that if a habitable room has a main window facing within 90 degrees of due south, and any part of a new development subtends an angle of more than 25 degrees to the horizontal measured from the centre of the window in a vertical section perpendicular to the window, then the sunlighting of the existing dwelling may be adversely affected. This will be the case if the centre of the window:

- Receives less than 25% of annual probably sunlight hours, or less than 5% of annual probable sunlight hours between 21 September and 21 March and;
- Received less than 0.8 times its former sunlight hours during either period and;
- Has a reduction in sunlight over the whole year greater than 4% of annual probable sunlight hours.

Overshadowing

Section 3.3 of the BRE report gives guidelines for protecting the sunlight to open spaces where it will be required. This includes:

- Gardens, usually the main back garden of a house and allotments
- It is recommended that at least half of a garden or amenity area should receive at least 2 hours of sunlight on 21 March. Development impact will be noticeable where the area which can receive 2 hours of sun on 21 March is less than 0.8 times its former value.

1. Hopton Court – has 265 windows to 136 site facing rooms. 175 windows experience a small loss of light, in accordance with the BRE guidelines. The remaining 90 experience a reduction beyond the BRE guidelines 20% reduction criteria.

89 of the 90 windows are either the small secondary windows in the door opening which lead onto the winter garden/balcony area from the living room or are the windows which serve a bedroom behind the winter garden/balcony. The remaining window is a main window to a living/dining room on the 1st floor. The actual light loss to this window is 0.12%.

89 windows are beneath recessed winter gardens/balconies and receive low levels of VSC even for an urban area with VSCs of less than 10% and even a modest obstruction opposite may result in a large relative impact on the VSC.

Sunlight

136 rooms have at least 1 site facing window within 90 degrees due south. 104 rooms experience reductions within the BRE guidelines. The remaining 32 rooms are bedrooms, behind the winter gardens/balconies which restricts sunlight. The BRE guidelines suggest sunlight to bedrooms is less important.

Overshadowing

A small amount of additional overshadowing will occur to the garden area to the south of Hopton Court. However, it will continue to enjoy 2 hours of sun on ground to over 50% of the area, in accordance with the BRE guidelines.

2. 28 Higher Cambridge Street – Known as Victoria Hall is to the north east and is student accommodation.

Daylight

The results of the daylight assessments (VSC and NSL) indicate that any reductions to this building should be within the BRE guidelines and therefore any reduction is unlikely to be noticeable to the occupants

Sunlight

Of 16 rooms assessed all have at least 1 window within 90 degrees due south. 15 rooms experience reductions that are within the BRE guidelines. The remaining room is on the ground floor and experiences a reduction beyond the BRE guidelines in the winter months only, yet retains a winter Annual Probable Sunlight Hours of 4%. This exceeds the alternative target of 3%. In addition, it exceeds the BRE guidelines for the annual APSH criteria of 25% with a sunlight level of 48%.

3. 57-63 Booth Street – Is a hostel and has been considered from a daylight / sunlight perspective.

Daylight

The 2 windows which experience a loss of light beyond the BRE guidelines are bedrooms and do so to a minor extent.

The daylight distribution results (NSL test) show that all rooms will experience small reductions which are well within the BRE guidelines criteria.

Sunlight

Of the 17 rooms assessed all have at least 1 window orientated within 90 degrees due south. 14 rooms experience reductions that are within the BRE guidelines. The remaining 3 rooms are the bedrooms which have a lesser requirement for sunlight, but continue to enjoy adequate levels of sunlight for an urban area.

4. Trinity Court Apartment - This is a recently built residential block and the flats have been assessed as dual aspect with access decks on the north and western elevations facing the development site.

Daylight

82 of 100 windows would experience a small loss of light, in accordance with the BRE guidelines. The remaining 18 experience a reduction of over 20%. However, each of these is positioned behind the access walkways and currently experience low levels of VSC even for an urban area, with VSCs of less than 6%. In these

circumstances, the BRE guidelines recommend carrying out an additional calculation of the VSC without the access walkway in place for both the existing and proposed scenarios. This shows that all the windows would experience small reductions which are within the BRE guidelines.

Sunlight

All 24 rooms that have a site facing window orientated within 90 degrees due south would experience a reduction which is within the BRE guidelines.

5. Cooper House – This residential property is located directly to the south of the proposed site. The flats are dual aspect with the north facing windows to kitchens, bathrooms or secondary bedrooms. The main living rooms and primary bedrooms are on the southern elevation.

There are 138 windows to 130 site facing rooms with 90 bedroom and 48 kitchen.

