

Application Number	Date of Appln	Committee Date	Ward
142888/FO/2025	5th Jun 2025	28th Aug 2025	Hulme Ward

Proposal Demolition of existing halls of residence and erection of two buildings of 30 and 24 storeys above ground, plus basement and rooftop plant levels, comprising: purpose-built student accommodation with internal and external rooftop communal amenity space (Sui Generis); ground floor commercial and community uses (Flexible Use Classes E, F1(a) or F2(b)); hard and soft landscaping; and associated highway works.

Location Cambridge Halls Of Residence, Cavendish Street, Manchester, M15 6TT

Applicant Unite Students & Manchester Metropolitan University

Agent Steven Healey, Turley

EXECUTIVE SUMMARY

The application proposes buildings of 30 and 24 storeys to form Purpose Built Student Accommodation (PBSA) (Sui Generis) with amenity spaces, public realm, landscaping, commercial uses and highway works. 2,302 beds would be provided.

This is a joint application between Unite Students and Manchester Metropolitan University (MMU). MMU would be allocated 1,941 beds with the remainder let by Unite. 413 of the MMU rooms (just over 20%) would be priced at a 15% discount.

Cavendish Walk would be retained as a pedestrian and cycle route.

192 representations, including 189 objections, have been received, plus 2 objections from Councillors.

Principle of the proposal and the schemes contribution to regeneration

The proposal accords with national and local planning policies, and would bring significant economic, social and environmental benefits. It would be a significant investment in the Corridor, is consistent with policy H12 and would provide 2,302 beds and meet demand for student accommodation at All Saints Campus. It is also a site identified in the Council's Student pipeline.

The site is highly accessible, within the All Saints Campus and close to educational buildings and public transport. Public realm would be created and enhanced. Cavendish Walk would be retained as a pedestrian and cycle route.

Economic

There would be 280 construction jobs, with a GVA of £222 million and 40 on-site jobs once the development is operational. £9.7 million in expenditure each year would be generated by the students plus £1.3 million estimated from their visitors. A high percentage of students continue to live and work in the city after graduation. Increasing

the supply of PBSA would reduce the impact on family housing generating Council tax revenue of £570,000 per annum.

Social

Public realm would improve connectivity and provide a pedestrian friendly environment. There would be accommodation created that would meet accessibility needs. 413 discounted rooms would be created. A local labour agreement would ensure that Manchester residents are prioritised for construction jobs.

Environmental

This would be a low carbon scheme in a highly sustainable location. It would be highly efficient and meet some of its energy needs through renewable technology. There are no harmful impacts on traffic or air quality and any impacts can be mitigated. The ground conditions are not complex or unusual and surface water run off would be minimised including a blue and green podium. The height, scale and appearance would create a low level of harm to the setting of the listed buildings. Secured by Design principles would ensure the proposal is safe and secure. Waste management would prioritise recycling.

Impact on the historic environment

Any harm to heritage assets would be less than substantial and would be outweighed by the economic, social and environmental public benefits of the scheme, in accordance with the provisions of paragraph 215 of the NPPF and sections 66 and 72 of the of the Planning (Listed Building and Conservation Areas) Act 1990.

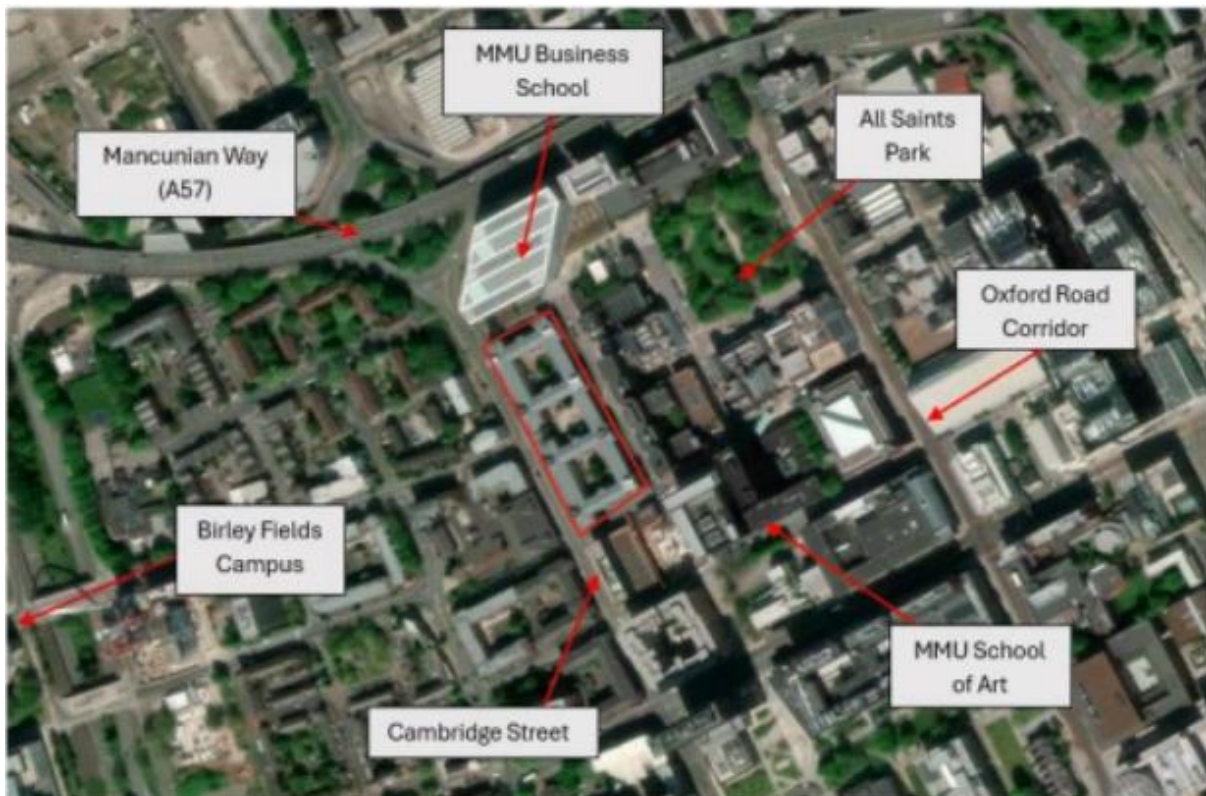
Impact on local residents

The impact on daylight/sunlight, overlooking and wind conditions are acceptable. 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

This 0.8 ha rectangular site is bounded by Cambridge Street, Chatham Street, Boundary Street, and a service road that leads to the Business School. The site is intersected by Cavendish Street linking Oxford Road and Cambridge Street.



Site location plan

The site forms part of Manchester Metropolitan University's All Saints Campus and comprises two blocks, each designed around central courtyards. The development was constructed in 1998 and comprises 771 single bedrooms. The buildings are red brick and are 5 to 6 storeys. The internal courtyards comprise hardstanding with a small number of trees.

The Business School lies to the north, Cavendish Halls to the east and the Manchester Metropolitan Student Union and the Salutations pub to the south. To the west is Hulme and the Birley Fields campus.

The surrounding area is dominated by other buildings associated with the All Saints Campus. Oxford Road and Cambridge Street are major arterial routes. The Oxford Road Corridor is a key area for higher education and is an economic driver. The area is highly accessible to all forms of public transport together with pedestrian and cycling routes.

The site is in Flood Zone 1 and a critical drainage area with a low risk of surface water flooding. It is in the Manchester Air Quality Management Area (AQMA) where air quality conditions are poor. The site is not located within a designated Conservation Area with the Whitworth Street Conservation Area being the closest which is 500m north-east of the site.

There are no listed buildings within the site with the nearest listed buildings being: Former Manchester Ear Hospital (Grade II) (c.60m to the north-east), Roman Catholic Church of St Augustine (Grade II) (c.50m to the east), Ormond Building, Manchester Metropolitan University (Formerly Municipal Offices) (Grade II) (c. 50m to the east), Righton Building (Grade II) (c. 50m to the south-east), Grosvenor Building, Manchester

Metropolitan University Faculty of Art and Design (Grade II) (c. 90m to the east) and Former Town Hall Façade to Mabel Tylecote Building, Manchester Metropolitan University (Grade II) (c. 100m to the east).

The proposal

This proposal would be for purpose built student accommodation (PBSA). It consists of two buildings: one 30 storeys and the other 24 storeys with 2302 bed spaces.

There would be a wide range of room types and configurations including affordable options with: Standard Cluster 1,428 (62.0%), Dorm Cluster 398 (17.3%), Studios 199 (8.6%), Post-Graduate Cluster 170 (7.4%), Accessible Cluster 82 (3.6%), Accessible Dorm Cluster 17 (0.7%) and Accessible Studios 10 (0.4%).

The ground floor would accommodate flexible commercial and community uses (Use Classes E, F1, or F2). Hard and soft landscaping and highway works are included.

The proposal would be delivered in two phases allowing each block to be delivered around a courtyard. This would allow parts of the site to remain in use whilst other parts are redeveloped.

The southern block would commence first and provide 1,126 bedrooms and be completed by 2029. The northern block would be constructed providing a further 1204 bedrooms and be completed by 2030.

A pedestrian route would be retained along Cavendish Street and the proposal has been amended to retain a cycle route along Cavendish Street. Landscaping and planting would be created.



Proposed site layout

The proposal would be considerably taller than existing. The height and massing to Cambridge Street would provide a more contextual response.



Image from Cambridge Street

It would be constructed of pre-cast concrete, with variation in tone and texture across to provide interest, depth and shadow allowing each building to have its own character and appearance.

Cycle provision and accessible parking would be created for those with mobility needs. 5% of the accommodation would be accessible.

The planning submission

This planning application has been supported by the following information:

- Planning and Tall Building Statement;
- Design and Access Statement;
- Archaeological Desk-Based Assessment;
- Arboricultural Implications Assessment;
- Biodiversity Net Gain Report;
- BREEAM Pre-Assessments;
- Broadband Connectivity Assessment;
- Construction Management Plan;

- Crime Impact Statement;
- Ecological Impact Assessment Report;
- Energy Statement;
- Fire Statement;
- Flood Risk Assessment and Drainage ;
- Travel Plan;
- Geotechnical and Geoenvironmental Desk Study;
- Green and Blue Infrastructure Statement;
- Ground Investigation Report;
- Health Impact Assessment;
- Life Cycle Embodied Carbon Assessment;
- Outline Local Labour Method Statement;
- Operational Waste Management Strategy;
- Overheating Assessment;
- Site Waste Management Plan;
- Socio-Economic Regeneration Impact Statement;
- Statement of Community Engagement;
- Student Management Plan;
- Sustainability Statement;
- Terrestrial Television Baseline Survey Report; and
- Transport Statement.

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

- Townscape and Visual;
- Built Heritage;
- Wind;
- Daylight, Sunlight and Overshadowing;
- Climate Change;
- Socio-Economics and Human Health;
- Air Quality;
- Noise and Vibration; and
- Cumulative Effects.

Consultations

Publicity

The proposal has been advertised as a major development, as being of public interest, as affecting the setting of Listed Buildings and Conservation Areas and an EIA development. Site notices have been displayed. Local residents and businesses have been notified over an extensive area.

Further/amended information has been received, including the retention of a cycle route through the site and amended façade materials, and a Regulation 25 consultation under the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2017 has been undertaken. A planning permission cannot be issued until the 30 day period has expired. before if Members are minded to Approve the application and on the basis that no new issues are raised in that period. Should

any representation be made that have not been covered in this report, the application would not be determined until these issues have been formally considered.

The 'Local Residents/Public' comments and the consultation comments set out below relate to the original proposal unless otherwise stated.

Local Residents/Public - 192 representations have been received, with 189 objections, plus 2 objections from local councillors, with the following comments:

Right of Way/Cycle Route/Active Travel – There is no active travel information.

This development stops up a key cycle route between Hulme and Oxford Road after being told by MMU that walking and cycling would be shared in perpetuity under planning decision 128485/FO/2020 and the associated stopping up order.

This route has been open to cyclists since the road was first built. It is used by c.1,000 cyclists (including young people travelling between home/school and the Rekindle charity) a day and appears on TfGM's Bee Network map as a Beeway ("the routes that get people from A to B ... representing the most direct routes between crossing points.") and connects to the Stretford Road Busy Beeway ("corridors or crossing points on busier roads that will require a higher level of design intervention to improve cycling and walking.") It is also mapped on the TfGM Cycle Network.

This section of Cavendish Street was subject to a stopping up order dated 14.06.1996. That order required that "the Developer shall provide a new highway which shall be a footpath/cycleway". MMU have since installed physical signage stating that Cavendish Street "has not been dedicated as a Highway" and have bolted down uncomfortable and restrictive speed bumps across the route in an apparent attempt to dissuade cyclists from exercising their legal rights over this space. Both measures may be unlawful, as cyclists retain a legal Right of Way along Cavendish Street, unchanged from when the entire road was an adopted highway, and the speed bumps are inaccessible to some disabled users.

The planning application form falsely answers 'no' to the question "Do the proposals require any diversions/extinguishments and/or creation of right of way?".

The proposal to re-route cyclists is inadequate and unfeasible as follows:

1. It will force cyclists to take a significant detour onto streets without proper cycling infrastructure. There is not safe and consistent cycle infrastructure on Cambridge Street and re-routing introduces two unsafe right turns for cyclists traveling from Hulme to Oxford Road and adds 150m to journeys. This will make cycling locally more dangerous (particularly for students with limited cycling experience) and will disincentivise people to use it as a mode of transport. It will remove a safer route from Hulme and beyond to the universities and city centre, disadvantaging residents and students. The proposed diversion would not remove interactions between cyclists and students, given the location of the halls, the Student Union and the Art School - Boundary Street is heavily used as a pedestrian crossing by students. It is likely to encourage cyclists to make use of the pedestrian link that follows on from Boundary Street, a route which at present explicitly prohibits cyclists, likely to create

conflict. There is also a blind spot on the sweeping turn between Boundary Street and Cavendish Street. The proposal is contrary to Manchester City Council, the GMCA and Mayor Andy Burnham's aims to improve cycling and cycling infrastructure in Manchester, the European Capital of Cycling 2024 status which Manchester enjoyed, Manchester's net zero goals, equality and access guidelines and to local and national policy. Active travel needs to be the easiest and preferable choice for people to get them out of their cars and onto bikes or on foot and changes to the existing road and cycle networks should make cycling more convenient for people, not less convenient.

2. Some cyclists will continue using the most direct route, resulting in some cyclists using pedestrian only space if it is the most direct route and there is no way to prevent this without barriers or constant enforcement, so the proposal will make the situation worse. The proposals introduce a constrained route between Cambridge Street and All Saints Park which will be dangerous if used by cyclists. There is nothing in the proposals explaining how cyclists will be prevented from using this space.

The case for walking and cycling and specifically for maintaining and improving high quality cycling networks is clear at every level of modern planning policy, including:

- NPPF 2024's "vision-led approach"
- LTN 1/20
- Places For Everyone Joint Development Plan Objectives 6, 7 and 10
- Places for Everyone Joint Development Plan policies JP-Strat14, JP-C1, JP-C5 and JP-C6
- GM Transport Strategy 2040 and the "Right Mix" targets
- Greater Manchester Streets for All strategy and Streets for All design guide
- Manchester City Council's Active Travel Strategy
- Manchester City Council's commitment to be a Zero Carbon city by 2038

The policy position is absolutely clear – changes to the existing road and cycle networks should make cycling more convenient for people, not less convenient.

The proposal is to completely redevelop the site so they should take the opportunity to use the TfGM Safer Streets for All guide and LTN 1/20 guidance and design an improved through route which provides safety for both pedestrians and cyclists. The public realm by the park was clearly designed with shared use in mind and the cycle specific crossings at Cavendish Road/Oxford Road work well, so MMU are now trying to compensate poor design and planning by designing out cycle usage by proposing an unrealistic diversion.

The primary route through the site will be reduced to approximately 4 metres in width, which is inadequate, as according to the applicant's transport plan, a minimum of 5.3 metres is required to maintain comfortable movement for pedestrians only, introducing safety concerns.

A cycle lane through the development could be cleverly integrated with speed bumps and landscaping to slow cyclists down.

The current route should be maintained with clear segregation (rather than the current zigzag layout).

The A5067 continuing to Cavendish Street and Grosvenor Street should be one of the flagship routes in the fledgling cycle network.

The proposal should secure funding via a S106 agreement to improve safety at the Cavendish Street/Higher Cambridge Street/Stretford Road junction for pedestrians and cyclists, eg by installing a CYCLOPS junction. Recent changes along the Chorlton Cycleway could be replicated here.

By removing the straight right of access to a pedestrianised Cavendish Street for pedestrians and cyclists, and replacing it with landscaping, they are erasing history and blocking off access from Hulme. This access route will eventually be completely removed and that cannot be allowed to happen. There is nothing wrong with the footprint as it is.

Page 22 of the Design & Access Statement refers to the “existing controversial link along Cavendish Street, which is resulting in collisions of pedestrians, electric scooters, cyclists, etc.”

However, the map of recorded collisions, on page 18 of the Transport Statement, shows no recorded collisions whatsoever on this link, only on the adjacent main roads. It appears the applicant is attempting to restrict cycle access based on a “problem” for which they have no evidence.

Several objectors have used this route regularly for many years and never had or witnessed any issues using the shared path.

Equality – Cycling needs to be accessible to members of poorer households – this proposal deters that.

Loss of Public Space, Openness and Social Function – The route through the site serves not only as a travel corridor but also as a safe and well-used gathering place, particularly for local students. Its openness fosters a sense of activity, visibility, and personal safety.

The proposed development would alter this. The existing buildings are 4 storeys high and generously spaced around an open courtyard. The proposed buildings would rise to 13 and 24 storeys, positioned just 16.5 metres apart, towering over a narrowed 4-metre-wide footway flanked by 1.8-metre-high fences. This creates a looming oppressive, canyon-like passage that feels enclosed, overshadowed, and unsafe - particularly during off-peak hours or in poor weather.

So many previously public, open spaces have been bought at giveaway prices and then enclosed (stolen) from the people of Manchester by Manchester Metropolitan University (MMU), and now MMU want to co-opt (steal) public highways too. Hulme is not just a university/student campus, it is a residential area with residents who have lived and/or worked here for decades.

Noise and Anti-Social Behaviour – There is concern that there would be an increase in noise and anti-social behaviour from more students travelling to the late night off licences.

Loss of Privacy – The heights of the buildings would result in a loss of privacy to the nearby residents.

Overshadowing - The heights of the buildings would give a claustrophobic feel to the area and overshadowing.

Visual Amenity - These towers look out of place and spoil the skyline.

Increase in Traffic – The proposal would lead to an increase in traffic and additional demands on the limited parking in the area.

Need - There is no need for yet more student flats in the area; there is already adequate accommodation in the city. Student accommodation is dominating the community around the Universities, with no housing for Manchester people. Students are not from Manchester, pay no council tax and leave lots of destruction behind them. More housing for Manchester residents should be prioritised.

Councillor Objections – The following objections have been received from Councillors Annette Wright and Lee Glover:

Removal of the present direct cycle access from Stretford Road in Hulme to Oxford Road will cause inconvenience to our residents who cycle to town for work or leisure.

The developers showed us two possible options, one with shared access and one for pedestrians only. Only one of these was presented at the public consultation, showing a re-route of the cycle lanes with the result that cyclists in our ward feel their concerns have not been listened to or addressed. We would want to have a full discussion with the developers about what evidence they are using to back up their claim that the alternative they presented to us is no longer viable. If this can take place prior to the Planning Committee meeting we would be prepared to meet them, but we would want to see information that their final proposal is based on sound evidential data not just their preferred option, prior to any such meeting. We would also suggest that they have discussions with Highways to see if there is a different, viable alternative route for cyclists and if so, how this would be funded. If this can be done, further consultation would be necessary including those residents who use the present cycle route.

Support - A letter of support has been received from NHS Greater Manchester stating that they are in discussion with the applicants regarding future potential for involvement in the scheme in order to meet the healthcare needs of the student population.

Highway Services have no concerns about highway safety issues within the vicinity of the site. Commentary should be provided on the impact the development will have on the limited waiting bays, loss of on-street parking and the impact on local highway network. The plans should show the limited waiting bays that are proposed to be retained and these should be shown on a swept path analysis to confirm the largest expected vehicle can manoeuvre whilst the bays are occupied. Further information on the impact that the proposed changes to Chatham Street would have on vehicle and pedestrian movements is required. A Stage 1 Road Safety Audit is required. Further

cycle parking is requested as well as the funding of a Bee Network Cycle Hire Stand package. Locations of visitor cycle stands should be provided. Staff cycle parking for the commercial and community uses should be secure and sheltered. The Student Move-In/Move-Out Strategy, Student Management Plan, Delivery Management Strategy (DMS), Waste Management Strategy, Travel Plan Construction Management Plan should be conditioned. The DMS should be regularly monitored and reviewed as part of the travel survey. Servicing via Cambridge Street would not be supported.

Environmental Health conditions are necessary in respect of construction management, hours of opening for the commercial units, use of external seating areas and deliveries. Noise and overheating reports for the PBSA are acceptable and the proposal should be carried out in accordance with the information. Further acoustic information for the commercial and gym spaces should be provided before occupation. Details of plant should be agreed by planning condition. The hours of use of the sports pitches should be agreed. The refuse arrangements for the PBSA is acceptable. Details of the waste management arrangements for the commercial should be agreed. Details of measures for clean air intake should be agreed and watching brief for ground contamination should be employed during construction.

Neighbourhood Arboriculture Team – No objections.

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

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

United Utilities – UU objects as insufficient information has been provided to determine how the proposal would be constructed without impacting UU underground assets and apparatus - UU has concerns regarding the proximity of the proposal to their large sewers that cross the site. If this is not resolved prior to determination, a condition should be attached. The drainage hierarchy with all options for the sustainable management of surface water must be thoroughly investigated before UU will accept any surface water connections from the proposal to the public sewer. A detailed drainage plan is required. UU recommends SuDS drainage conditions. If the development plan requires a tighter water efficiency standard (110 litres per day) than that required by Building Regulations, then this should be a condition.

Greater Manchester Ecology Unit (GMEU) 10% BNG should be met on site as part of the Biodiversity Plan. No other ecological objections.

Environment Agency no comments received.

Greater Manchester Archaeology Advisory Service (GMAAS) no further archaeological investigations are required.

Health and Safety Executive (HSE) (Gateway One) are content with the proposal.

Aerodrome Safeguarding no objection subject to a crane informative.

NATS Safeguarding have no safeguarding objection.

Active Travel England has requested an assessment of journeys outside peak hours, that the Travel Plan targets are consistent with the predicted modal split and are ambitious about both walking and cycling levels and that residents are encouraged to use the nearby Starling Bank bikes. ATE requests a comprehensive active travel route audit with qualitative analysis, upgrades to nearby walking and cycling routes, including seating and bus shelters. ATE has concerns regarding the Cavendish Street movement strategy due to safety, directness and coherence of routes in and around the site and requests an alternative solution, including provision of a bi-directional cycle track and footway through the site on Cavendish Street, which is compliant with LTN 1/20 and Inclusive Mobility standards. The redesign should stretch between the Cavendish/Cambridge Street and Cavendish/Lower Ormond Street junctions, and include junction redesign in line with ATE Junction Assessment Tool. The cycle lane re-routing creates safety concerns while reducing route coherence and directness. ATE is concerned that cyclists will continue cycling through the site creating enforcement issues and maintaining the existing safety risks. Accessibility to the Courts North should be improved. Requests re-assessment of cycle parking and accessible spaces increased to 5%.

Sport England has provided advice on how the proposal should meet the likely demand that would be generated for sports facilities/pitches as well as provide opportunities for people to lead healthy lifestyles and create healthy communities.

Consultation Responses following Regulation 25 Re-Consultation

NATS Safeguarding have no safeguarding objection.

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

The Development Plan

The Development Plan consists of: Places for Everyone, The Manchester Core Strategy (2012); and Saved policies of the Unitary Development Plan (UDP) for the City of Manchester (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.

Planning applications in Manchester must be decided in accordance with Places for Everyone, the Core Strategy and saved UDP policies as directed by section 38 (6) of the Planning and Compulsory Purchase Act 2004 unless material considerations indicate otherwise.

Places for Everyone Places for Everyone

Places for Everyone Places for Everyone is a joint Development Plan Document between the nine Greater Manchester Authorities. The plan was adopted on March 2024. The relevant policies are as follows:

Objective 1: the proposal would provide 2302 students beds in a sustainable location and would be significant development at the heart of the University's estate.

Objective 2: the proposal would develop a brownfield site close to educational buildings and other amenities in the Oxford Road corridor with access to public transport. 5% of the accommodation would be accessible.

Objective 3: jobs would be created during construction.

Objective 4: this proposal would develop an existing PBSA site in the University campus with high density accommodation in a sustainable location.

Objective 5: It would reduce inequalities and improve prosperity – The site is close to employment, amenities and educational opportunities.

Objective 6: all forms of public transport would be within walking distance.

Objective 7: This low carbon proposal includes measures to improve biodiversity.

Objective 8: Biodiversity would be improved and surface water would be managed.

Objective 9: There are amenities and services nearby.

Objective 10: Travel planning would promote use of public transport and the use the local amenities.

JP-Strat14 – A Sustainable and Integrated Transport Network – This is a high density proposal close to all public transport. Connections around the site would be improved for pedestrians and cyclists.

JP-S1 – Sustainable Development – Contamination at this brownfield site is not complex. The buildings would be energy efficient and would meet the highest sustainable standards. Biodiversity would be improved through landscaping. Water and recycling would be managed to support a sustainable development.

JP-S2 – Carbon and Energy – The proposal would exceed Building Regulations.

JP-S3 - Heat and Energy Networks – The proposal has been future-proofed to allow potential future connection to a District Heat Network.

JP-S4 – Flood Risk and the Water Environment – The proposal would be supported by a surface water drainage system.

JP-S5 – Clean Air – The site is in the Manchester AQMA but this proposal would not exacerbate current air conditions. Measures would control dust and impacts from construction and earthwork activities. When the site is operational, a travel plan would

promote the accessible location and promote public transport, walking and cycling. There would be cycle spaces including washing facilities.

JP-S6 Resource Efficiency – The waste hierarchy would include recycling facilities. Waste would be minimised through the construction process. Resources would be consumed during construction. The proposal would be highly efficient and low carbon.

JP-J1 – Supporting Long Term Economic Growth – Local employment would be created through construction and would be supported by a Local Benefit Proposal.

JP-H3 Type, Size and Design of New Housing - This would be PBSA and 5% would be accessible.

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

JP-G1 – Landscape Character – The tree planting and hard and soft landscaping enhance the setting of the proposal. Cavendish Street would be retained as a route connecting Cambridge Street to Oxford Road.

JP-G2 – Green Infrastructure Network – Trees would be planted along with other planting. Off site biodiversity gains would be secured.

JP-G6 – Urban Green Space – The public realm would improve the setting to the building and the highway network.

JP-G7 – Trees and Woodland – Native trees would be planted. Biodiversity and the character of the area would be improved. Trees would be planted.

JP-G8 – A net enhancement of biodiversity and geodiversity – The tree planting and vegetation would improve biodiversity on site. Off site biodiversity would need to be secured to meet the 10% net gain requirement.

JP-P1 – Sustainable Places – Public realm and landscaping would enhance the setting of the building and improve the character of the area, particularly on Cambridge Street and Cavendish Street. The building would be energy efficient and meet current standards. Water would be managed on site in line with sustainability principles. The proposal and the public realm would be legible and accessible.

JP-P2 - Heritage – The architecture and materials would be high quality and minimise impacts on the settings of nearby heritage assets.

JP-P5 – Education, skills and knowledge – A social value strategy would promote access to employment for residents during construction and when the building is operational. The applicant would work with the Council's works and skills team to ensure that residents have access to jobs.

JP-P6 – Health – The proposal would support active travel to and around the site in the interest of health and wellbeing.

JP-P7 – Sport and Recreation – The proposal would create on site amenity space, public realm, and link to other areas of open space and recreation, which promotes health and wellbeing for students, visitors and those working at the site.

JP-C1 – An Integrated Network – The proximity to public transport should minimise car trips. The highway would be improved to ensure safe pedestrian movement. Secure cycle spaces would be created. Trips during construction would be managed to minimise the impact on the local highway network.

JP-C3 – Public Transport – The site is close to accessible forms of public transport and the pedestrian environment and walking and cycling routes would be improved.

JP-C4 – The Strategic Road Network – Modelling has demonstrated that the proposal would not result in any undue harm to the capacity of the highway network. There would be no parking on site, with the exception of accessible bays, with students encouraged to choose sustainable travel options. The local highway network would be improved to make access and egress safe for vehicles and pedestrians. Construction impacts would need to be carefully managed.

JP-C5 – Streets for All – The public realm would be accessible.

JP-C6 – Walking and Cycling – linkages around the site would be improved.

JP-C8 – Transport requirements of new developments – The pedestrian environment would be improved. There would be safe and convenient access to public transport. Cycle storage provision would be created.

Manchester Core Strategy Development Plan Document (July 2012)

The relevant policies within the Core Strategy are as follows:

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

S01. Spatial Principles This is a highly accessible location and the proposal would reduce the need to travel by private car and would support the sustainable development of the City.

S02. Economy The scheme would provide jobs during construction and permanent employment in a highly accessible location. These jobs would support the City's economic performance, reduce economic, environmental and social disparities, and help to create inclusive sustainable communities.

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

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

Policy SP1 Spatial Principles the proposal would provide modern PBSA and have a positive impact on the supply in the city within the University Campus. It would maximise the use of the City's transport infrastructure, and its proximity to the All Saints Campus would promote walking and cycling. The proposal would help to meet the need for student accommodation. The impact on local residents has been assessed and the historic and townscape context understood.

Policy EC1 Employment and Economic Growth in Manchester the proposal includes commercial space. The site is accessible to all forms of transport and infrastructure.

Policy EC3 The Regional Centre The proposal would provide 2302 student bedrooms. It would have a positive impact on the supply of student accommodation, close to higher education provision. New commercial uses would be provided.

Policy CC1 Policy Primary Economic Development Focus: City Centre and Fringe the site is in the Oxford Road corridor. High density buildings and commercial led mixed use schemes are suitable. This proposal would provide high density student accommodation in the Oxford Road Corridor.

Policy CC2 Retail the proposal would provide amenities to support existing residents and students.

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

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

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

Policy CC8 Change and Renewal jobs would be created during construction.

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

Policy CC10 A Place for Everyone the proposal would be fully accessible with 5% accessible accommodation. Accessible parking would be created.

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

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

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

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

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

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

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

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

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

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

Policy EN3 Heritage The proposal would have an impact on the settings of nearby listed buildings and this is discussed in more detail below.

Policy EN5 Strategic Areas for low and zero carbon decentralised energy infrastructure the building has an energy strategy. There are no plans for district heating or other infrastructure in the area. The energy systems which would be incorporated into the proposal could connect to any future infrastructure.

Policy EN6 Target Framework for CO2 reductions from low or zero carbon energy supplies an Energy Statement sets out how the proposals would meet the requirements of this policy.

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

Policy EN9 Green Infrastructure trees and vegetation would be removed. New and enhanced landscaping and public realm, including improved connectivity, would include 56 trees.

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

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

Policy EN16 Air Quality the proposal would be highly accessible by all forms of public transport, reduce reliance on cars and minimise emissions from traffic. It would not compromise air quality. There would be no on-site parking with ???? accessible bays created on street. The secure cycle storage would encourage cycling. Dust suppressions measures would be used during construction.

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

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

Policy EN19 Waste the proposal would be consistent with the principles of waste hierarchy and a Waste Management Strategy details measures to minimise waste production during construction and in operation. The onsite management team would manage the waste streams.

Policy DM1 Development Management the design, scale and layout and functioning of the building, particularly waste management, deliveries/taxis and access to amenities or students, aims to minimise impacts on residential and visual amenity and ensure that the proposal meets overall sustainability objectives.

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

PA1 Developer Contributions Waste collections are reliant on private collections, this is also secure through the legal agreement to ensure it remains in place for the lifetime of the development.

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

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

The Unitary Development Plan for the City of Manchester was adopted in 1995.

However, it has now been largely replaced by the Manchester Core Strategy. There are some saved policies which are considered relevant and material and therefore have been given due weight in the consideration of this planning application.

The relevant policies are as follows:

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

Saved policy DC19 ‘Listed Buildings’ the impact of the proposal on nearby listed buildings is discussed in detail below.

Saved policy DC20 ‘Archaeology’ there would be no impacts on archaeology.

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

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

Other Material Policy Considerations

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

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

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

Paragraph 2.7 states that encouragement for “the most appropriate form of development to enliven neighbourhoods and sustain local facilities. The layout of the scheme and the design, scale, massing and orientation of its buildings should achieve a unified form which blends in with, and links to, adjacent areas.

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

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

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

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

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

The proposal would form large and prominent buildings. The public realm provides an appropriate setting to the buildings and would enhance the environment of the site and wider area.

High quality materials would be used both for the buildings and hard landscaping. Secured by Design principles are incorporated with measures to ensure a fully accessible development.

Manchester Residential Quality Guidance (2016)

The document is 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.

This would be a high density development in the Oxford Road Corridor. This would be a car free development with students encouraged to use sustainable travel choices and the amenities which are in the city centre and the Oxford Road Corridor. Biodiversity improvements and alterations to the highway would create a more inviting environment in and around the site.

Manchester Green and Blue Infrastructure Strategy 2015

The Manchester Green and Blue Infrastructure Strategy (G&BIS) sets out objectives for environmental improvements within the City 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 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.

Public realm would improve accessibility in and around the site. There would be new street tree planting and an amenity terrace would also include trees and soft landscaping.

City Centre Strategic Plan 2015-2018 (March 2016)

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

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

The plan identified that there has been strong population growth over the last 20 years and demand for city centre living is rapidly increasing. It also reflects on the scale of development in the 'Corridor Manchester' area which include the delivery of initial phases of the University of Manchester Campus Masterplan, new facilities for Manchester Metropolitan University and new City labs which are bespoke built biomedical facilities.

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

The proposal would provide a high density student accommodation in the Oxford Road corridor close to the city centre. The student bedrooms would add positively to the student pipeline in the city.

Manchester Strategy (January 2016)

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

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

Amongst other matters, the vision includes:

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

The proposal would provide high density student accommodation within the Oxford Road corridor and help support to continue growth of the higher education sector. The scheme would be provide suitable located and high quality student accommodation in a highly accessible area.

Corridor Manchester

Corridor Manchester is a strategically important economic contributor and a key growth area in the city.

The Corridor Manchester Strategic Spatial Framework is a long term spatial plan which recognises that there is an inadequate pipeline of space for businesses and institutions within the Corridor to properly grow and realise its potential. This is evidently a constraint to the realisation of the Corridor Manchester vision. The Framework seeks to strengthen the Corridor as a place to live, visit and work for students and knowledge workers from across the world. The strategy recognises that for the area to continue to be successful there needs to be a focus on the development of a cohesive, inclusive area. The development programme plans to deliver over 4 million sq ft of high quality commercial, leisure, retail, and residential space. Corridor Manchester already contains one of the largest higher-education campuses in the UK with nearly 70,000 students studying at the University of Manchester, Manchester Metropolitan University and the Northern College of Music. These educational institutions are world renowned and Manchester is recognised as a destination of choice for students across the globe.