Notable reductions of VSC would occur to 55 with the remaining 83 windows having reductions within the BRE guidelines. The change in windows affected in this location is the most marked change from the originally submitted scheme.

However, it must still be remarked that the vast majority of affected windows already receive a very low level of daylight because they are beneath a walkway. The results of the alternative assessments show that 97 of the 138 windows (70%) meet the BRE guidelines. Therefore for 14 windows it can be concluded that it is the presence of the balcony, rather than the scale and bulk of the massing which is causing the relative reduction in VSC.

The remaining 41 windows (predominately kitchen windows) will experience reductions beyond the BRE guidelines and should therefore be considered to experience an adverse effect. Whilst the percentage reductions are adverse, it is important to consider the retained levels of daylight and the impact to each flat as a whole before overall conclusions are drawn. It is also considered reasonable to consider the mirror test as set out in the BRE guidelines given the proximity of Cooper House to its boundary with the site.

Retained Daylight Levels

When considering the 41 windows that do not meet the BRE guidelines 35 retain a VSC above 20%, 4 windows retain a VSC above 15% and 2 windows retain a VSC below 15%.

The light to the 2 windows that retain a VSC below 15% is also obstructed by the lift core structure that projects out from the back of the building.

The 4 windows that retain a VSC above 15% are on the ground only. The remaining 35 windows all retain a VSC of at least 20% VSC.

For Daylight Distribution of the 130 site facing rooms assessed 100 rooms experience a reduction that is within the BRE guidelines. Of the 30 rooms that do not

meet the BRE guidelines, 21 retain daylight distribution to over 50% of the room's area which is considered a good level for an urban area.

Overall, the above alternative tests lead to the conclusion that whilst there is likely to be some notable reductions in daylight distribution to some rooms, the various VSC tests show that adequate levels of daylight.

Mirror Massing Assessment

The mirror massing test is another way to establish alternative target figures. An image illustrating this for Cooper House (within the confines of the application red line boundary) is given below

	Mirror Massing Retained Average VSC	Proposed Massing Retained Average VSC
Ground Floor	2.82	2.65
First Floor	22.43	19.88
Second Floor	1.35	1.28
Third Floor	4.59	4.34
Fourth Floor	26.61	22.94
Fifth Floor	6.25	4.92
Sixth Floor	29.53	25.06
Seventh Floor	8.29	5.49
Eighth Floor	33.21	28.29

The results of assessing VSC against a mirror image against the proposal on a window-by-window basis, show that some are lower and some are higher but the values are not significantly apart. When averaging the VSCs across each floor level the following results are achieved:

On the ground to fifth floor (inclusive) the retained VSC values are very similar. On the sixth, seventh and eighth floors the Mirror Massing Retained values are slightly higher but the figures for the sixth and eighth floors (which are not affected by walkways above) retain good levels of daylight for an urban area. Overall, the proposed massing is considered to cause the same effect as the mirror massing.

All of the affected flats within Cooper House are dual aspect and the principal habitable rooms (the main living room, dining areas and main bedrooms) are on the opposite side of the building and are not affected.

Summary of daylight effects to Cooper House

There would be noticeable reductions in daylight to some of the rear windows of Cooper House. These flats are dual aspect with the main habitable rooms facing away from the proposal and have good levels of daylight and sunlight and will continues to do so.

Sunlight

4 rooms have windows orientated within 90 degrees due south. One experiences sunlight reductions that are beyond the BRE guidelines but the sunlight levels to this room is already obstructed by the lift core structure that projects out from the back of the building.

Previous Consent for the Site

The analysis submitted also makes reference to a previously consented scheme for redevelopment of the site allowed on appeal in 2008

The massing of that scheme was slightly larger than the mirror massing of Cooper House. The consented scheme would have resulted in reductions beyond the BRE guidelines and is likely to have had a similar effect as the proposed scheme.

6. 94 Boundary Lane – The residential building is to the south west.

Daylight

The VSC assessments show that all windows, would experience reductions which are within the BRE guidelines.

Sunlight

No windows or rooms are affected.

7. 104-110 Boundary Lane – The residential property is to the west.

Daylight

There are 45 windows to 26 rooms. 22 of the 45 windows would experience a small loss of light, which accord with the BRE guidelines.

The remaining 23 9 windows experience a reduction that would be noticeable at over 20%. However, each would continue to have a VSC in excess of 20% which is considered a good level of daylight in an urban area.