Both the UoM and MMU have put in place growth plans. This includes the UoM's £1 billion capital investment programme to deliver the 'world class estate' needed to support its 2020 vision to be one of the leading universities in the world by 2020. MMU has a ten year Estates Strategy with strategic investment proposals of c£300m. This concentration of students is a key part of the success of the Corridor. It underpins and supports the research activities of the educational institutions, whilst the large population living, working and spending time in the Corridor give the area its vibrancy and contribute significantly to its large economic output.

However, Manchester is operating in a highly competitive higher education market. The City must continue to look to enhance the student experience if it is to maintain its position on the world stage and realise its growth aspirations for the Corridor. As at present, the future success of Manchester as a student destination will, in part, underpin the realisation of the Council's aspirations for Corridor Manchester. This requires continued investment in the infrastructure which supports the student population and ensures the student experience remains world renowned. This requires investment in educational facilities but also extends to transport infrastructure, retail and leisure facilities and, critically, high quality and accessible residential accommodation. Consideration must be given to the whole student experience.

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

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

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

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

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

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

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

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

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

- The proposal would be a short distance from Oxford Road and the University campuses and would cater for the wellbeing of students.
- **Wellbeing, Safety and Security:** purpose build accommodation should consider the welfare and wellbeing of students as a major factor, in both design and management.
 - The proposal has a clear wellbeing strategy with has the support of Manchester Metropolitan University. The proposal would meet secured by design accreditation.
- **Density:** Density of student accommodation will be essential to deliver the level of new high quality accommodation needed within the context of scarce land availability both in the Oxford Road Corridor area and the wider city centre.
 - The proposal would represent a dense form of development. The localised impacts have been considered and would not give rise to impacts that would warrant refusal of this application. This is considered in further detail within this report. The impact on the residential character

is also considered and there are also other developments taking place in the area which would help ensure a balanced and sustainable community.

- **Location:** purpose built student accommodation should be located in the areas immediately adjacent to the core university areas, principally the Oxford Road Corridor area.
 - o The proposal meets the criteria.
- **Sustainability:** The requirements driving quality in new PBSA will ensure that all new accommodation meets the highest standards of sustainability, to meet the Council's zero carbon policies.
 - o The proposal would exceed the Council targets for carbon reduction.
 - o The proposal is car free and would be supported by a robust travel plan to ensure students take advantage of the location.
- **Mix of uses:** It is essential that the Oxford Road Corridor, and the city centre as a whole, is able to maintain the right balance of commercial, educational, residential, cultural and leisure use, in order to ensure that it can maximise its contribution to the economic growth of the city.
 - o The proposal would wellbeing spaces as part of the development.
- **Affordability:** Manchester is one of the most expensive cities in the UK for purpose-built student accommodation (PBSA). A more diverse pipeline of PBSA is needed to help stabilise rental growth. New accommodation would need to adhere to the quality criteria, including adequate room sizes, storage
 - o There is currently no planning policy requirement within the development plan to provide affordable student accommodation. However, the high cost of PBSA is an important issue that has been raised by student bodies, Manchester Universities and this Executive report. The provision of affordable PBSA is necessary and essential in terms of meeting need and demand going forward. 413 of the MMU rooms (just over 20%) would be priced at a 15% discount.

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

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

It recognised that there is a shortage of PBSA in Manchester and that demand for PBSA could be between 5440 bed spaces (representing 1% growth per annum) and 11320 (2% growth per annum) up to 2030 with the actual demand based on a number of factors including the growth of the Universities, Government policy (tuition fees) and

global factors. Demand needs to be reviewed regularly but 750 new spaces are expected to be required per annum up to 2030.

The report addressed the Inspectors findings at the recent appeal at Deansgate South around the need for the Council to establish, monitor and manage a pipeline of scheme in order to demonstrate that demand for PBSA can be met in appropriate locations.

The report identified a pipeline of sites that could be used for PBSA including those within the estate plans of the University of Manchester and Manchester Metropolitan University. The report stated that should there be sufficient opportunity, there would be no obvious need to significantly depart from Policy H12 which has largely been effective in managing the supply of PBSA.

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

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

National Planning Policy Framework

The revised NPPF re-issued in December 2024. The document states that the 'purpose of the planning system is to contribute to the achievement of sustainable development. The document clarifies that the 'objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs' (paragraph 7). In order to achieve sustainable development, the planning system has three overarching objectives – economic, social and environmental (paragraph 8).

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

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

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

The proposal would be safe and secure. Cycle parking is provided. New public realm and green infrastructure would be provided which would also link into other nearby schemes.

Section 9 'Promoting Sustainable Transport' states that 'significant development should be focused on locations which are or can be made sustainable, through limiting

the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health' (paragraph 110).

In assessing applications for development, it should be ensured that: appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location; safe and suitable access to the site can be achieved for all users; and, the design of streets, parking areas, other transport elements and the content of associated standards reflects national guidance including the National Design Guide and National Model Design Code; any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree (paragraph 115).

Developments should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe (paragraph 116).

Within this context, applications for development should: give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use; address the needs of people with disabilities and reduced mobility in relation to all modes of transport; create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards; allow for the efficient delivery of goods, and access by service and emergency vehicles; and, be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations. (paragraph 117).

All developments that generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed (paragraph 118).

The site is located in the Oxford Road Corridor, is well connected to all public transport modes which would encourage sustainable travel. This would be a car free development. There would be no unduly harmful impacts on the traffic network with physical and operational measures to promote non car travel. A travel plan and operational management would be secured as part of the conditions of the approval. There would be improvements to the public realm around the site to aid movements alongside a wider package of highway improvements.

Section 11 'Making effective use of land' states that 'planning decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions' (paragraph 124).

Planning decisions should: encourage multiple benefits from urban land, including through mixed use schemes and taking opportunities to achieve net environmental gains – such as developments that would enable new habitat creation; recognise that some undeveloped land can perform many functions, such as for wildlife, recreation, flood risk mitigation, cooling/shading, carbon storage or food production; give substantial weight to the value of using suitable brownfield land within settlements for identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land; promote and support the development of under-utilised land and buildings especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively; and, support opportunities to use airspace above existing residential and commercial premises for new homes. (paragraph 125)

Paragraph 130 (c) states that Local Planning Authorities should refuse applications which they consider fail to make efficient use of land, taking into account the policies in the NPPF.

The scale and density of the proposal is considered to be acceptable and represents and efficient use of land. The development would be created on a site already in use for student accommodation in the heart of the All Saints Campus. The site is close to sustainable transport infrastructure. A travel plan would encourage the use public transport, walking and cycle routes to the site.

Section 12 ‘Achieving Well Designed Places’ states that ‘the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interest throughout the process” (paragraph 131).

Planning decisions should ensure that developments: will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development; are visually attractive as a result of good architecture, layout and appropriate and effective landscaping; are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities); establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit; optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public spaces) and support local facilities and transport networks; and create places that are safe, inclusive and accessible and which promote health and well being, with a high standard of amenity for existing and future users and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience (paragraph 135).

Trees make an important contribution to the character and quality of urban environments and can also help to mitigate and adapt to climate change. Planning

decisions should ensure that new streets are tree lined, that opportunities are taken to incorporate trees elsewhere in developments, that appropriate measures are in place to ensure the long term maintenance of newly placed trees and that existing trees are retained wherever possible (paragraph 136).

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

The design would be highly quality and complement the distinctive architecture within the area. The buildings would be sustainable and low carbon. Biodiversity, green infrastructure and water management measures are included within the public realm. Street trees would be planted.

Section 14 'Meeting the challenge of climate change, flooding and coastal change' states that the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure (paragraph 161).

New development should be planned for in ways that: avoid increased vulnerability to the range of impacts arising from climate change. When new development is brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed through suitable adaptation measures, including through the planning of green infrastructure; and can help to reduce greenhouse gas emissions, such as through its location orientation and design. Any local requirements for the sustainability of buildings should reflect the Government's policy for national technical standards (paragraph 164).

In determining planning applications, Local Planning Authorities should expect new development to: comply with any development plan policies on local requirements of decentralised energy supply unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, that this is not feasible or viable; and take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption (paragraph 168).

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

Section 15 'Conserving and Enhancing the natural environment' states that planning decision should contribute and enhance the natural and local environment by

protecting valued landscapes, minimising impacts on and providing net gains for biodiversity, preventing new and existing development from contributing to unacceptable levels of soil, air, water or noise pollution or land instability and remediating contaminated land.

The high performing fabric of the building would ensure no unduly harmful noise outbreak on the local area. Biodiversity improvements would be provided in the form of trees and landscaping which is a significant improvement based on the current condition of the application site.

Paragraph 196 outlines that planning decisions should ensure that a site is suitable for its proposed use taking account of ground conditions and any risks arising from contamination (a).

There is contamination at the site from the former land uses/buildings. The ground conditions are not usual or complex for this part of the city and can be appropriately remediated.

Paragraph 198 outlines that decisions should ensure that new development is appropriate for its location taking into account the likely effects of pollution in health, living conditions and the natural environment. There would be some short term noise impacts associated with the construction process but these can be managed to avoid any unduly harmful impacts on amenity.

There are not considered to be any noise or lighting implications associated with the operation of the development.

Paragraph 199 states that decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones. Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement.

The proposal would not worsen local air quality conditions and suitable mitigation can be put in place during the construction process. There would be a travel plan and access to public transport for occupants of the development.

Paragraph 200 states that decisions should ensure that new development can be integrated effectively with existing businesses and community facilities (such as places of worship, pubs, music venues and sports clubs).

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

planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation (paragraph 207).

In determining applications, local planning authorities should take account of: the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation; b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and c) the desirability of new development making a positive contribution to local character and distinctiveness. (Paragraph 210).

In considering the impacts of proposals, paragraph 212 states that the impact of a proposal on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

Paragraph 213 goes on to state that any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification

Paragraph 215 states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset (paragraph 216).

The proposal would result in a low level of less than substantial harm to the heritage assets and this would be outweighed by public benefits. This is considered in detail in the report.

Paragraphs 10, 11, 12, 13 and 14 of the NPPF outline a “presumption in favour of sustainable development”. This means approving development proposals that accord with an up-to-date development plan without delay.

Planning Policy Guidance (PPG)

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

Examples of mitigation include:

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

A construction management plan would include dust management measures to minimise the impact of the construction process.

This would be a car free development. A travel plan would encourage sustainable travel. Trains, trams and bus serves are nearby.

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.

A construction management plan would include measures to minimise noise impacts of the construction process.

The ground floor commercial uses would be treated to prevent noise outbreak. The plant would adhere to the Council's noise criteria to ensure that it is suitable for use given the close proximity of homes.

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

The siting, scale and appearance of the building would result in a prominent building, forming the peak of a cluster of tall building and providing a new landmark into the city centre. The materials and architecture would reflect its position within the wider cluster of tall buildings. There is some localised impact on the listed building, other listed buildings and conservation areas and this is discussed further in the report.

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

The proposal would create public realm which would improve connectivity for pedestrians and cyclists.

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.

This is a highly accessible location. Modelling has demonstrated that there would be no unduly harmful impact on the highway network. Amendments to the highway would ensure that access and egress is safe. A wide range of public transport options are nearby including rail, tram and bus, with pedestrian and cycle routes.

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

Public benefits may also include heritage benefits, such as:

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

The proposal would result in a low level of less than substantial harm to the heritage assets and this would be outweighed by public benefits. This is considered in detail in the report.

There would be considerable public benefits including jobs in the construction and operational phases of the development. Significant areas of public realm and place making would be created including street trees. The proposal would be highly sustainable and meet the highest industry standards. The design is high quality and would meet required standards. The proposal would also add positively to the supply of student accommodation in a sustainable location well connected to the University.

Other legislative requirements

Section 66 the Planning (Listed Building and Conservation Areas) Act 1990 (the "Listed Building Act") requires the local planning authority to have special regard to the desirability of preserving the setting of listed buildings. This requires more than a simple balancing exercise and case law has considerable importance and weight should be given to any impact upon a designated heritage asset but in particular upon the desirability of preserving the setting with a strong presumption to preserve the asset.

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

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

Environmental Impact Assessment

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

- Townscape and Visual;
- Built Heritage;
- Wind;
- Daylight, Sunlight and Overshadowing;

- Climate Change;
- Socio-Economics and Human Health;
- Air Quality;
- Noise and Vibration; and
- Cumulative Effects.

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

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

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

Principle of the redevelopment of the site and contribution to regeneration

The contribution that a scheme would make to regeneration is an important consideration. The growth and maintenance of Manchester’s higher education function, and the infrastructure required to support it, is critical to economic growth of the City and the region.

The scheme would bring a high-quality PBSA to ‘The Corridor’. The proposal would respond positively to the local environment and not unduly harm the setting of nearby listed buildings or conservation areas.

A key objective in 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, to ensure the City remains competitive on a global higher education stage.

This site is specifically identified as a pipeline site to meet demands for purpose built student accommodation in the Executive Report (31 May 2023) “Purpose Built Student Accommodation in Manchester”.

2,302 bedspaces would be created with a mix of standard clusters, dorm clusters and studios. Cluster accommodation makes up nearly 80% of the total provision and these room types are typically associated with lower rents. This mix is designed to meet varied student needs and help stabilise rental growth by increasing supply at accessible price points. Additional accessible and postgraduate options further enhance inclusivity, ensuring the proposal supports a balanced and affordable student housing market.

The proposal would deliver significant economic and social benefits including the creation of 280 FTE construction jobs over the 5 year construction period, with a net additional contribution of £222 million GVA to the GM economy, including £195 million in Manchester. When occupied, students would generate £9.7 million in expenditure each year, (with a further £1.3 million estimated from their visitors). This could support 85 jobs locally. A high percentage of students continue to live and work in the city after graduation. 390 homes would be required if students of this development occupied mainstream housing. Increasing the supply of PBSA would reduce the impact on family housing in the city which would then allow Council tax revenue of £570,000 per annum to be generated. It is estimated that the proposal would support 40 on-site FTE jobs.

The proposal would be consistent with the regeneration frameworks for this area including the City Centre Strategic Plan and The Corridor Manchester framework. The proposal would complement and build upon the City Council's current and planned regeneration initiatives. The proposal is therefore considered to be consistent with sections 1 and 2 of the National Planning Policy Framework, and Core Strategy policies H1, SP1, EC3, H12, CC1, CC3, CC4, CC7, CC8, CC10, EN1 and DM1.

Principle of Student accommodation and compliance with Policy H12

Whilst the proposal would deliver key outcomes and objectives within The Corridor, significant weight must be given to policy H12 'Purpose Built Student Accommodation'. The Executive reports in December 2020 and May 2023 on Purpose Built Student Accommodation are a material consideration. Policy H12 outlines key criteria which must be addressed.

- (1) Sites should be in close proximity to the University Campus or to a high frequency public transport route which passes the area:** The site is located in the Manchester Metropolitan University All Saints Campus. Cambridge Halls are adjacent to the University's academic buildings. The site is close to the University's Birley campus. The proximity to the Oxford Road corridor provides access to public transport and walking and cycling routes.
- (2) The Regional Centre, including the Oxford Road Corridor, is the strategic area for low and zero carbon decentralised energy/infrastructure:** Amenities and services are nearby and students would have access to all forms of public transport. Travel planning would monitor this and promote sustainable forms of travel. The proximity to the nearby teaching facilities would reduce travel distances for students.

The design would help to mitigate the effects of climate change, minimising flood risk and delivering measurable biodiversity net gain on and off site.

The proposal is targeting net zero through construction and operation through high specification building fabric and energy efficient building services as part of a fully electric building. The applicant has a longstanding Power Purchase Agreement (PPA) in place for renewable electricity, and therefore the student accommodation shall operate at Net-Zero from day one.

The site is not within a connectable distance to the closest local heat network and therefore this has not been considered within the design to supply heating and domestic hot water.

There would be a cumulative CO2 reduction of 6% for Phase 1 and 11% for Phase 2. The proposal incorporates low thermal properties, high plant efficiencies and photovoltaic panels with green roofs.

- (3) High density development should be sited in locations where this is compatible with existing developments and initiatives, and where retail facilities are within walking distance. Proposals should not lead to an increase in on-street parking in the surrounding area:** The proposal would intensify student accommodation at the site. This is an appropriate site for high density PBSA due to its position in the All Saints Campus. Careful consideration has been given to the scale and massing of the proposal with the tallest elements facing to the All Saints Campus with lower elements to the Hulme community.

Cavendish Street would be retained as part of the proposal to ensure permeability and connectivity. This would be a car free development apart from accessible parking. The proximity to the teaching facilities would promote walking and cycling and use of public transport.

There would be on site ground floor amenities and access to existing amenities along Oxford Road and in the immediate area.

- (4) Proposals that can demonstrate a positive regeneration impact in their own right will be given preference over other schemes:** The proposal provides a significant opportunity to redevelop the existing halls of residence into modern PBSA which will meet student needs. The creation of better quality PBSA around Oxford Road Corridor, close to the city centre, would ensure that the offer is attractive to students. This would help to reduce pressure on traditional housing stock in surrounding communities.

The commercial units would enhance the amenity offer in the area and activate the street. There would also be enhanced links with new hard and soft landscaping.

The proposal would generate £9.7 million in annual student expenditure, create 85 local jobs, support 40 on-site FTE roles, and contribute £2.0 million in annual GVA.

- (5) Proposal 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:** The active frontages created, particularly along Cambridge Street, would improve natural surveillance.

The landscaped areas and communal thoroughfare would be overlooked by active ground floor uses, including the reception area and café/bar, providing natural surveillance. The location of key facilities—such as the main entrances, parcel stores, reception desks, and cycle storage—is also considered appropriate in supporting a safe and secure environment.

CCTV and lighting provision, building alarm systems, and operational management would all be incorporated into the scheme.

- (6) Consideration should be given to the design and layout of the student accommodation and siting of individual uses within the overall development in relation to adjacent neighbouring uses. The aim is to ensure that there is no unacceptable effect on residential amenity in the surrounding area through increased noise, disturbance or impact on the streetscene either from the proposed development itself or when combined with existing accommodation:** A wellbeing strategy and operational management strategy ensure that there are safe and secure spaces for students to socialise. A 24/7 on site staff presence would support students particularly those with enhanced support.

The proposal would not have unacceptable impacts on surrounding amenity.

- (7) Where appropriate proposals should contribute to the re-use of Listed Buildings and other buildings with a particular heritage value:** There are no buildings of heritage value at the site.

- (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:** Waste management arrangements would encourage recycling and is considered in detail in this report.

- (9) Developers will be required to demonstrate that there is a need for additional student accommodation or that they have entered into a formal agreement with a University, or another provider of higher education, for the supply of all or some of the bedspaces:** The proposal would contribute to the pipeline of PBSA and address need identified in the May 2023 Executive report. This would help with the demands by students on mainstream housing in nearby residential areas. The location of the site within the heart of the University Campus ensures this is a sustainable development.

- (10) Applicants/developers must demonstrate to the Council that their proposals for purpose-built student accommodation are deliverable:** The site is wholly owned by the University and this application is being progressed by the University in joint venture with applicant. The University has extensive experience in delivering PBSA and has an in depth understanding of the nature of demand for its accommodation.

There would be a wide range of accommodation types with clusters and dorm clusters making up to 80% of the accommodation. This accommodation type attracts lower rents. Additional accessible and postgraduate options further enhance inclusivity, ensuring the proposal supports a balanced and affordable student housing market.

Policy H12 must be satisfied in full for new PBSA to be supported. The applicant has demonstrated that each criteria has been met. The site is located in a highly sustainable and appropriate location within the University Campus benefiting from excellent access to public transport and amenities.

The proposal would replace obsolete PBSA and regenerate the site for modern PBSA. This would support the continued growth of the University campus and its ability to attract students.

The proposal would be safe, secure and inviting with new public realm and place making, natural surveillance from active frontages and on site management.

There would be no unacceptable impacts on local amenity with matters of daylight, sunlight, noise and disturbance being considered and would not create any unduly harmful impacts.

The accommodation would use low/zero carbon energy infrastructure and include measures to recycle waste in line with the waste hierarchy.

The proposal would meet the need for high quality PBSA in an appropriate location, on campus, which would reduce pressure on mainstream housing.

Affordable student accommodation

There is no planning policy requirement to provide affordable PBSA accommodation. The December 2020 Executive report, however, recognised that a more diverse pipeline of PBSA accommodation is required.

As joint applicants with Unite, Manchester Metropolitan University (MMU) are committed to ensuring that they offer affordable accommodation that aligns with student preferences.

Of the 2,302 beds proposed, 1,941 would be allocated to MMU. The remaining rooms would be let by Unite Students to second and third year undergraduate and postgraduate students. MMU would continue to offer rooms in other halls at significantly lower rents for students who prefer lower-cost options with shared

facilities. 413 of the 1,941 MMU rooms (just over 20%) would be priced at a 15% discount compared to the other en-suite rooms.

Affordable housing is not required to make this proposal acceptable and is being offered on a wholly voluntary basis by the applicant, and this is not a material planning consideration. Members should not take this into account in the determination of this planning application. The provision of the affordable rented accommodation would be secured through a condition.

Climate change, sustainability and energy efficiency

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

The proposal would re-use brownfield land and would accord with the energy efficiency requirements and carbon dioxide emission reduction targets within the Core Strategy. An enhanced 'fabric-led' material specification, renewable energy generation plus high-quality design and construction standards would improve the energy efficiency of the buildings. In accordance with Policies EN 4 and EN 6 and PfE Policy JP-S2, the energy strategy would secure a 6% betterment over Building Regulations Part L1a 2021 for Phase 1 and 11% for Phase 2. The scheme would achieve an 'Excellent' BREEAM rating.

The buildings would utilise a full electric strategy, including low carbon heating, powered through a renewable electricity Power Purchase Agreement and using air source heat pumps and photo-voltaic panels. High performance thermal insulation would be provided throughout the building envelope, ensuring very low U-values for all heat loss elements, and thermally efficient windows and doors would minimise heat loss. Passive ventilation, green rooves and shading would help to mitigate heat gain. Low energy lighting, triple glazing and heat recovery units would be used. Waste during construction and occupation/operation would be minimised.

Although the site is beyond practical reach for connection to an existing District Heat Network, it has been future-proofed to allow potential future connection, aligning with PfE Policy JP-S3 (Heat and Energy Networks).

The proposal would be highly accessible by sustainable transport. There would be 156 cycle spaces, improvements to pedestrian access and the implementation of a Travel Plan. The Framework Travel Plan sets out measures to reduce the transport and traffic impacts, including promoting public transport, walking and cycling and would discourage single occupancy car use.

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

Tall Building Assessment including impact on townscape

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

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

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

- All Saints Park
- Pedestrianised area of Chatham Street
- Pedestrian Bridge over the Mancunian Way
- Pedestrian and Cycle Routes at the Medlock Street roundabout
- Pedestrian Bridge over the Princess Road
- Oxford Road
- Grosvenor Street
- Princess Road
- Stretford Road
- Cambridge Street



View locations

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

View 1 is from All Saints park and is dominated by the park and trees. The park is enclosed by buildings which surround it. The open nature of the park means the view would be sensitive to change.



View 1: All Saints Park: existing left; proposed (cumulative) right

The proposal would be highly visible from the park. The building which surround the park include Grade II listed building which would screen the lower levels of it. The

upper floors would be highly visible. The trees would help filter views but the towers would be visible particularly in winter.

The proposal would change the composition of the view. The gap between the towers and their slender form would ensure that the proposed massing is not overly dominant.

This is a highly sensitive view and the proposal would have a medium impact. It would be dominant and it would be visible to park users, it would add to the overall character and cityscape.

View 2 is from the pedestrianised area of Chatham Street. The area of public realm is enclosed by built form, including a tall hotel building. There are channelled views along Chatham Street towards the site.



View 2: Pedestrianised area of Chatham Street: existing left; proposed (cumulative) right

The upper storeys of the southern tower would be clearly visible and there would be glimpsed views of the upper storeys of the northern tower.

The slender form of the towers would provide a focal point in the backdrop of the view. The architecture and curved corners provide visual interest. A decorative parapet would screen the rooftop plant.

The proposal would terminate the view and add further articulation on the skyline and would have a medium impact.

View 3 is from the pedestrian Bridge over the Mancunian Way. The timber fences and metal railing that encloses the bridges dominate views out across the City.



View 3: Pedestrian Bridge over the Mancunian Way: existing left; proposed (cumulative) right

There would be some glimpsed views of the proposal from the landing areas of the bridge. There would be a limited view of the two towers through the gaps in the bridge railings. This would be filtered to a certain degree by vegetation.

The proposal is not considered to materially alter the view which would remain dominated by the bridge and other taller, closer buildings.

View 4 is from the pedestrian and Cycle Routes at the Medlock Street roundabout. The view is dominated by highway infrastructure including the Mancunian Way and taller buildings.



View 4: Pedestrian Bridge over the Mancunian Way: existing left; proposed (cumulative) right

The upper storeys of the northern block would be visible but the remainder would be screened by vegetation and the Mancunian Way. The upper storeys of the southern tower would be visible to a lesser degree.

The overall appearance of the view would be retained and the proposal would add to the taller buildings in the city centre adding further interest.

View 5 is from the pedestrian Bridge over Princess Road and is dominated by the bridge and its railings. It includes taller buildings and low rise homes.



View 5: pedestrian Bridge over the Princess Road: existing left; proposed (cumulative) right

The upper storeys of the proposal would be visible in the distance. The towers would be an addition and add to the context of the other taller buildings. The proposal steps down in height towards the lower homes in Hulme. The variation in height and materiality helps break up the massing.

View 6 (1) is the route travelling towards the site from Oxford Road and Grosvenor Street. It is dominated by the All Saints Library and the Park and trees. There are distant views of buildings which surround the park which includes listed buildings.



View 6 (1): route travelling towards the Site from the east (Oxford Road and Grosvenor Street): existing left; proposed (cumulative) right

The upper storeys of the proposal would be seen beyond the Park. This would be more acute during winter when the trees would not filter the view. The proposal would be seen above the listed buildings.

The proposal would be a new addition and a point of interest. It would add positively to the character of the University campus although there would be a degree of harm to the heritage assets.



View 6 (2): route travelling towards the Site from the east (Oxford Road and Grosvenor Street): existing left; proposed (cumulative) right

There would be channelled views along Grosvenor Street and the southern tower would be a focal point. Whilst this would impact on the size of the gap in the view it does provide a visual reference from point for pedestrians.

The proposal would be seen in the context of listed buildings but they would remain legible and understood.

View 7 is the route from Princess Road and is dominated by highway infrastructure.



View 7: route travelling towards the Site from the South (Princess Road): existing left; proposed (cumulative) right

The proposal would emerge in the distance when travelling north. Existing buildings and vegetation would screen or filter views of the lower storeys of it. The upper storeys and towers would appear on the skyline, but would form a small portion of the overall view, and would be seen in the context of other taller buildings.

View 8 is from Stretford Road, Bonsall Street, Loxford Street, and Boundary Lane and is dominated by the road network and low to medium rise buildings.



View 8: routes travelling towards the Site from the west (Stretford Road, Bonsall Street, Loxford Street, and Boundary Lane): existing left; proposed (cumulative) right

There are channelled views along the roads with the towers serving as a focal point in the backdrop. The character of the views would remain unchanged but with a new backdrop amongst the other educational campus buildings.

View 9 are two views along Cambridge Street (1) and (2).

There would be direct, unobstructed views of the proposals. However, in more distant views to the north and south it becomes increasingly obscured by intervening buildings, vegetation, and other features such as the Mancunian Way.

In closer range views it would increase scale and enclosure. It includes active frontages to Cambridge Street and improvements to the streetscape, such as tree planting, shrubs, and rain gardens. In these closer views, the design and features such as the decorative metal works and materials can be appreciated.

In the longer-range views, glimpsed views of the western elevations and the towers would be visible. The proposal would form a small portion of the view and would be experienced in the context of surrounding taller buildings. The effects in these locations would be limited.

Overall, the proposals would noticeably change the character and appearance of views from a short section of Cambridge Street adjacent to the site but from the northern and southern sections of the road, the effect would be much less as it would be visible in the background but would integrate with the surrounding built form.



View 9(1): Cambridge Street: existing left; proposed (cumulative) right



View 9(2): Cambridge Street: existing left; proposed (cumulative) right

This would be a large and significant building visible from various viewpoints. The overall impact would be beneficial. The impact of the height would not be unduly harmful and in the majority of instances, the impacts would be positive. The architecture and materials would be distinctive.

Some visual harm would occur where it would be seen in the same context as heritage assets. However, this would not affect the significance of the listed buildings as a whole which would remain legible and understood.

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

Tall Buildings Statement

The proposal consists of two tall buildings and should be assessed against policies and guidance specifically aimed at tall buildings including the most recent Historic England Advice Note 'Tall buildings' (March 2022) and Core Strategy Policy EN2.

The Note recognises the contribution that tall buildings can make to the skylines, image, character and identity of places and Core Strategy Policy EN2 recognises the contribution that tall buildings can make to sustainability and regeneration objectives.

However, tall buildings that are in the wrong place or poorly designed can seriously harm the qualities that people value about a place. Tall buildings will be supported where it can be demonstrated that they are: of excellent design quality; are appropriately located; contribute positively to sustainability; contribute positively to place making, for example as a landmark, by terminating a view, or by signposting a facility of significance, and bring significant regeneration benefits.

The proposal is wholly compliant with this policy and would meet the required design standard. The materials, activation of ground floor uses and place making all make

this a proposal that would contribute positively to the educational buildings which have been developed recently at the All Saints Campus.

This would be one of the tallest buildings in the area. It has been tested against policy EN2, and other policies in the development plan, and it would meet the tests of this policy and the development plan as a whole.

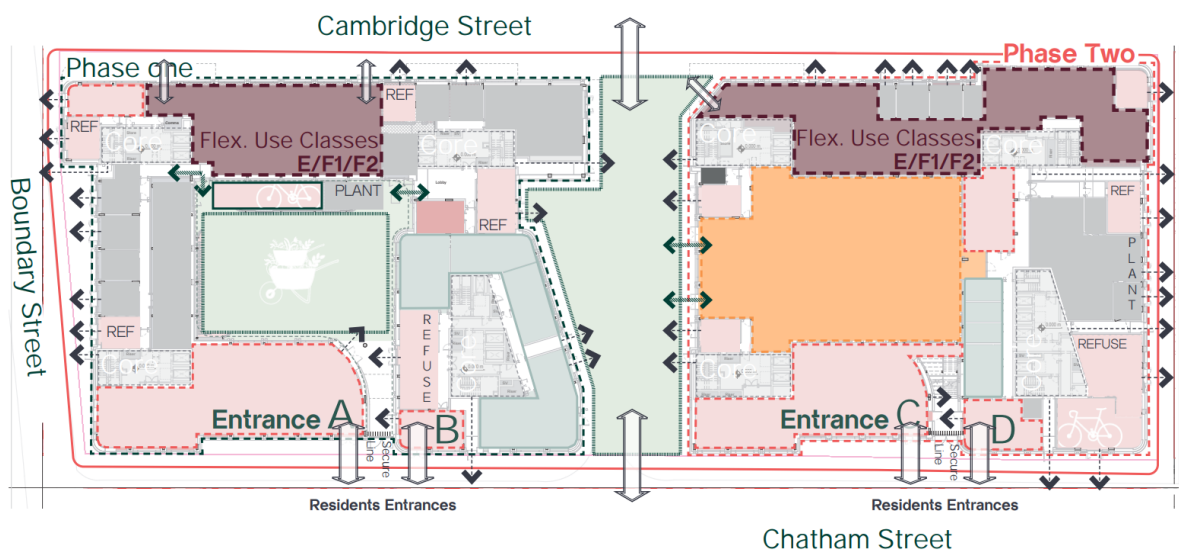
The proposal would exceed current environmental standards and would seek to uplift biodiversity through new place making and landscaping. There would be active uses on the street and tree planting.

The regeneration benefits of the scheme are considered to be significant and are documented in detail elsewhere in this report. This includes consideration of affordability for the student accommodation and job creation during construction.

Building Design Quality

The proposal would redevelop the Cambridge Halls which has come to the end of their life. This brownfield site would be redeveloped for high quality and modern PBSA. The street level environment would have active frontages with improvements of the public realm and street tree planting.

The proposal would be at back of the pavement line and split into 2 parts. This would break down the overall mass of the building and create permeability through the site along Cavendish Walk. Each block would have a central courtyard. Commercial uses would front Cambridge Street whilst Chatham Street would contain the entrances to the student accommodation.

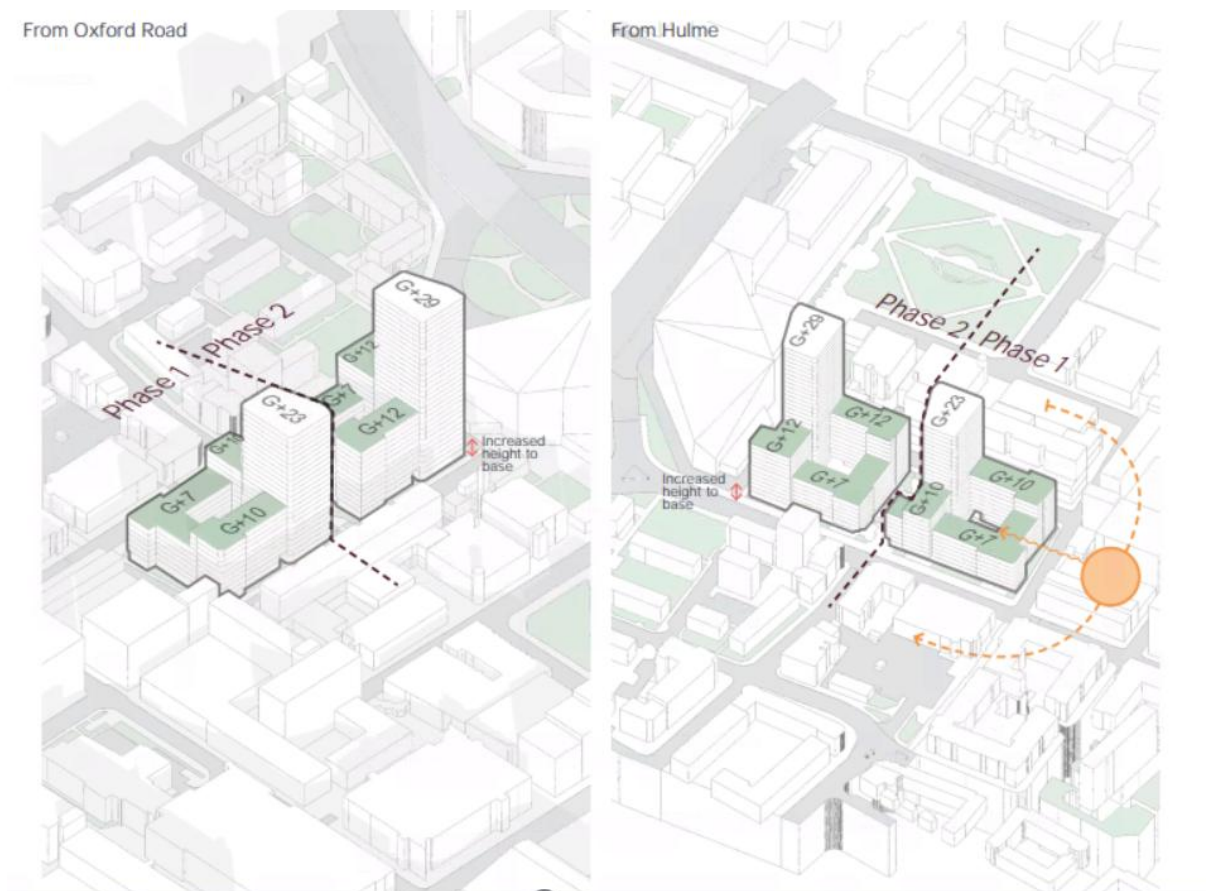


Ground floor layout

Floors 2-6 in phase 1 would be predominantly cluster flats with shared kitchens. In phase 2, the accommodation is predominantly Dorm cluster flats which use the ground floor 'Central' kitchen and on floor 'pantry' spaces.