For Daylight Distribution 21 of 26 rooms experience a small reduction. The remaining 5 would have a DD of over 50% of the room's area which is considered a good level for an urban area. The results show that the minimum is 72% (only 8% short of the BRE guidelines).

Sunlight

Of the 5 rooms that have a site facing window which is orientated within 90 degrees of due south, the results show that each room will experience a reduction which is within the BRE guidelines.

8. 2 Freeman Square – The building is located to the north west.

Daylight

28 windows serving 10 site facing rooms were assessed. 28 windows experience a small loss of light, in accordance with the BRE guidelines.

Sunlight

7 rooms that have a site facing window which is orientated within 90 degrees due south. Results show that each room will experience a reduction which is within the BRE guidelines.

Overshadowing

The property does not have amenity spaces which require assessment.

Overall the results show that any daylight or sunlight reductions to the surrounding residential properties are generally within the BRE guidelines and therefore un-noticeable to residents. Where the BRE guidelines are not met good levels of daylight and sunlight for an urban area are generally retained.

The windows/rooms within Cooper House which experience the most notable reductions beyond the BRE guidelines, are considered secondary use rooms (i.e. 2nd bedrooms or kitchen) which are predominantly located beneath a balcony/access walkway.

The assessments show that there is likely to be a notable reduction in daylight to some of the rear windows of Cooper House. However, it has been shown that the retained values, when based on what is reasonable for an urban area, and when compared to mirror massing tests, can be considered acceptable. In addition, it is identified that each home is dual aspect with the main habitable rooms facing away from the proposal. These rooms would retain very good levels of daylight and sunlight.

There would be a slight more overshadowing to surrounding gardens on the Spring Equinox (21 March but the space would continue to receive 2 hours of sun on ground to over 50% of the area, in accordance with the BRE guidelines.

In determining the impact of the development on available daylight and sunlight, consideration should be given to paragraph 125 (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 proposal would result in minor to moderate localised impacts on daylight, sunlight and overshadowing. Such impacts are not unusual in the local context, being more urban with higher density development of a tighter knit grain. The BRE guidance advocates flexibility in such situations, it is considered the relationship of

the proposal to surrounding developments responds to its location and particular characteristics.

Reference has been made to the economic implications associated with loss of light and associated heat and the subsequent need for additional lighting for residents of surrounding property.

Taking into account the impacts set out above the development is not considered to be unduly harmful to the extent that they would be considered unacceptable and therefore warrant refusal of this planning permission.

Overlooking

Neighbouring property are sufficiently far away from the application site to not result in any loss of amenity from overlooking.

(b) Wind Environment

A wind assessment of potential effects in and around the site has considered the wind flows that would be experienced by pedestrians and the influence on their activities.

The safety results show that there are no significant effects within or immediately surrounding the site. The comfort results also show that there are no significant effects within or immediately surrounding the site for the intended pedestrian uses. The results show lower wind speeds than in the previous assessment for a taller building on the site.

All speeds encountered at the site are at lower comfort speed levels and no mitigation measures are required for either seating or entrance areas. The landscaping scheme will also introduce elements to reduce windspeeds further.

(c) Air Quality

The site is within an Air Quality Management Area (AQMA) where air quality conditions are known to be poor as a result of emissions from roads. An assessment has considered the impact on air quality during construction and operational phases of development.

The level of construction vehicle traffic is considered to have a negligible impact upon air quality. Dust would be inevitable during demolition, earthworks and construction. Works would be undertaken in accordance with IAQM guidance to mitigate the impacts of dust.

The impacts on air quality once the development is complete would be negligible. The scheme is a car free scheme (with the exception of the three disabled accessible spaces proposed) with students encouraged to cycle with 49% secure on site cycle parking provision. The applicant has also submitted a travel plan and a condition is in place to secure further travel planning measures. Given the proximity of the

Universities a large number of students would walk or utilise public transport available on 'The Corridor.'

In light of the above, it is considered that the proposal would comply with policy EN16 of the Core Strategy and the NPPF and the development will not have a detrimental impact on air quality.

(d) Noise

A Noise Impact Assessment has been considered as part of the application. The main source 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 strict operating and delivery hours are adhered to along with the erection of a hoarding with acoustic properties, silencers on equipment and regular communication with nearby residents. It is recommended that such details are secured by condition.

The proposal is likely to require plant and details area required prior to first occupation and it is recommended that this is included as a condition of the planning approval.

The report also considers external noise sources on the proposed accommodation. The main source of noise would be from the traffic, and other noise along Oxford Road. The accommodation would have to be acoustically insulated to mitigate against any undue harm from noise sources. Further information is required about ventilation measures together with a verification / post completion report prior to the first occupation of the development.