At floor 7, the roof space would provide external amenity space, including planting, external breakout, sports facilities and gym and wellness suites. At the 8th floor accommodation is predominantly cluster flats with shared kitchens. The 10th floor of phase 1 would be Approximately 280sqm's of photovoltaics provide a source of on site renewable energy. Phase 2 would consist of cluster flats cluster flats. The cluster flats continue to the upper levels of the building. With level 12 of phase 2 have photovoltaic panels.

The massing would vary across each block. The southern corner would drop in height to allow daylight into central courtyards and reduce overshadowing. The height would reduce in scale towards Hulme. The height of the development would increase to the northern corners of the site at 30 and 24 storeys for each phase.



Scale of the development from Oxford Road (left) and Hulme (right)

This would be a large and significant development and would be one of the tallest in the immediate area. However, the lower scale of the proposal to Cambridge Street would correspond to other buildings in the immediate area.

The tallest element would be prominent features. They would relate to the University campus and the educational buildings and deliver a significant quantum of student accommodation at a sustainable site.

The facades would be the same components but differ in their arrangement to ensure each block has its own unique identity. Pre-cast concrete is the predominant façade

material. Depth and shadow is created through picture windows with circular 'portholes' to the wellness spaces.



Image shown from Cambridge Street



Image from Chatham Street

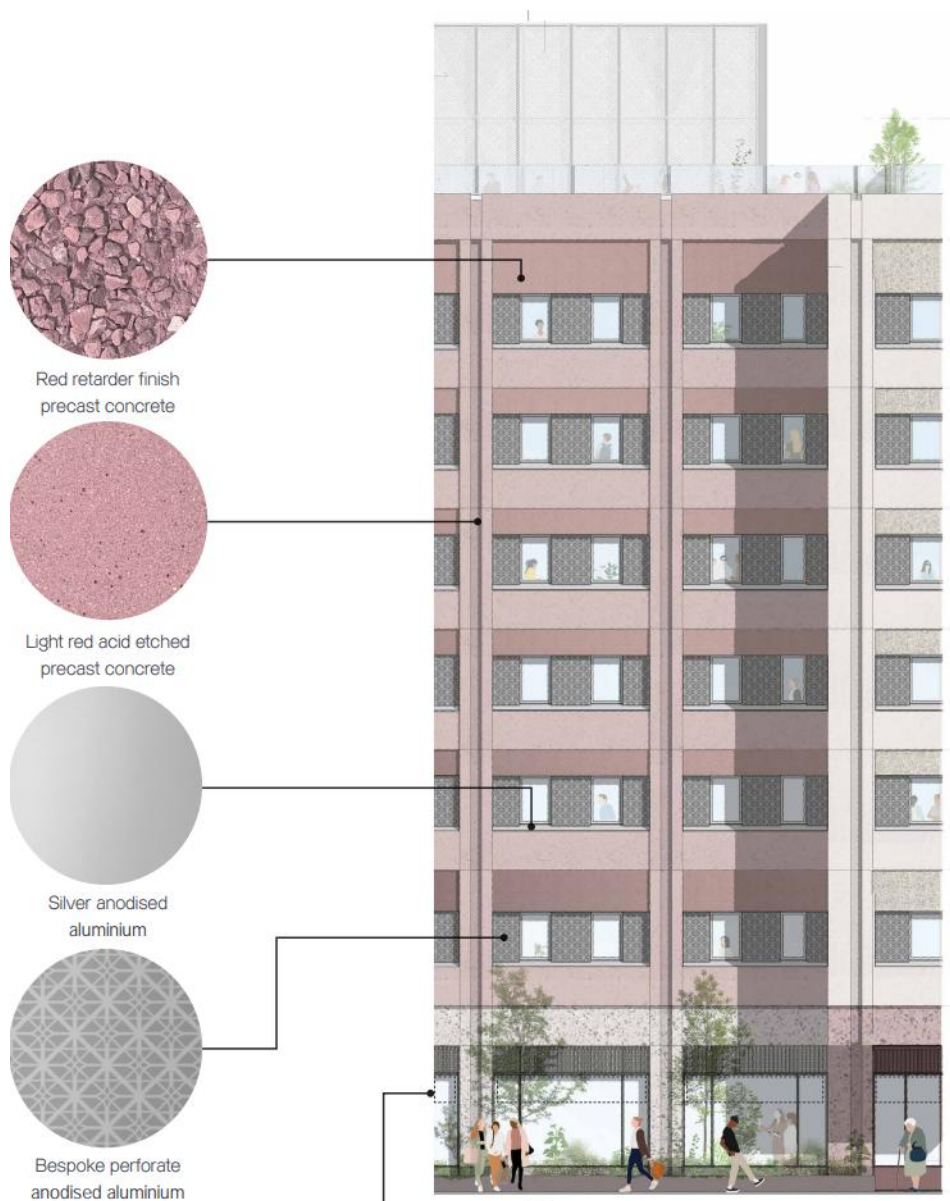


Image from Stretford Road

The lower link block would be red or green and rich in depth and variation. Double stepped protruding columns would be light grit blasted pre-cast concrete. The setback from the smoother faced pre-cast to the head of the windows would have the same aggregate mix.

The opening window would be faced with an anodised silver aluminium screen with a bespoke perforated pattern. Where the panel spans a party wall, the panel would be embossed with the same bespoke pattern. Cills and trims to reveals would be in an anodised silver finish. Solid cladding elements would be clad in a red or green pre-cast concrete panel.

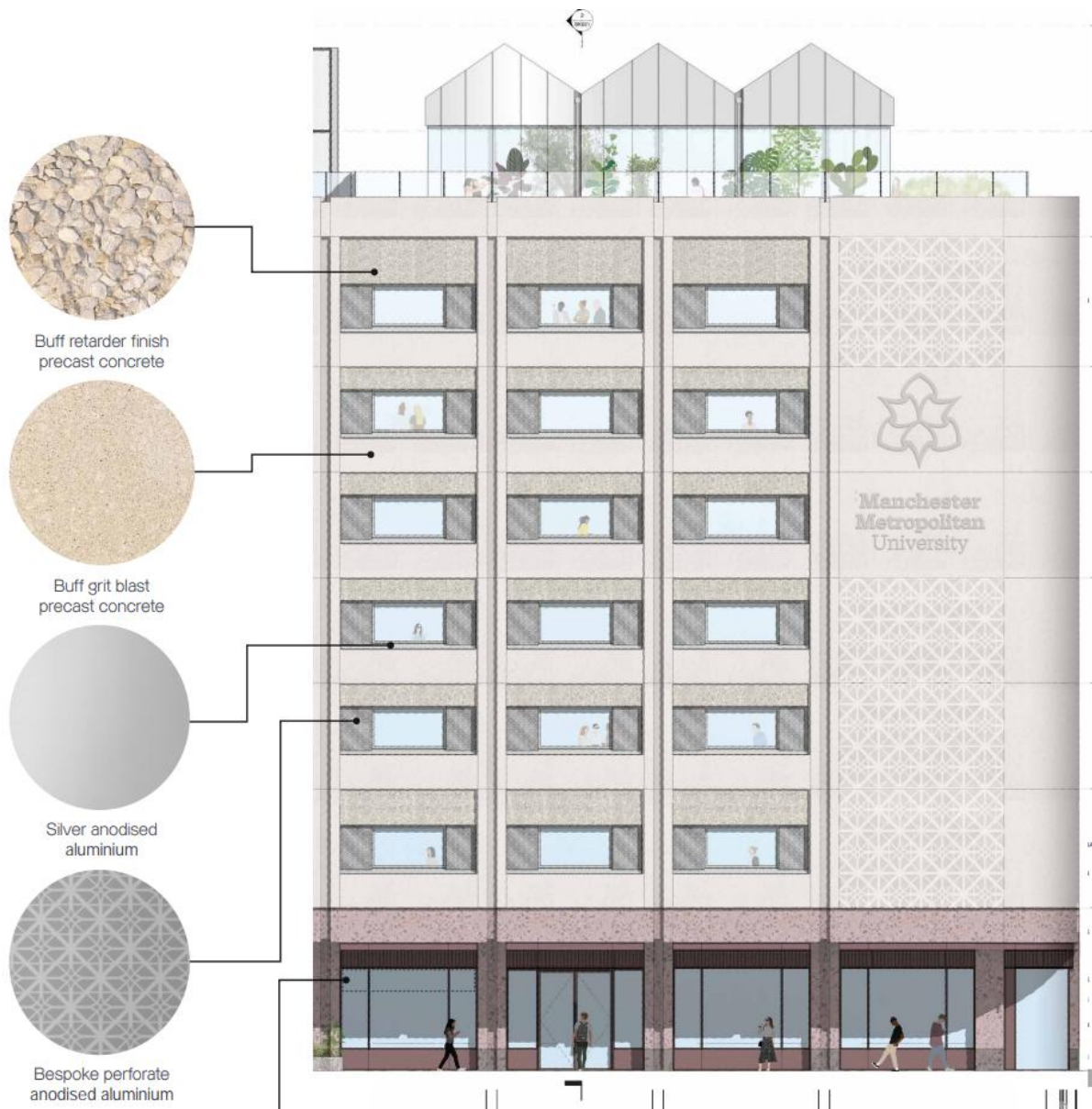
Ground floor cladding would be a polished pre-cast panel of contrasting colour. Column and panel bases would have a darker colour polished pre-cast. Sections of cladding would have a bespoke pattern applied to the face.



Façade materials for link blocks

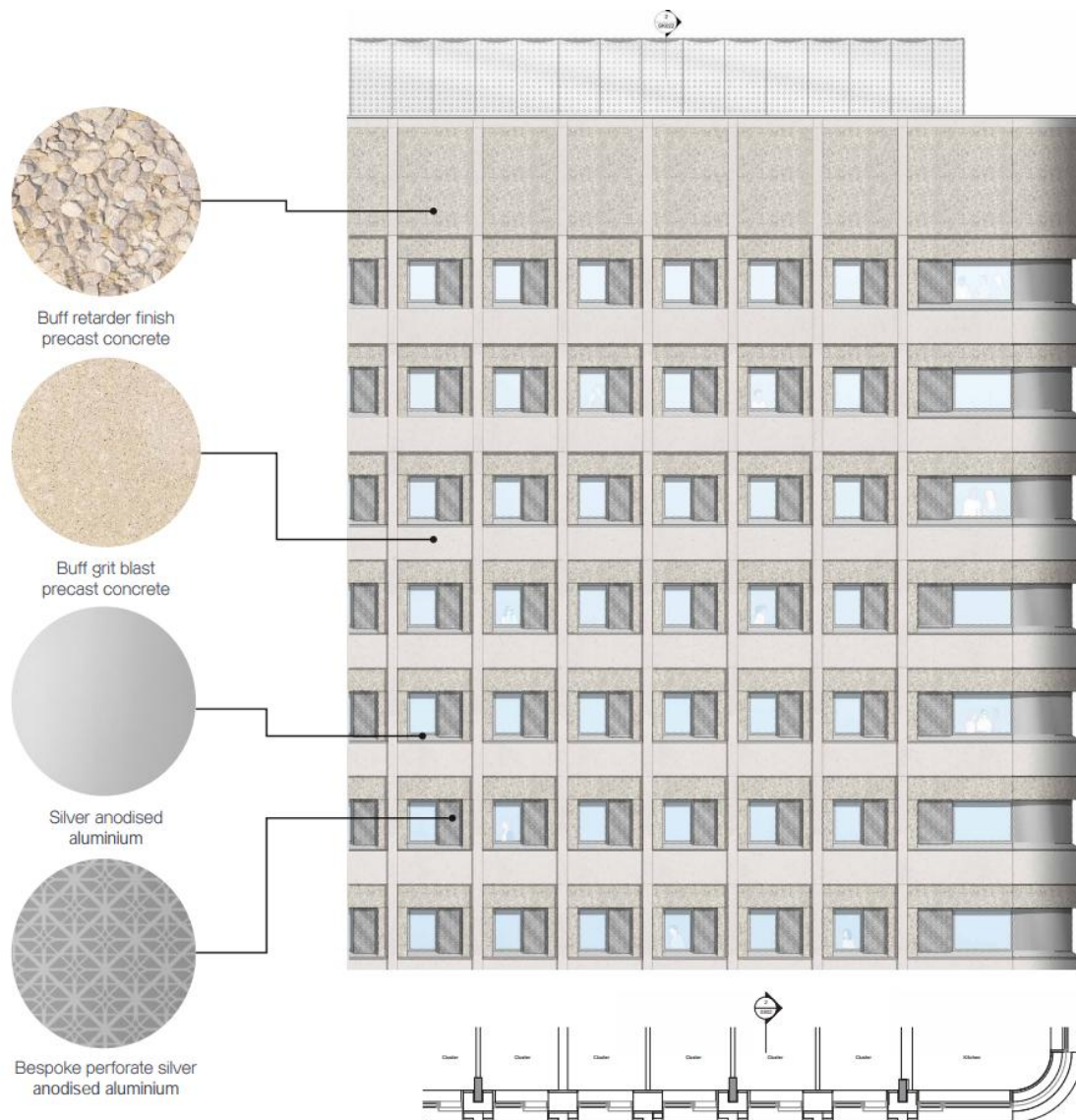
The corner block would be light in colour with depth and variation. Double stepped protruding column facings would be light grit blasted pre-cast concrete.

The windows have a fixed panels with an opening element. The opening window would be faced with an anodised aluminium screen. Cills and trims to reveals would be in an anodised silver finish.

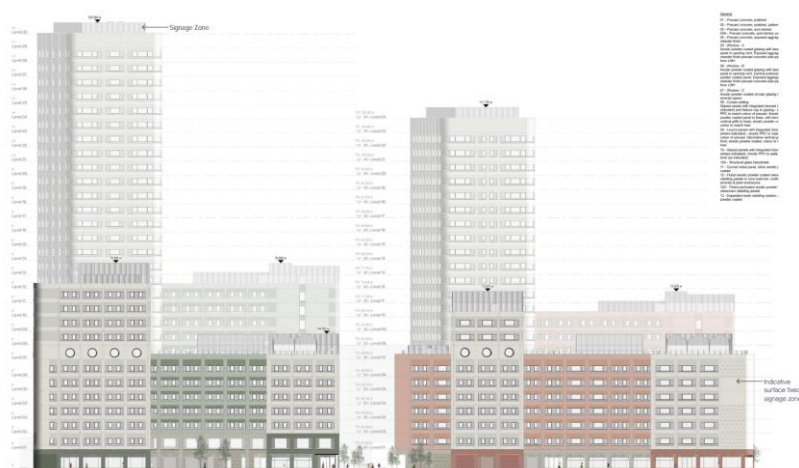


Façade materials for corner blocks

The tower facades would be light in colour, but rich in depth and variation. Slim protruding column would be a light grit blasted pre cast concrete. These columns move further apart higher up the building to change visual perceptions of the scale of window openings and reveals. Set back from this is a heavily retarded finish to the same mix of pre cast concrete.



Façade materials for tower elements



Elevation to Cambridge Street



Elevation to Chatham Street



North and South Elevations

The design and materials would be acceptable for a building of this scale. The changes in texture and tone across each building ensure the proposal is cohesive but offer a distinctive quality. Conditions would ensure the design is delivered to the required standard together with retention of the project architect.

Impact of the historic environment and cultural heritage

The nearest conservation area is the Whitworth Street conservation area. Given the distance between the site and the conservation area, it is not considered there would be any material impacts on its significance.

The following listed buildings could be affected by the proposal:: Former Manchester Ear Hospital (Grade II), Roman Catholic Church of St Augustine (Grade II), Ormond Building (Grade II), Manchester Metropolitan University (Formerly Municipal Offices) (Grade II), Righton Building (Grade II), Grosvenor Building, Manchester Metropolitan University Faculty of Art and Design (Grade II), Former Town Hall Façade to Mabel Tylecote Building (Grade II), Manchester Metropolitan University (Grade II), Former Grosvenor Picture Palace (Grade II) and Adult Deaf and Dumb Institute (Former) (Grade II). The Salutation Public House has also been identified as a non-designated heritage asset.

The applicant has provided a heritage statement and a detailed design and access statement which examines the impact of the proposal on the setting of these Listed Buildings and the non-designated heritage asset. The significance of each asset is as follows:

Former Manchester Ear Hospital (Grade II) is a former town house, built in the early 19th century. It was largely rebuilt in 1987 with the exception of the façade. It is constructed of red brick with sandstone dressings and has a dual pitched slate roof. It draws reference from classical architecture with a symmetrical façade and has architectural interest as an example of the 19th century Neo-classical design. It has historic interest as a surviving example of an early 19th century town house associated with the late 18th to early 19th century residential development around Grosvenor Square.

The listed building is primarily experienced from the northern end of Lower Ormond Street, where its classical architectural detailing and symmetrical frontage are visible and its architectural interest is best appreciated.

From the northern end of Lower Ormond Street, it is viewed in combination with the 19th century Ormond and Righton Buildings, creating a short section of continuous historic townscape. It is also experienced in combination with All Saints Park and Grosvenor Square which formed part of the early residential development in this part of Manchester.

Roman Catholic Church of St Augustine (Grade II) was built in c.1967-8. The church is square in plan and of dark brown brick construction. It has a simple frontage to Lower Ormond Street with a windowless façade. It features slim projecting brick piers and a projecting square service room. It has architectural interest as a good example of late 1960s Modernist architecture.

The building is experienced in close proximity from Lower Ormond Street. The church is also experienced in combination with All Saints Park and Grosvenor Square which formed an integral part of the early residential development.

Ormond Building, Manchester Metropolitan University (Formerly Municipal Offices) (Grade II) was built in 1880 and is of red brick construction with sandstone dressings.

The building is of an L-shaped plan which hinges on an octagonal corner turret. The building is an example of late 19th century Neo-classical design.

The principal south and east façades address Lower Ormond Street and Cavendish Street, with two-light rounded arched windows to the ground floor with central engaged Ionic columns and rounded arched hoodmoulds with mouldings and keystones. The building has round arched windows with square hoodmoulds at second floor level. The corner turret is formed in sandstone to the ground floor with a rusticated base.

The Ormond Building forms a short section of historic townscape with the neighbouring Righton Building at the junction of Lower Ormond Street and Cavendish Street. The presence of modern buildings to the south, north and west mean that the wider townscape is highly fragmented. This is enhanced as it is experienced in combination with All Saints Park and Grosvenor Square which formed an integral part of the early development of this part of Manchester.

The building is also experienced at the junction of Higher Ormond Street and Boundary Street West. Modern buildings to the south, north and west mean that it is isolated from other remnants of historic townscape beyond the park.

Righton Building (Grade II) was built in 1905 as a draper's shop and showrooms. It is rectangular with a chamfered corner and is faced in white glazed bricks and terracotta. It is owned by MMU as part of its School of Art. The building is an early 20th century Art Nouveau architectural style utilised for a commercial building.

The principal north and east elevations to Lower Ormond Street and Cavendish Street have a modern shopfront

There are oriel and mullion and transom windows at first floor level. The building has a decorative parapet with mouldings and a centre arch with raised lettering to Cavendish Street and Lower Ormond Street. The architectural ornamentation of the building and use of glazed brick and terracotta is typical of early 20th century Art Nouveau architecture.

The building is experienced along Cavendish Street and Higher Ormond Street where it is viewed in combination with the Grosvenor and Ormond Buildings (both late 19th century), and All Saints Park. These buildings differ in style but create a short section of historic townscape which illustrates the character of historic development around All Saints Park. This section of townscape supports the ability to appreciate the historic commercial context of the Righton Building, thereby contributing to an appreciation of its historic interest. However, the presence of modern buildings to the south, north and west separate this short section of historic townscape from the wider historic context.

Grosvenor Building, Manchester Metropolitan University Faculty of Art and Design (Grade II) is a Neo Gothic building of sandstone ashlar and red brick construction with buff terracotta dressings, slate roofs and glass skylights.

The original building faces Grosvenor Square and is two storeys in height plus basements. It has large gabled wings with pinnacles, flanking a buttressed and arcaded main range and a central chamfered doorway with a moulded arched head.

The Grosvenor Building is primarily experienced from Cavendish Street and from within All Saints Park. It is experienced in combination with the adjacent Former Town Hall Façade which is built in matching sandstone in a contrasting Greek Revival style. The spatial relationship between the Grosvenor Building and the square and to the adjacent surviving façade are elements of setting that contribute to its significance.

Former Town Hall Façade to Mabel Tylecote Building (Grade II) comprises the Neo-classical façade of the former Chorlton-on-Medlock Town Hall, dating from 1830-1. The façade is nine bays in width with a central Greek Doric portico of three bays. It is of sandstone ashlar construction with banded rustication to the ground floor and steps leading to a platform which provides the plinth for the portico.

The surviving façade is of architectural and historic interest as an example of Greek Revival architecture. It also draws historic interest from its historic use as part of the former town hall and as an illustration of civic pride, order and local administration. It is primarily experienced from Cavendish Street and from All Saints Park. It is seen from Cavendish Street in combination with the Grosvenor Building. It is also experienced from further north, but is largely filtered by mature trees.

Further to the north east, from Oxford Road, the building is experienced within the context of the neighbouring MMU building. The central portico and flanking bays facilitate an understanding of the building's formal relationship with Grosvenor Square. There are distant views of the projecting portico further east from Cavendish Street and Grosvenor Street.

Manchester Metropolitan University (Grade II), Former Grosvenor Picture Palace (Grade II) was built in c.1913-5. The two-storey building is on a corner site with a 3-bay chamfered entrance corner with a pavilion/domed top. There are 4 bays facing Grosvenor Street and 6 bays to Oxford Road.

It is clad with green and white faience and is decorated with pilasters, swagged roundels, keyed oculi and panels with green aprons. The interior includes moulded plasterwork, a balcony and vaulted ceiling.

The former cinema is best experienced from the north west, along Oxford Road, where both of its elevations can be appreciated in combination. Its architectural detailing, chamfered entrance and pavilion are best appreciated from this direction. The pavilion to the roof is experienced along Grosvenor Street and along Cavendish Street. There are also limited views of the corner of the building on Oxford Road.

Adult Deaf and Dumb Institute (Former) (Grade II) was constructed in. The building has a symmetrical composition and is in the Gothic Revival architectural style. It includes a central arched entrance with hoodmoulds, above which is a lettered frieze and a pedestal and statue of Christ healing a deaf man. The central bay includes a large gable with a cross at its apex. The outer bays have coupled arched windows to the ground and first floors with hoodmoulds and gablets above.

The building has a sandstone ashlar construction with a slate roof. It is a surviving 19th century Gothic building specifically designed to offer social, religious and education

services to adults. It occupies a central plot with a continuous row of buildings which limits its streetscape prominence. It is part of a wider streetscape in views from Cavendish Street / Grosvenor Street. It is best appreciated from Grosvenor Street, where the detailing of the principle façade is most visible.

Salutation Public House (non designated heritage asset) is of red brick and brown faience construction with a canted corner entrance, decorative sandstone string course and dentilled cornice. Large ground floor windows have round arched tracery with keystones. The Salutation Public House is of local significance as a late 19th century public house. It is principally viewed from Boundary Street West. The historic townscape surrounding has been demolished and redeveloped, such that it is now isolated by its modern surroundings and has a fragmented relationship with other remnants of 19th century townscape to the north.

Longer distance views are restricted by the screening effect of larger, modern buildings. The contrasting character of buildings within its setting gives it a degree of townscape prominence

The current building has a neutral impact on the significance of the heritage assets and reflects the varied nature of the buildings in the area.

The impact on the significance on the heritage assets have been considered against the relevant tests within the NPPF. The key conclusions and impact on their significance is summarised as follows and draws on the views tested as part of the townscape assessment:

The Former Manchester Ear Hospital, Roman Catholic Church of St Augustine, Ormond Building and Righton Building are all positioned on the west side of All Saints Park. The relationship of the proposal to the Park and the application site are evident in View 1 of the townscape assessment.

The proposal would be highly visible in the background of the assets reducing the openness above their roof line. It would be a prominent feature within their setting, but they would remain legible and understood particularly around the park. The immediate context around them is a mixture of modern taller buildings. This proposal would further add to this varied context and its modern design and materials would contrast with these older assets. The historic interest of the assets, from their historic use, would not be affected at the proposal. The proposal would result in a low level of less than substantial harm to the significance of the listed assets and their setting.

The Former Town Hall Façade and Grosvenor Building on the southern side of Cavendish Street. The relationship of the proposal to the Park and the application site are evident in View 6 (1) of the townscape assessment.

The proposal would be understood alongside other taller buildings which are in the immediate environs to the site (Grosvenor East Building, 8 storeys, and Chatham Building, 7 storeys).

The listed buildings are located along Cavendish Street which would provide a degree of space and separation and reduce the overall impact. Their architectural and

townscape significance would remain legible and understood once the scheme is complete. The proposal would not affect the buildings relationship with All Saints Park which is a key aspect of the setting and group value. The assets use as municipal and educational buildings would also remain legible and understood. The proposal would result in a low level of less than substantial harm to the significance of the listed assets and their setting.

The Former Grosvenor Picture Palace and Adult Deaf and Dumb Institute on the southern side of Grosvenor Street. The relationship of the proposal to the Park and application site are evident in View 6 (2) of the townscape assessment.

The urban environment and setting of the listed buildings is highly altered and varied resulting in limited intervisibility. The proposal would contribute to this varied environment and create a focal point. However, the distance between these assets and the application site would ensure the assets remain legible and understood in their context including their distinctive architecture, detailing and nature of their use. The proposal would result in a low level of less than substantial harm to the significance of the listed assets and their setting.

Salutation Public House on the southern side of Boundary Street West, to the south of the site. Its setting is already highly altered and is now comprised of modern buildings. The proposal would replace a modern building resulting in a limited impact on the setting. The design would improve the quality of the built environment in the context of this asset.

Given the varied setting of the asset, which includes taller, modern buildings, and the limited contribution that setting makes to its significance, the proposal would not materially alter the context and would sustain its local significance.

The proposal would result in a low level of less than substantial harm to the significance of the following assets: Former Grosvenor Picture Palace, Adult Deaf and Dumb Institute, Former Manchester Ear Hospital, Roman Catholic Church of St Augustine, Ormond Building, Righton Building, Former Town Hall Façade and Grosvenor Building (all Grade II listed buildings) as defined by paragraph 215 of the NPPF.

There would be no harm to the significance of the Salutation public house (non-designated heritage asset).

In all instances the level of impact is low and limited to how the proposal would be viewed in the setting of the assets. The harm is low as the significance of the asset would remain legible and understood.

There would be heritage benefits from developing the site with a high quality development with improvements to place making. As directed by paragraph 215 of the NPPF, it is now necessary to consider whether the required public benefits would outweigh the harm identified. These public benefits are considered in detail below.

Assessment of Heritage Impact

The proposal would create instances of less than substantial harm as defined within the NPPF. Any level of harm should be outweighed by the public benefits that would be delivered in accordance with the guidance provided in paragraph 215 of the NPPF.

In assessing the public benefits, consideration has been given to para 8 of the NPPF which outlines the three dimensions to achieve sustainable development: economic, social and environmental.

The key views demonstrate that the proposal would form a larger and more prominent addition to the townscape which would alter the context of the listed buildings causing a low degree of harm. However, the proposal would not diminish what makes the asset significant and the assets would remain legible and understood in their immediate context.

The proposal is in line with section 6 of the NPPF which states that “significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development” (para 85). The redevelopment and regeneration of this brownfield site is in line with Council policy and would deliver 2302 student bedrooms in a highly sustainable area with the heart of the student campus.

The proposal would remove a building which no longer meets modern requirements. The proposal would be high quality and comprise modern architecture and materials by an experienced architectural team.

The public realm would be enhanced with improvements to the footways around the site including the planting of 56 trees. The proposal would provide green roofs for biodiversity and water management.

This would be an energy efficiency and low carbon development. An all-electric system would benefit from a decarbonising grid. There would be solar panels, air source heat pumps for renewable energy.

Significant economic and social benefits include the creation of 280 construction jobs for the duration of the construction and a net additional contribution of £222 million GVA to the Greater Manchester economy, including £195 million in Manchester.

A portion of the bedrooms would be fully accessible. Cycle spaces would be provided in a secure area within the building.

The significant public benefits would outweigh the heritage impacts which would be at the lower end of less than substantial harm. It is considered, therefore, that, notwithstanding the considerable weight that must be given to preserving the setting of the listed buildings and conservation areas as required by virtue of S66 and S72 of the Listed Buildings Act, the harm caused would be less than substantial and would be outweighed by the public benefits of the scheme and meet the requirements set out in paragraph 215 of the NPPF.

Impact on Archaeology

GMAAS have advised that there is no reason to suspect that the site would damage or remove any known or suspected archaeological remains. No further mitigation is required in this regard.

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

Four landscape character areas would be formed as part of the proposal: The Streets (public); The Walk (public); The Courts (private); and The terraces (private).

The Streets

The proposal would introduce trees, planting and improvements to hard landscaping. Seating would provide the opportunity for people to dwell and socialise. Rain gardens would help with surface water run off.



The Streets – Cambridge Street



The Streets – Chatham Street

The Walks – Cavendish Walk

The proposal seeks to improve the quality of the connection between Cambridge Street and Chatham Street. The route would continue to function as pedestrian and cycle

route with improvements to the space including seating and planting which would also improve biodiversity. Spill out spaces would be created.



Cavendish Walk

The Courts South and North

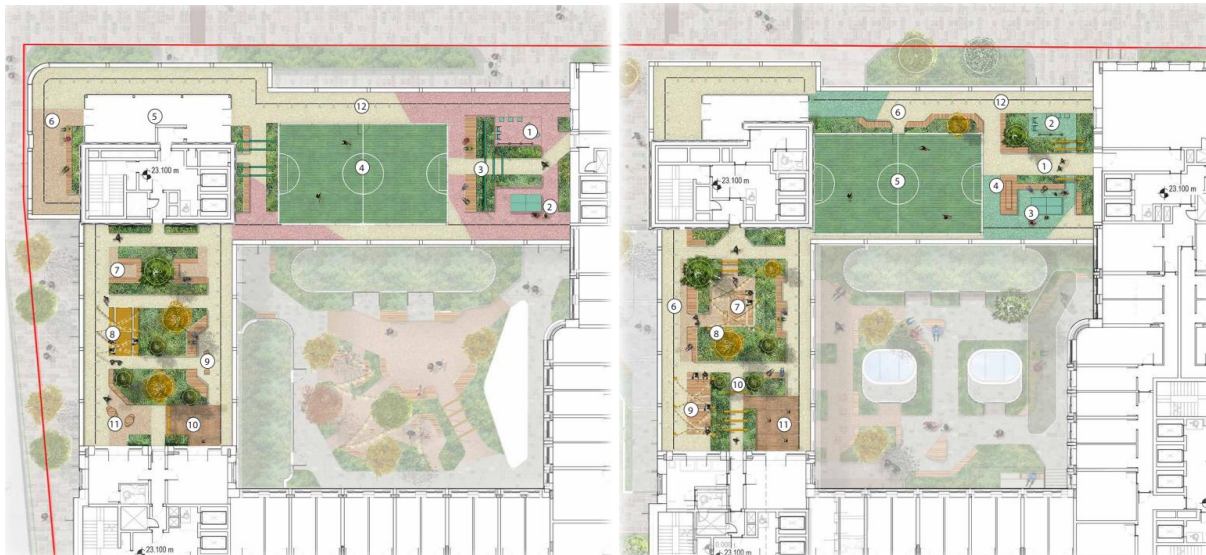
New courtyards would encourage spillover from the active ground floor uses. Planting would be introduced along with seating



The Courts South (left) and north (right)

The Terraces south and north

The terraces would provide a secure environment to support exercise, learning and study. It would also allow an area for socialising as well as more intimate seating areas. A multi-use games area would allow for football basket ball, netball etc with fencing and roof netting for ball control. There would also be table tennis and work out zones.



The Terraces south (left) and north (right)

A palette of high quality and robust materials and finishes would be used to create a durable and visually attractive environment for residents and the public. This would contribute to the residential character of the site.



Landscape masterplan

The landscaping would improve the street scene and provide an appropriate setting to the proposal. The wider variety of trees and planting would improve on site biodiversity. New lighting both in the public realm and within the private areas would allow safe and secure spaces to be created. The private spaces would offer a wide variety of spaces to socialise and exercise.

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

A Transport Assessment concludes that this car-free proposal would not have a significant impact on traffic and network capacity. The site is close to bus stops and high frequency bus routes on Oxford Road. There are good pedestrian and cycle links and the proposal would maintain public access through the site, with improved public realm. 156 cycle parking spaces are proposed. Four parking spaces would be provided on Chatham Street for use by disabled residents. A condition requiring full details of off-site highway works should be attached to any permission.

A Student Management Plan, with Move-In/Move-Out, Delivery Management and Servicing Strategies have been provided. These should be conditioned to ensure an acceptable impact on the local highway and to minimise impacts on the community.

Public access would be retained through the site. A Framework Travel Plan (TP) sets out a package to reduce the transport and traffic impact, including the appointment of a Travel Plan coordinator and the provision of information about walking and cycling. The Plan would encourage people to choose alternative modes over single occupancy car use and where possible reduce the need to travel.

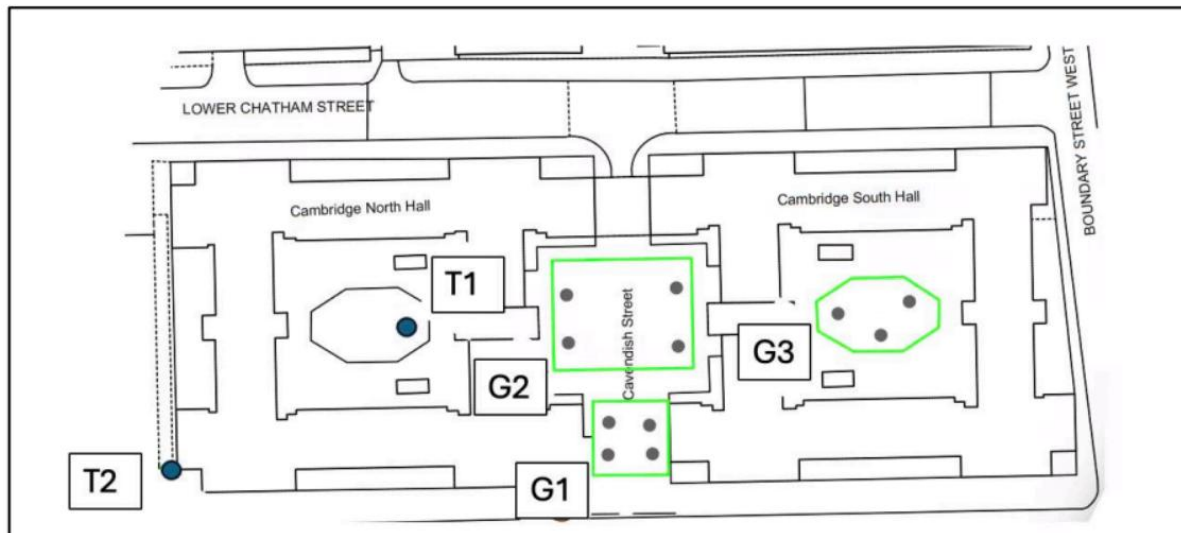
Given the above, it is considered that the proposal would improve the transport infrastructure, giving priority to pedestrians and cyclists and minimising the scope for conflicts between pedestrians, cyclists and vehicles in line with paragraphs 116 and 117 of the NPPF.