Provided that construction activities are carefully 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.

(e) Fume Extraction

Fume extraction for the commercial operations and kitchen areas could be integrated into the scheme and condition is recommended.

(f) Waste Management and Servicing Management

A development of this nature is likely to generate a significant amount of waste which has to be managed on a daily basis. There are challenges in ensuring efficient waste removal including ensuring that waste is recycled.

As part of Host's management of the development, occupants will be required to separate recyclable waste from non-recyclable waste and separate bins will be provided for this purpose within the communal bin area. There is available space within the clusters and studios for the segregation of waste.

Waste would be stored at ground floor level in an accessible store with sufficient capacity to accommodate recycling and general waste bins. The management company would manoeuvre the bins from the store to the layby on Booth Street West on collection day and return to the store once emptied. The building operator will provide a twice weekly collection using a private contractor. The collection point for bins from both the Student Residential Accommodation and the Community Hub will be from the temporary bin collection area located adjacent to the proposed lay-by off Booth Street West. The collection vehicle will be able to pull in to the lay-by directly from Booth Street West and pull back in without turning when leaving to merge with traffic. A condition is recommended to secure appropriate waste management.

A detailed servicing and deliveries strategy shall be submitted for approval in writing by the City Council, as Local Planning Authority to include details of the management arrangements for moving in and out times, taxi pick up and drop off and food and online deliveries and any other associated management and operational requirements.

(g) TV reception

A TV reception study has concluded that the proposal may cause some highly localised disruption to the reception of digital satellite television services to the immediate northwest of the site, particularly around Freeman Square, Millbeck Street and Boundary Lane). Should interference occur, moving satellite dishes to new locations out of any signal shadows should restore good reception conditions. No other interference is expected.

A condition would require a post completion survey to be undertaken to verify the maintenance of at least the pre-existing level and quality of signal reception as identified in the submitted survey.

(h) Water quality, drainage and flood risk

The development has an area of less than 1 hectare and is not located in Flood Zone 2 or 3. A drainage strategy had been submitted with the application for assessment. Appropriate conditions have been recommended by the Flood Risk Management Team.

(i) Designing out crime

A Crime Impact Statement (CIS) prepared by Design for Security at Greater Manchester Police recognises that the proposals will result in the redevelopment of a building and site that unless re-used or redeveloped quickly will be very likely to be targeted by vandals and criminals leading to an erosion of the quality of the local environment, attracting further criminal activity to the area more widely, all of which is likely to impinge on the quality of life of nearby residents. It is recommended that a condition requires the CIS to be implemented in full to achieve Secured by Design Accreditation.

(j) Ground conditions

There are no unusual or complex contamination conditions. A detailed risk assessment remediation strategy is required. The implementation of the remediation strategy should be confirmed through a verification report to verify that all the agreed remediation has been carried out. The approach should form a condition of the planning approval in order to comply with policy EN18 of the Core Strategy.

(k) Construction Management

Measures would be put in place to help minimise the impact of the development on local residents. Provided appropriate measures are put in place 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, it is recommended that a condition should require the final construction management plan to be is agreed to ensure the process has the minimal impact on surrounding residents and the highway network.

Response to comments received from objectors

Objections have been received on the grounds that the principle of development is unacceptable due to lack of demand for student accommodation, impact on the residential character of the area and that proposal constitutes overdevelopment that is excessive in height and scale that would cause loss of daylight and sunlight (which would have economic implications for occupants of surrounding property), overlooking, and increase impacts of noise and disturbance.

This report provides an analysis of those comments and concerns. The principle of development, contribution to regeneration and need for the student accommodation has been tested, meets the required planning policy criteria and guidance and has the support of education providers. The application site location close to Oxford Road and the University Campuses makes it suitable.

The impact on the amenities of those residents within the existing residential neighbourhood have been considered. It is acknowledged that there may be some localised impacts as a result of the development particularly from change in outlook, impact on daylight, sunlight and wind conditions. In addition, there would be short term but temporary disruption from the construction process. These matters are not considered to be unduly harmful in the context and matters such as construction impacts can be carefully mitigation through a construction management plan.

The operational impacts of the development can also be managed. The student accommodation would be well managed by an experienced operator. Impacts from Waste, online deliveries, servicing and taxis can be managed.

The changes in outlook from surrounding residential buildings and changes to daylight and sunlight are not so substantial over and above those impacts that would result in a mirrored development of the site, therefore those impacts would not warrant refusal.