Accessibility

The building entrances are step free. Accessible parking bays would be provided on Chatham Street. 5% of bedrooms would be accessible. 1 % of these will be fully fitted from the outset and the remaining 4% adapted to suit resident demands.

Impact on Trees

The 2 individual trees and 3 group trees at the site have been subject to an arboricultural assessment. All the individual and group trees recorded were in good condition and were B category trees (Moderate Value).



Existing tree coverage

Policy EN9 states that new development should maintain green infrastructure. Where the benefits of a proposal are considered to outweigh the loss of an existing element of green infrastructure, the developer should demonstrate how this loss will be mitigated in terms of quantity, quality, function and future management.

It has not been possible to realise the potential of the site by retaining the trees. The proposal would deliver significant regeneration benefits this would include a comprehensive landscaping and planting scheme which would include the planting of 56 new trees. This would adequately mitigate against those lost which would also bring biodiversity benefits which are considered in this report. This would satisfy policy EN9 of the Core Strategy.

Impact on Ecology

An ecological appraisal has assessed the potential impact of the proposal on ecology and nature conservation. This is a key requirement of policies EN15 and DM1 which seeks to ensure that applicants identify, enhance and restore impacts on habitats.

The report concludes that there would be no adverse impacts on statutory or non statutory designated sites. No evidence of bats roosting was found. No nesting habitat were present. No works should take place to these areas in bird nesting season unless it has been demonstrated that none are present.

The proposal would make significant biodiversity enhancements. Extensive soft landscaping and greening which would significantly uplift biodiversity compared to current condition. Bat boxes would be introduced.

Biodiversity

The Environment Act 2021 requires all planning permissions to include a condition that requires a biodiversity net gain plan, to ensure the delivery of a minimum of 10% measurable biodiversity net gain. This net gain can be carried out either onsite, offsite

or through the purchase of 'biodiversity credits'. Both onsite and offsite mitigation must be maintained for at least 30 years.

Policy EN15 of the Core Strategy requires enhancement, restoration or creation of new biodiversity, either on or adjacent to the site. Policy JP-G7 and JP-G8 of PfE requires two trees to be planted for every tree lost, plus biodiversity enhancements.

The site is primarily hardstanding and there are 1.2 baseline biodiversity units. Some of the BNG would be lost and requires mitigation.

Biodiversity would be increased at the site to mitigate against the BNG lost. The final biodiversity plan has yet to be agreed which could result in 10% net gain being met in full on site. Should this not be possible, off-site provision would be required. The management and monitoring of the on-site BNG created should be subject to a 30 year management plan.

Open Space and Sports Provision

Paragraph 103 of Section 8 of the NPPF states that new developments should provide access to a network of high quality open spaces and opportunities for sport and physical activity which is cited as having an important impact on health and well being of communities as well as helping to address climate change.

The Core Strategy reflects the need to provide suitable sports and recreation facilities where opportunities arise in policy EN11. This policy requires that where there is significant levels of development, open space, sport and recreation should be provided including making such spaces accessible for disabled people, pedestrians and cyclists both across and between sites and to enhance biodiversity.

This is an existing student accommodation site. The redevelopment provides an opportunity to intensify the use of a sustainable site within the University Campus. This growth needs to be supported by infrastructure including improved access to green spaces, pedestrian and cycle links.

Significant improvements are proposed to support new green infrastructure, active travel and amenity provision. There would be improvements to place making and public realm around the site and along Cavendish Street.

There would be games areas, courts, running tracks and outdoor exercise facilities on the roof terrace. This would support the student population and minimise the impact on surrounding amenities.

Effect of the development on the local environment and existing residents

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

Sunlight and daylight

An assessment has been undertaken to establish the likely effects on daylight and sun light received by properties around the site. Consideration has been given to instances

of overlooking which may result in a loss of privacy. The BRE guidelines have been used to provide a method for assessing daylight – Vertical Sky Component (VSC) and No Sky Line (NSL).

Baseline daylight levels were assessed to all habitable rooms by calculating: Vertical sky component (VSC) at the centre of each main window in the external plane of the window wall, which measures the total amount of skylight available; and No-sky line (NSL) on the working plane inside the room, where its layout is known, which measures the area that can receive direct skylight and assesses the distribution of daylight around the room.

If a window receives at least 27% VSC it should be enough to provide good daylight inside the room with conventional window design. For good distribution of daylight around the room, at least 80% of the area of the working plane should lie in front of the NSL.

For a bay window, the centre window facing directly outwards can be taken as the main window for the VSC calculation. If a room has two or more windows of equal size, the mean of their VSCs may be taken. If a room has two or more windows of unequal size, the area-weighted mean of their VSCs may be taken.

For sunlight, the approach considers the Annual Probable Sunlight Hours (APSH). The BRE numerical guidelines on sunlight apply to main living rooms and conservatories in dwellings.

Kitchens and bedrooms are less important. Bedrooms are not normally assessed on the basis they are not a material issue, except when combined with a living space, such as in a bed-sitting room. Kitchens and bedrooms have been included. Typically, school classrooms do not have a particular requirement for sunlight but, again, have been included. Only windows facing within 90° of due south have been assessed, in accordance with the guidelines.

In each case the level of sunlight has been measured by calculating the percentage of annual probable sunlight hours (APSH) at the centre the window in the external plane of the window wall. If a room has two or more windows, the total APSH has been calculated, avoiding any double counting of probable sunlight hours.

In general, a dwelling will appear reasonably sunlit if at least one main window wall faces within 90° of due south and a habitable room, preferably a main living room, can receive 25% APSH, including at least 5% of APSH in the winter months between 21st September and 21st March.

Sunlight to back gardens and amenity spaces should be assessed on the equinox (21st March).

The BRE guide recommends that at least 50% of each amenity space should be able to receive at least two hours of direct sunlight on the equinox. The BRE guide recommends assessing sunlight to main back gardens of houses, allotments, parks and playing fields, children's playgrounds, outdoor swimming pools, sitting-out areas

such as in public squares, and focal points for views, such as a group of monuments or fountains.

Para 130 (c) of section 11 of the NPPF 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 BRE guide and BRE solar glare paper highlight the potential for road users to be affected by sunlight reflected from glazed façades or areas of reflective metal cladding on buildings that adjoin the highway. Six points on the highways at junctions or traffic signals adjacent to the site were selected at which reflected solar glare assessments were undertaken.

The following properties were assessed:

- Cavendish Hall of Residence (part Ormond Building)
- Victoria Hall to the southwest across Higher Cambridge Street
- Needham Court to the west across Higher Cambridge Street 4) Manchester House to the west across Higher Cambridge Street
- 44 Cavendish Street to the west of the Site on the north side of Cavendish Street
- 2-28 Dalesman Walk to the west of the Site on the north side of Cavendish Street
- 84 Cambridge Street to the west across Higher Cambridge Street
- Cambridge House to the west across Higher Cambridge Street 2-12 Elmdale Walk to the west across Higher Cambridge Street
- 2-12 Broomwood Walk to the west across Higher Cambridge Street
- 2-12 Matham Walk to the west across Higher Cambridge Street
- 2-24 Knowles Place to the west across Higher Cambridge Street
- 60-70 Loxford Street to the northwest of the site across Higher Cambridge Street.

The daylight for the following 6 properties were considered to be negligible for VSC and NSL and the effect would be negligible and were therefore not considered further:

- 44 Cavendish Street;
- 2-28 Dalesman Walk;
- 2-12 Elmdale Walk;
- 2-12 Broomwood Walk;
- 2-24 Knowles Place; and
- 60-70 Loxford Street.

The remaining 7 properties would experience some VSC and/or NSL impacts and are considered in detail below:

Cavendish Hall of Residence

The lower three floors of this building are non-residential and were not considered. The upper four floors contain student accommodation.

Daylight has been assessed to 161 windows to 151 rooms. 1 (1%) would meet the BRE guidelines, 2 (1%) would experience a low reduction, 7 (4%) a medium reduction, and 151 (94%) a high reduction.

All windows have a largely unobstructed view over the low-level existing building with a high level of visible sky. It is inevitable that a reduction in daylight would occur given the good levels of VSC. The residual VSC values for the affected windows would range from 5.5% to 25.2%, with an average of 13.8%.

Of the 151 rooms tested for NSL, 53 (35%) would satisfy the BRE guidelines, 13 (9%) would experience a low reduction beyond the BRE recommendations, 20 (13%) would experience a medium reduction, and the remaining 65 (43%) would experience a high reduction. The residual NSL values for the adversely affected rooms would range from 38% to 78%, with an average of 67%. The retained NSL levels could be considered acceptable for an urban context.

The proposal would have a significant impact on the accommodation at Cavendish Halls. However, given its occupation as student accommodation, there is a lesser requirement for daylight. The impacts would not warrant refusal of this application.

Victoria Hall

This building contains student accommodation. Daylight has been assessed to 130 windows to 126 rooms.

Of the 130 windows tested for VSC, 123 (95%) satisfy the BRE guidelines, with the remaining 7 (5%) experiencing a low reduction.

The residual VSC values for the adversely affected windows would range from 13.6% to 19.9%, with an average of 16.6%. The retained level of VSC to the isolated windows that experience a small reduction beyond the BRE guidelines could be considered acceptable for an urban context.

Of the 126 rooms tested, for NSL 124 (98%) satisfy the BRE guidelines, 1 (1%) experience a low reduction beyond the BRE guidelines. 1 (1%) would experience a medium reduction. Generally, the scheme has a negligible effect on NSL levels.

The proposal would have a minor direct, permanent, long-term adverse daylight effect upon this property. Given its occupation for students, which have a lesser requirement for daylight, this would not warrant refusal of this application.

Needham Court

This building contains student accommodation. Daylight has been assessed to 130 windows to 114 rooms.

Of the 130 windows tested for VSC, 76 (58%) would satisfy the BRE guidelines, 2 (2%) would experience a low reduction, 2 (2%) a medium reduction, and 50 (38%) a high reduction. This property has very good VSC levels with a relatively open outlook across

the low-level existing building. The residual VSC values for the adversely affected windows would range from 0.0% (this is to third floor windows which have their ability to see sky heavily obstructed by recesses and a large overhang above to 16.5%, with an average of 11.6%.

Of the 114 rooms tested for NSL, 78 (68%) would satisfy the BRE guidelines, 2 (2%) would experience a low reduction beyond the BRE recommendations, 6 (5%) would experience a medium reduction, and the remaining 28 (25%) would experience a high reduction. The residual NSL values for the adversely affected rooms would range from 11% (isolated to the two rooms which have their ability to see sky heavily obstructed by the design of the building) to 66%, with an average of 35%.

The magnitude of change on Needham Court is considered to be large resulting in a direct, permanent, long-term adverse daylight effect upon this property considered to be major. However, given this is student accommodation, it is considered that this would not be of a magnitude that would warrant refusal.

Manchester House

This building contains PBSA. Daylight has been assessed to 78 windows to 53 rooms. For VSC, 44 (56%) would satisfy the BRE guidelines, 3 (4%) would experience a low reduction, 4 (5%) a medium reduction, and 27 (35%) a high reduction. This property has good VSC levels with a relatively open outlook across the low-level. Some windows are setbacks and are close to adjacent buildings.

The residual VSC values for the adversely affected windows would range from 3.2%, to the ground floor set back windows, to 26.1%, with an average of 13.8%. Generally, all windows benefit from retained VSC levels which could be considered acceptable for an urban context.

Of the 53 rooms tested for NSL, 37 (70%) would satisfy the BRE guidelines, 1 (2%) would experience a low reduction beyond the BRE recommendations, 2 (4%) would experience a medium reduction, and the remaining 13 (25%) would experience a high reduction.

The residual NSL values for the adversely affected rooms would range from 16% to 71%, with an average of 32%. The rooms which have the potential to experience a high reduction are all located in the setback and are heavily restricted by 84 Cambridge Street.

The proposal would have a medium impact on Manchester House with a large magnitude of change resulting in direct, permanent, long-term adverse daylight effects. As this is PBSA, this magnitude of change would not warrant refusal.

84 Cambridge Street

This building is PBSA. Daylight has been assessed to 30 windows serving 30 rooms. Of the windows tested for VSC, 4 (13%) would experience a medium reduction beyond the BRE guidelines, and the remaining 26 (87%) a high reduction. This property has very good VSC levels with an open outlook across low-level buildings.

The residual values range from 11.8% to 23.4%, with an average of 17.7%. Generally, all windows benefit from retained VSC levels which could be considered acceptable for an urban context.

Of the 30 rooms tested for NSL, 13 (43%) would satisfy the BRE guidelines, 3 (10%) would experience a low reduction beyond the BRE recommendations, 1 (3%) a medium reduction, and the remaining 13 (43%) a high reduction.

The residual NSL values for the adversely affected rooms would range from 35% to 72%, with an average of 49%.

The proposal would have a high magnitude of change on 84 Cambridge Street with a direct, permanent, long-term adverse daylight effect considered to be moderate, given it is PBSA. This magnitude of change would not warrant refusal.

Cambridge House

This building contains PBSA. Daylight has been assessed to 39 windows serving 29 rooms. Of the 39 windows tested 10 (26%) would satisfy the BRE guidelines, 2 (5%) would experience a medium reduction beyond the BRE recommendations, and the remaining 27 (69%) a high reduction. With the exception of some secondary windows in the flank wall facing 84 Cambridge Street, all windows currently benefit from good level of VSC due to the relatively open outlook. The residual VSC values range from 9.5% to 21.6%, with an average of 16.4%. Generally, all windows benefit from retained VSC levels which could be considered acceptable for an urban context.

Of the 29 rooms tested for NSL, 6 (21%) would satisfy the BRE guidelines, 1 (3%) experience a low reduction beyond the BRE recommendations, 5 (17%) a medium reduction, and the remaining 17 (59%) a high reduction. The residual NSL values for the affected rooms would range from 27% to 75%, with an average of 48%.

The proposal would have a large magnitude of change on Cambridge House with a direct, permanent, long-term adverse daylight effect that would be major. As this is PBSA, this magnitude of change would not warrant refusal.

2-24 Matham Walk

This building contains homes. Daylight has been assessed to 34 windows to 24. Of the windows tested for VSC, 31 (91%) satisfy the BRE guidelines, with the remaining 3 (9%) experiencing a low reduction beyond the BRE recommendations. Of the of 24 rooms tested for NSL, all rooms would satisfy the BRE guidelines.

The magnitude of change to 2-24 Matham Walk would be small. The daylight impact on this property would be minor and would not warrant refusal.

All of the properties were tested for impact on sunlight. There would be a negligible impact for both annual and winter sunlight on: Cavendish Hall of Residence; Victoria Hall; Needham Court; Manchester House; 44 Cavendish Street; 2-28 Dalesman Walk;

84 Cambridge Street; 2-12 Elmdale Walk; 2-12 Broomwood Walk; 2-24 Matham Walk; 2-24 Knowles Place; and 60-70 Loxford Place.

5 living rooms in Cambridge House were assessed. The sunlight would be within the BRE guidelines to 3 rooms (60%) and outside the guidelines to 2. The 2 (40%) rooms that would be outside the annual sunlight guidelines would experience high reduction and both room would satisfy the BRE guidelines for the winter months. The residual annual sunlight value for the adversely affected rooms would be 7%.

The proposal would have a medium impact on Cambridge House with a high magnitude of change. There would be direct, permanent, long-term adverse daylight effect upon this property. As this is PBSA, this magnitude of change would not warrant refusal.

The following amenity areas were also considered:

- Loxford Gardens (A1 and A2);
- Manchester Metropolitan University amenity areas (A3 and A4);
- Cavendish Hall of Residence courtyard.

4 (80%) of the 5 amenity spaces tested would meet the BRE guidelines: either retaining at least 2 hours of sun in excess of 50% of their respective areas or, where already below this level in the existing condition, receiving minimal or no reductions whatsoever thus meeting the 20% relative reduction criteria. The impact on these areas would therefore considered to be negligible (i.e. not significant).

The only space that would not satisfy the BRE guidelines is the terraced amenity area to the south of the Manchester Metropolitan University building located directly to the north of the application site. This would maintain at least 2 hours of direct sunlight to 32% of the area tested. The magnitude of change would be large and there would be a direct, permanent, long-term adverse effect upon this area, which is considered to be moderate and would not warrant refusal of this application.

Overlooking

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

(b) TV reception

A TV reception survey has concluded that there is unlikely to be any interference with digital terrestrial and satellite television. This would be closely monitored during the works and a condition would require of a post completion survey to be undertaken to verify any impacts and secure mitigation if required.

(c) Air Quality

The site is in the Greater Manchester Air Quality Management Area (AQMA) where air quality conditions are poor. Roads which may be used for construction traffic and post development are in the AQMA. The site is close to homes, educational establishments,

offices, hotel, medical facilities and other commercial uses that could be affected by construction traffic and that associated with the completed scheme and have a high to medium sensitivity to air quality conditions.

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

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

The main contributors to air quality conditions would be from construction. Dust, particulate matter and pollution concentrations generated on site, particularly from exhaust emissions from traffic, plant and earthworks. Homes and education buildings are likely to experience impacts from dust from construction and earthworks.