The proposal would bring significant economic, social and environmental benefits to the city and the local area. This must be given significant weight in the decision making process as directed by the NPPF.

Conclusion

It is acknowledged this application has generated concern and that on previous occasions, Members have deferred the proposal resolving to be minded to refuse. Amendments to the scheme were made to scale and height prior to the October meeting and to the parking provision for disabled users since that meeting.

With the scale and massing of the building reduced and being in line with the development allowed on appeal, it is not considered there would be undue adverse impact on the local area or existing residents. This conclusion is not solely based on the Inspectors decision as impacts have been tested as part of this current application.

As noted a reason for refusal on the grounds of the scale and the dominant visual impact could not be reasonably sustained.

The proposal conforms to the development plan and there are no material considerations which would indicate otherwise.

The proposal represents investment near to 'The Corridor' and is wholly consistent with planning policies for the site (Policy H12) and would help realise regeneration benefits and meet demand for student accommodation in a sustainable location. Significant weight should be given to this.

The design would set high standards of sustainability. The location would take advantage of the sustainable transport network. The site would be largely car free (with the exception of the three disabled accessible spaces) which would minimise emissions.

Careful consideration has been given the impact of the development on the local area. Inevitably there would be some impacts but as already set out these would not be unacceptable.

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

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved polices of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in

accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the of the application is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation Approve

Article 35 Declaration

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 application, and the application has been determined in accordance with the policies within the Development Plan.

Conditions to be attached to this 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

10224-Z0-A-B5D8-G000-XP-00-001 Context Plan - Existing - Application Location and Ownership Extent Rev 00
10224-Z0-A-B5D8-G000-XE-EN-001 Context Elevation - Existing - North - Booth St West Rev 00
10224-Z0-A-B5D8-G000-XE-EW-001 Context Elevation - Existing - West - Boundary Lane Rev 00
10224-Z0-A-B5D8-JC20-XP-XX-001 Demolition Plan Rev 02
10224-Z0-A-B5D8-G200-PL-00-001 GA Plan - Proposed - Ground Floor (Level 00) Rev 02
10224-Z0-A-B5D8-G000-EL-EN-001 Context Elevation - Proposed - North - Booth St West Rev 02
10224-Z0-A-B5D8-G000-EL-EW-001 Context Elevation - Proposed - West - Boundary Lane Rev 02
10224-Z0-A-B5D8-G200-EL-EN-001 GA Elevation - Proposed - North - Booth St West Rev 02
10224-Z0-A-B5D8-G200-EL-EE-001 GA Elevation - Proposed - East Rev 01
10224-Z0-A-B5D8-G200-SE-AA-001 GA Section - Proposed - AA - East Facing Rev 02
10224-Z0-A-B5D8-G251-DE-00-001 Facade Details - Typical Curtain Walling - Level 00 Rev 01
10224-Z0-A-B5D8-G251-DE-XX-001 Facade Details - Typical Lower Volume Rev 02
10224-Z0-A-B5D8-G251-DE-XX-002 Facade Details - Typical Upper Volume Rev 02
10224-SHP-RP-DAS Design and Access Statement 02

Planning and Tall Building Statement Gamecock Planning Statement Turley
10224-SHP-RP-B5D8-DAS01 Parts 1-10 SimpsonHaugh & Partners
Air Quality Assessment Gamecock Air Quality Assessment V3AQ051800 Karius Ltd
Arboricultural Impact Assessment Gamecock Arboricultural Impact Assessment v5 Amenity Tree Care
Archaeological Impact Assessment Gamecock Archaeological Assessment v1.1 Salford Archaeology
Demolition Method and Environmental Management Plan Gamecock
Ecology Assessment and Bat Roost Assessment Gamecock Preliminary Ecological Appraisal RT-MME-153624-01 Rev B; Gamecock Preliminary Bat Roost Assessment RT-MME-153624-02 Rev B Middlemarch Environmental Ltd
Energy Statement / Environmental Standards Statement and BREEAM Report Gamecock Environmental Standards Statement Turley Flood Risk Assessment / Drainage Strategy Gamecock
Flood Risk Assessment and Drainage Strategy 20049.00.00.D100 Rev 2 Shear Design
Green and Blue Infrastructure Statement Gamecock Green and Blue Infrastructure Statement 3661 502 TPM LANDSCAPE LTD
Noise Impact Assessment Gamecock Noise Impact Assessment RP 210303 Rev03 MACH Acoustics Ltd Phase 1 Geo-Environmental Assessment Gamecock Preliminary Geoenvironmental Assessment 1909009.001B Parts 1 -3 Tweedie Evans Consulting
Signal Survey, TV+ Radio Reception Impact Assessment / Broadband Connectivity Gamecock Television and Radio Reception Impact Assessment v0.1 GTech Surveys Ltd Statement of Community Involvement Gamecock Statement of Community Involvement V3 Cratus Communications Ltd
Student Management Plan Gamecock Student Management Plan v2 Host. Summary Evidence of Student Need Gamecock Evidence of Need Report 06.04.21 Cushman and Wakefield Townscape and Visual Impact Assessment Gamecock Townscape and Visual Impact Assessment 210423 Turley Transport Statement / Travel Plan Gamecock Transport Statement and Travel Plan 3302.03 Eddisons Croft
Ventilation Strategy Gamecock Ventilation Strategy B2798 003 Amber Management and Engineering Services Limited
Assessment V2.1 Wardel Armstrong LLP
Demolition Construction Management Plan P-1628 Rhomco
Technical Note 01 prepared by Eddisons
Note on Flood Risk Comment
Bat Survey prepared by Middlemarch Environmental Ltd reference RT-MME-153624-03

Wind Microclimate Assessment (Version 1), produced by Wardell Armstrong
Daylight Sunlight and Overshadowing Report (Version 4), produced by Point 2
Crime Impact Statement (document ref. 2007/1181/CIS/02), produced by Greater Manchester Police
Updated Economic Benefits Infographic, produced by Turley Economics
Waste Management Strategy (document ref. 10224-SHP-RP-WM201), produced by Simpson Haugh

10224-Z0-A-B5D8-G200-EL-ES-001 REV 03 GA ELEVATION - SOUTH - CAMELFORD CLOSE

10224-Z0-A-B5D8-G200-EL-EW-001 REV 03 GA ELEVATION - WEST - BOUNDARY LANE
10224-Z0-A-B5D8-G200-PL-00-001 REV 03 GA GROUND FLOOR PLAN (LEVEL 00)
10224-Z0-A-B5D8-G200-PL-01-001 REV 03 GA PLAN - LEVEL 01
10224-Z0-A-B5D8-G200-PL-02-001 REV 03 GA PLAN - TYPICAL PLAN TYPE 01 - LEVELS
10224-Z0-A-B5D8-G200-PL-07-001 REV 01 GA PLAN - TYPICAL PLAN TYPE 02 - LEVELS
10224-Z0-A-B5D8-G200-PL-RF-001 REV 03 GA ROOF LEVEL PLAN
10224-Z0-A-B5D8-G000-PL-XX-001 REV 03 CONTEXT SITE PLAN

Received 26 June 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. Above-ground construction works shall not commence until samples and specifications of all materials to be used in the external elevations and hard landscaping around the buildings as detailed on the approved drawings have been submitted to and approved in writing by the City Council as local planning authority. Thereafter the development shall be carried out in accordance with those details.

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

4. The development hereby approved shall only be carried out in accordance with the recommendations of the Crime Impact Statement prepared by Greater Manchester Police and shall not be occupied or used until the City Council as local planning authority has acknowledged in writing that it has received written confirmation of a secure by design accreditation.

Reason - To reduce the risk of crime pursuant to Policy DM1 of the Adopted Core Strategy for the City of Manchester.

5. a) Prior to the commencement 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 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 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 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)

6. No development groundworks shall take place 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 to and approved in writing by Manchester Planning Authority. The WSI shall cover the following:

1. Informed by the updated North West Archaeological Research Framework, a phased programme and methodology of investigation and recording to include:
- an archaeological evaluation through trial trenching;
- dependent on the above, targeted open-area excavation and recording (subject to a separate WSI).
2. A programme for post-investigation assessment to include:
- production of a final report on the significance of the below-ground archaeological interest.
3. Deposition of the final report with the Greater Manchester Historic Environment Record.
4. Dissemination of the results of the archaeological investigations commensurate with their significance, which may include the installation of an information panel.
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: In accordance with NPPF Section 16, Paragraph 199 - To record and advance understanding of heritage assets impacted on by the development and to make information about the heritage interest publicly accessible.

7. No drainage shall be installed until the full details of a surface water drainage scheme has been submitted to and approved in writing by the City Council as local planning authority.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to Policy DM1 in the Core Strategy Development Plan Document and the policies and guidance within the NPPF and NPPG.

8. No development hereby permitted shall be occupied until details of the implementation, maintenance and management of the sustainable drainage scheme have been submitted to and approved by the local planning authority.

The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:
a. Verification report providing photographic evidence of construction as per design drawings;
b. As built construction drawings if different from design construction drawings;

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

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to Policy DM1 in the Core Strategy Development Plan Document and the policies and guidance within the NPPF and NPPG.

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

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

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

b) When the development within each phase commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority.

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

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

10. No development shall take place, including any demolition works, until a construction management plan or construction method statement has been submitted to and approved in writing by the Local Planning Authority. The approved plan/statement shall be adhered to throughout the demolition/construction period. The plan/statement shall provide for:

o A construction programme including phasing of works;
o 24 hour emergency contact number;
o Expected number and type of vehicles accessing the site:
o Deliveries, waste, cranes, equipment, plant, works, visitors;
o Size of construction vehicles;
o The use of a consolidation operation or scheme for the delivery of materials and goods;
o Phasing of works;
o Means by which a reduction in the number of movements and parking on nearby streets can be achieved (including measures taken to ensure satisfactory access and movement for existing occupiers of neighbouring properties during construction): Programming; Waste management; Construction methodology; Shared deliveries; Car sharing; Travel planning; Local workforce; Parking facilities for staff and visitors; On-site facilities; A scheme to encourage the use of public transport and cycling;
o Routes for construction traffic, avoiding weight and size restrictions to reduce unsuitable traffic on residential roads;
o Locations for loading/unloading, waiting/holding areas and means of communication for delivery vehicles if space is unavailable within or near the site;
o Locations for storage of plant/waste/construction materials;
o Arrangements for the turning of vehicles, to be within the site unless completely unavoidable;
o Arrangements to receive abnormal loads or unusually large vehicles;
o Swept paths showing access for the largest vehicles regularly accessing the site and measures to ensure adequate space is available;
o Any necessary temporary traffic management measures;
o Measures to protect vulnerable road users (cyclists and pedestrians);
o Arrangements for temporary facilities for any bus stops or routes;
o Method of preventing mud being carried onto the highway;
o Methods of communicating the Construction Management Plan to staff, visitors and neighbouring residents and businesses.

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

Reason: In the interests of safe operation of the adopted highway in the lead into development both during the demolition and construction phase of the development, pursuant to policies SP1, EN19 and DM1 of the Core Strategy for the City of Manchester.

11. a) Fumes, vapours and odours shall be extracted and discharged from the premises in accordance with a scheme to be submitted to and approved in writing by the City Council as local planning authority before the use commences.

b) Prior to commencement of the use hereby permitted confirmation shall be submitted for the approval of the City Council as local planning authority that the approved scheme has been implemented.
Mixed use schemes shall ensure provision for internal ducting in risers that terminate at roof level. Schemes that are outside the scope of such developments shall ensure that flues terminate at least 1m above the eave level and/or any openable windows/ventilation intakes of nearby properties.

Reason - To protect residential amenity 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).

12. The hours of opening of the gym / community space / café are to be confirmed, in writing, prior to the first use of the development hereby approved.

Reason - To protect residential amenity 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).

13. a) Before the use hereby approved commences external lighting shall be designed and installed in accordance with a scheme approved in writing by the City Council as local planning authority so as to control glare and overspill onto nearby residential properties.

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

Reason - To safeguard the amenities of the occupiers of nearby properties pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012)

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

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

15. a) The premises shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the premises and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as local planning authority. The scheme shall be implemented in full before the use commences or as otherwise agreed in writing by the City Council as local planning authority.

Where entertainment noise is proposed the LAeq (entertainment noise) shall be controlled to 10dB 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, respectively.

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

Reason - To safeguard the amenities of the occupiers of nearby properties pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012)

16. a) Before above ground works take place a scheme for acoustically insulating the proposed residential accommodation against noise from nearby busy roads and any other nearby significant noise sources shall be submitted to and approved 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 approved noise insulation scheme shall be completed before any of the dwelling units are occupied.

Noise survey data must include measurements taken during a rush-hour period and night time to determine the appropriate sound insulation measures necessary. The following noise criteria will be required to be achieved:

Bedrooms (night time - 23.00 - 07.00) 30 dB LAeq (individual noise events shall not exceed 45 dB LAmax,F by more than 15 times)

Living Rooms (daytime - 07.00 - 23.00) 35 dB LAeq

Gardens and terraces (daytime) 55 dB LAeq

b) Prior to first occupation of the residential units, a verification report will be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report. The report shall also undertake post completion testing to confirm that the internal noise criteria have been met. Any instances of non-conformity with the

recommendations in the report shall be detailed along with any measures required to ensure compliance with the internal noise criteria.

Reason: To secure a reduction in noise from traffic or other sources in order to protect future residents from noise disturbance 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).

17. a) Externally mounted ancillary 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 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location. Prior to commencement of the use hereby approved the scheme shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the site.

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

Reason - To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site pursuant to 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).

18. The development is to be undertaken in accordance with the submitted waste management strategy. The strategy shall be implemented in full prior to the first occupation of the authorised development and maintained in situ thereafter.

Reason - In the interests of residential amenity and to secure appropriate arrangements for the storage and collection of segregated waste and recycling, pursuant to policies SP1, EN19 and DM1 of the Core Strategy for the City of Manchester

19. Deliveries, servicing and collections including waste collections 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

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

20. The student accommodation element of the development hereby approved shall be used as purpose built student accommodation (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.

21. Prior to the first occupation of the student accommodation hereby approved, the cycle store and disabled accessible parking provision shall be implemented and made available for the occupants of the development. The cycle store and disabled accessible parking provision shall remain available and in use for as long as the development is occupied.

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

22. 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.

For the avoidance of doubt this shall include the following:

- Footway resurfacing
- Dropped kerbs/tactile paving
- Creation of a car club bay in close proximity to the development.
- Loading bay on Booth Street West
-Creation of new on street disabled parking places
- Traffic Regulation Orders

Improvements to the public realm including details of materials (including high quality materials to be used for the footpaths and for the areas between the pavement and building line) and tree planting and soft landscaping where appropriate.

The approved scheme shall be implemented and be in place prior to the first occupation of development hereby approved and thereafter retained and maintained in situ.

Reason - To ensure safe access to the development site in the interest of pedestrian and highway safety pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012).

23. Prior to the first occupation of development, a detailed servicing and deliveries strategy shall be submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt this shall include details of the management arrangements for moving in and out times, taxi pick up and drop off and food and online deliveries and any other associated management and operational requirements. 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).

24. The development hereby approved shall be carried out in accordance with the Framework Travel Plan attached to the submitted Transport Statement.

In this condition a Travel Plan means a document which includes:

i) the measures proposed to be taken to reduce dependency on the private car by those living at the development;
ii) a commitment to surveying the travel patterns of residents/staff during the first three months of the first use of the building and thereafter from time to time
iii) mechanisms for the implementation of the measures to reduce dependency on the private car
iv) measures for the delivery of specified Travel Plan services
v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car

Within six months of the first use of the development, a Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted for approval in writing by the City Council as Local Planning Authority. Any Travel Plan which has been approved by the City Council as Local Planning Authority shall be implemented in full at all times when the development hereby approved is in use.

Reason - To assist promoting the use of sustainable forms of travel at the development, pursuant to policies T1, T2 and DM1 of the Manchester Core Strategy (2012).

25. Notwithstanding the TV And Radio Impact Assessment received, within one month of the practical completion 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 and radio 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).

26. 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.

27. Prior to the first operation of the development hereby approved a signage strategy for the entire building 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.

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

28. The development hereby approved shall only be carried out in accordance with measures detailed in the Environmental Standards Statement, received by the City Council, as Local Planning Authority on the 13th May 2021.

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 (NPPF).

29. No demolition works or 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).

30. (a) prior to the first occupation of the development hereby approved details of a hard and soft landscaping scheme (including appropriate materials specifications and street trees) for the public realm area 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 occupation of the development

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.

31. Prior to the first occupation 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 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).

32. Prior to occupation of the development hereby approved, a detailed Community Access Agreement shall be submitted to and agreed in writing by the City Council as local planning authority. The agreement shall incorporate details including hours of operation, type of community use and associated costs of use.

Reason - To maximise the use of the facilities by the community with regards to policy DM1 of the Core Strategy.

Informative - 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. Site clearance should follow the recommendation R4 in the Middlemarch Preliminary Ecological Appraisal (RT-MME-153624-01 Rev B) with regards to terrestrial mammals.

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: 130387/FO/2021 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

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

Highway Services
Environmental Health

Neighbourhood Team Leader (Arboriculture)
Corporate Property
MCC Flood Risk Management
Work & Skills Team
Greater Manchester Police
United Utilities Water PLC
Greater Manchester Archaeological Advisory Service
Greater Manchester Ecology Unit

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

Relevant Contact Officer : Jennifer Connor
Telephone number : [redacted]
Email : [redacted]

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