The air quality report identified that there are homes within a 50 metre radius of the site. Homes, schools and university buildings have 'high sensitivity'.

The impact on human health would be high for demolition and this would reduce to medium for earthworks and construction. The impact from construction traffic would be lower due to condition and surface material of surrounding main roads.

With appropriate mitigation in place, such as dust suppression measures, no idling of vehicles, avoidance of diesel or petrol powered plant, speed restrictions on unpaved roads, and the implementation of a Construction Logistics Plan and Travel Plan, the impact on local air quality should be minimised. These measures would be secured through the construction management plan condition.

Although the completed development would generate traffic, it would not create new impacts on air quality conditions (NO₂, PM₁₀ and PM_{2.5}). It would be car free with cycle provision. A travel plan would encourage public transport use and reduce vehicle trips. The site is within the University campus.

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

Environmental Health concur with the conclusions and recommendations within the air quality report. The mitigation measures would be secured by planning condition and the proposal would comply with policy EN16 of the Core Strategy, paragraph 8 of the PPG and paragraph 199 of the NPPF in that there would be no detrimental impact on existing air quality conditions as a result of the proposal.

(d) Wind Environment

A wind assessment has examined potential effects and in particular, wind flows that would be experienced by pedestrians and the influence on their activities. The assessment considered mitigation measures to minimise these impacts.

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

The wind conditions at the site do increase mostly around Phase 02 (i.e. the northern building block). The conditions mainly remain calm in summer and winter, but there is a slight increase in some areas in winter.

Prevailing winds are downdrafted into the courtyards of Phase 01 and 02 and then sucked through the underpass in the eastern blocks to connect with the area of low pressure on the east side of the site. This exacerbates the conditions in winter in areas of the underpass and may impact the use of the secondary doors into the security Lobby. The conditions at the main doors in the eastern face are much calmer and these doors could be used instead if necessary.

In addition, further mitigation is required through the canopy design in the courtyard of Phase 01 and the introduction of a canopy in Phase 02. Hard and soft landscaping such as artwork, wayfinding or information signs, planting mounds, shrubs, and/or trees would dissipate the winds energy in the courtyard before it reaches the underpass. These measures should be secured by condition.

Conditions on the level 7 podium are mostly calm in summer. Throughout the year, wind conditions would fluctuate but the use of the space would be determined by a range of climatic factors, such as temperature, precipitation and daylight.

Noise and vibration

A noise assessment identifies the main sources of noise during construction would be from plant, equipment and general construction activities including breaking of ground and servicing.

Construction noise would be acceptable provided that the operating and delivery hours are adhered to, with an acoustic site hoarding, equipment silencers and regular communication with residents. This should be secured by a condition. When the proposal is occupied, the acoustic specification of the accommodation would limit noise ingress, particularly from nearby roads, and from commercial uses. A mechanical ventilation system and appropriate glazing would ensure that noise levels in the accommodation are acceptable, and they do not overheat.

The Salutation Public House is a sensitive adjacent use. In accordance with the 'agent of change' principle, it is important to consider whether its operations could have a significant adverse effect on the proposal in its vicinity and that suitable mitigation is

put in place before the development has been completed (as required by paragraph 200 of the NPPF).

The acoustic report has considered the close proximity of the pub and the nature of its operations. Measures can be put in place during construction to ensure that the impact on the operations of the pub are minimised. In addition, the proposed PBSA can be acoustically insulated to prevent any noise impacts on the students occupying it. Environmental Health are satisfied that an appropriate acoustic mitigation scheme can be put in place and have recommended the measures outlined in the report are secured by planning condition.

There would be no unduly harmful impacts on future occupants provided appropriate acoustic measures are implemented. Provided that construction activities are carefully controlled and the plant equipment and residential and commercial accommodation are appropriately insulated the proposal would be in accordance with policy DM1 of the Core Strategy, extant policy DC26 of the UDP and the NPPF.

Waste strategy and servicing management

The Facilities Management (FM) would help students with their waste needs. Students would take waste and recycling to the ground floor bin stores. On collection day, FM would move the bins to external holding areas and returning empty bins.

The holding areas would provide adequate space for at least 50% of all containers to be held at one time. The bin waggons would service bins from the holding areas, with collection points on Lower Chatham Street and Higher Chatham Street. Environmental Health consider the waste strategy for the PBSA to be adequate.



Deliveries and Waste collection

The retail areas and community space would have a dedicated bin store on the ground floor. The precise retail and community use is not known. A minimum of four bins, one for each waste stream, would be provided in both the retail and community bin stores.

Specific arrangements for the storage, management, and collection of waste from the retail and community spaces would be determined once the end users are known. Waste from the retail and community spaces would be collected by private waste collection contractors.

Environmental Health have recommended a condition in this regard.

Water quality, drainage and flood risk

The site is in flood zone 1 and in a critical drainage area where there are complex surface water flooding problems from ordinary watercourses, culverts and flooding from the sewer network. These areas are particularly sensitive to an increase in surface water run off and/or volume from proposals which may exasperate local flooding problems. Policy EN14 requires development to minimise its impact on surface water run off in critical drainage areas.

The drainage strategy has been considered by the City Council's flood risk management team and further details are required in order to satisfy the provision of policy EN14 of the Core Strategy which should form part of the conditions of the planning approval. A verification and monitoring condition should also be imposed.

Ground conditions

There are no unusual or complex ground contamination issues. Environmental Health have recommended a watching brief for the duration of the works in the event any contamination is encountered. This should form a condition in order to comply with policy EN18 of the Core Strategy.

Designing out crime

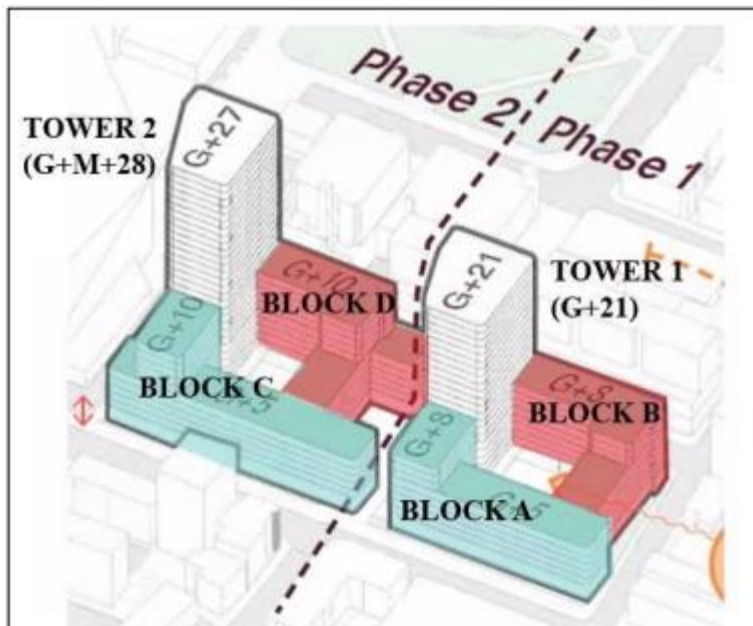
The proposal would bring vitality to this area and more active frontage. It is recommended that a condition requires the CIS to be implemented in full to achieve Secured by Design Accreditation.

Construction Management

A construction management plan framework acknowledges the sensitive context of the site and its proximity to homes, educational buildings, exiting halls of residents and commercial developments.

The contractor would be part of the Considerate Construction Scheme to ensure that construction processes adopt best practice to mitigate against impact on the identified neighbours.

The development would be delivered in two phases:



Construction phases

The development would start on site in quarter 4 of 2025 with a scheduled completed of May 2030.

The demolition of the existing building would take place from south to north. Once the southern portion is cleared, the piles and superstructure of the southern portion of the proposal would commence whilst the northern building is demolished. Once the northern portion is cleared the piling and superstructure of the northern portion of the development would commence in parallel.

Deliveries to the site would predominantly take place from Cambridge Street and vehicles would exit site via Higher Chatham Street and Boundary Street West back onto Cambridge Street. All deliveries would be undertaken through an electronic “booking-in” system, with all deliveries allocated a specific time slot. This would prevent waiting on the highway.

MMU hold a set of contractor policy documents which would be included within the building contract between Unite and the Contractor, which require that contractor vehicles should only be parked in authorised areas and not on surrounding local streets. The management of this would also be included within the Unite Employer’s Requirements under the building contract. Construction personnel would therefore be encouraged not to use private cars but to use active and sustainable solutions for travel such as walking, bicycle, and local public transport.

Storage areas would be provided at the site for stock piling of materials. This would support an efficient build programme.

Plant would be operated in manner which minimises local disruption. This includes only using certain noisy plant in certain hours and attenuating the plant. A Dust Management Plan (DMP) would include dust management measures along with no idling of vehicles and wheel washing. This would ensure no unacceptable impacts on air quality.

Provided these measures are adhered to the construction activities are in accordance with policies SP1 and DM1 of the Core Strategy and extant policy DC26 of the Unitary Development Plan. A construction management plan condition would be attached to ensure the process has the minimal impact on surrounding buildings and occupants and the highway network.

Fire Safety

It is a mandatory planning requirement to consider fire safety for high rise buildings in relation to land use planning issues. A fire statement must be provided, and the Health and Safety Executive (HSE) must be consulted. Government advice is very clear that the review of fire safety at gateway one through the planning process should not duplicate matters that should be considered through building control. The HSE are content with the proposals at Gateway One.

Aerodrome safeguarding

An informative about the use of cranes should be imposed on any permission in line with the comments of the Aerodrome Safeguarding Team.

Legal Agreement

This application will be subject to a legal agreement which would ensure that private waste collections are maintained throughout the lifetime of the development as set out under the heading 'waste strategy and servicing management'.

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

Public Opinion

The majority of the comments made by neighbours and the public have been dealt with in the report above.

The scheme has been amended to retain the cycleway through the site.

Conclusion

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

It would be a significant investment in the Oxford Corridor and is wholly consistent with planning policies for the site (policy H12) and would help realise regeneration benefits and meet demand for PBSA in a sustainable location.

Significant weight should be given to this (paragraph 85 of the NPPF). The design would set high standards of sustainability. A comprehensive travel plan and

improvements to the pedestrian and cycling environment would exploit the location in the Oxford Road corridor.

The site would be car free, except for disabled and servicing provision, which would minimise emissions. Careful consideration has been given to the impact of the proposal on the local area. There would inevitably be impacts in terms of the use and the scale of the building on light, noise, air quality, water management or wind conditions. However, none of these impacts would be unduly harmful to warrant refusal of this application.

Waste can be managed with recycling prioritised. Online deliveries and taxis would be managed to minimise impacts on the residential neighbourhood.

There would be some localised impacts on the historic environment (to nearby listed buildings) with the level of harm being considered low, less than substantial and significantly outweighed by the public benefits which would be delivered as a consequence of the development socially, economically and environmentally. The proposal therefore accords with paragraphs 193, 194 and 196 of the NPPF and sections 66 and 72 of the Planning (Listed Building and Conservation Areas) Act 1990.

Other Legislative Requirements Equality Act 2010

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

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

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

Recommendation

Minded to Approve subject to:

- a. the signing of a section 106 agreement to secure that private waste collections would take place for the perpetuity of the development and to secure the project architect; and
- b. the expiry of the consultation period relating to the amended/additional plans and information, pursuant to Regulation 25 of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2017.

Article 35 Declaration

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

Conditions to be attached to the decision

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

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

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

Drawings received by the City Council as local planning authority on 15 August 2025

998-CPA-ZZ-00-DR-A-0100 Rev P01 Location Plan
998-CPA-ZZ-00-DR-A-0110 P01 Existing Site Plan
998-CPA-ZZ-00-DR-A-0111 Rev P01 Site Plan - Demolition
998-CPA-ZZ-00-DR-A-0112 Rev P01 Site Plan - Proposed
998-CPA-ZZ-00-DR-A-0113 Rev P01 Site Plan - Phasing
998-CPA-ZZ-00-DR-A-0114 Rev P01 Site Plan - Existing - Topography
998-CPA-ZZ-00-DR-A-0115 Rev P01 Site Plan - Fire Service
998-CPA-ZZ-B1-DR-A-0220 Rev P01 Planning - Floor Plan - Basement
998-CPA-ZZ-00-DR-A-0221 Rev P01 Planning - Floor Plan - Ground Floor
998-CPA-ZZ-01-DR-A-0222 Rev P01 Planning - Floor Plan - Level 01
998-CPA-ZZ-02-DR-A-0223 Rev P01 Planning - Floor Plan - Level 02
998-CPA-ZZ-03-DR-A-0224 Rev P01 Planning - Floor Plan - Level 03
998-CPA-ZZ-04-DR-A-0225 Rev P01 Planning - Floor Plan - Level 04
998-CPA-ZZ-05-DR-A-0226 Rev P01 Planning - Floor Plan - Level 05
998-CPA-ZZ-06-DR-A-0227 Rev P01 Planning - Floor Plan - Level 06
998-CPA-ZZ-07-DR-A-0228 Rev P01 Planning - Floor Plan - Level 07

998-CPA-ZZ-08-DR-A-0229 Rev P01 Planning - Floor Plan - Level 08
998-CPA-ZZ-09-DR-A-0230 Rev P01 Planning - Floor Plan - Level 09
998-CPA-ZZ-10-DR-A-0231 Rev P01 Planning - Floor Plan - Level 10
998-CPA-ZZ-11-DR-A-0232 Rev P01 Planning - Floor Plan - Level 11
998-CPA-ZZ-12-DR-A-0233 Rev P01 Planning - Floor Plan - Level 12
998-CPA-ZZ-13-DR-A-0234 Rev P01 Planning - Floor Plan - Level 13
998-CPA-ZZ-14-DR-A-0235 Rev P01 Planning - Floor Plan - Level 14
998-CPA-ZZ-15-DR-A-0236 Rev P01 Planning - Floor Plan - Level 15
998-CPA-ZZ-16-DR-A-0237 Rev P01 Planning - Floor Plan - Level 16
998-CPA-ZZ-17-DR-A-0238 Rev P01 Planning - Floor Plan - Level 17
998-CPA-ZZ-18-DR-A-0239 Rev P01 Planning - Floor Plan - Level 18
998-CPA-ZZ-19-DR-A-0240 Rev P01 Planning - Floor Plan - Level 19
998-CPA-ZZ-20-DR-A-0241 Rev P01 Planning - Floor Plan - Level 20
998-CPA-ZZ-21-DR-A-0242 Rev P01 Planning - Floor Plan - Level 21
998-CPA-ZZ-22-DR-A-0243 Rev P01 Planning - Floor Plan - Level 22
998-CPA-ZZ-23-DR-A-0244 Rev P01 Planning - Floor Plan - Level 23
998-CPA-ZZ-24-DR-A-0245 Rev P01 Planning - Floor Plan - Level 24
998-CPA-ZZ-25-DR-A-0246 Rev P01 Planning - Floor Plan - Level 25
998-CPA-ZZ-26-DR-A-0247 Rev P01 Planning - Floor Plan - Level 26
998-CPA-ZZ-27-DR-A-0248 Rev P01 Planning - Floor Plan - Level 27
998-CPA-ZZ-28-DR-A-0249 Rev P01 Planning - Floor Plan - Level 28
998-CPA-ZZ-29-DR-A-0250 Rev P01 Planning - Floor Plan - Level 29
998-CPA-ZZ-ZZ-DR-A-0251 Rev P01 Planning - Floor Plan - Roof
998-CPA-ZZ-ZZ-DR-A-0631 Rev P01 Planning - Site Elevations - South West & North East Cambridge St. & Chatham St.
998-CPA-ZZ-ZZ-DR-A-0632 Rev P01 Planning - Site Elevations - South East & North West Boundary St. West & Service Rd.
998-CPA-ZZ-ZZ-DR-A-0633 Rev P01 Planning - Site Elevation - South West - Cambridge St.
998-CPA-ZZ-ZZ-DR-A-0634 Rev P01 Planning - Site Elevation - North East - Chatham St.
998-CPA-ZZ-ZZ-DR-A-0635 Rev P01 Planning - Site Elevation - South East & North West - Boundary St. & Service Rd.
998-CPA-ZZ-ZZ-DR-A-0636 Rev P01 Planning - Site Elevation - Link
998-CPA-ZZ-ZZ-DR-A-0710 Rev P01 Planning - Section AA
998-CPA-ZZ-ZZ-DR-A-0711 Rev P01 Planning - Section BB
998-CPA-AZ-ZZ-DR-A-0712 Rev P01 Planning - Section CC - Phase 1
998-CPA-AZ-ZZ-DR-A-0713 Rev P01 Planning - Section DD - Phase 1
998-CPA-BZ-ZZ-DR-A-0714 Rev P01 Planning - Section EE - Phase 2
998-CPA-BZ-ZZ-DR-A-0715 Rev P01 Planning - Section FF - Phase 2
998-CPA-BZ-ZZ-DR-A-0716 Rev P01 Planning - Section GG - Phase 2
998-CPA-AZ-ZZ-DR-A-0800 Rev P01 Planning - Bay Study - Cluster - Cambridge Street
998-CPA-AZ-ZZ-DR-A-0801 Rev P01 Planning - Bay Study - Studio - Cambridge Street
998-CPA-AZ-ZZ-DR-A-0802 Rev P01 Planning - Bay Study - Phase 01 Tower
998-CPA-AZ-ZZ-DR-A-0803 Rev P01 Planning - Bay Study - Phase 01 - Chatham St. Corner
998-CPA-BZ-ZZ-DR-A-0804 Rev P01 Planning - Bay Study - Phase 02 - Tower Link - Chatham St.

998-CPA-BZ-ZZ-DR-A-0805 Rev P01 Planning - Bay Study - Phase 02 - Cambridge Street

998-CPA-ZZ-ZZ-DR-A-8910 Rev P01 Planning - GEA Area Plans

998-CPA-ZZ-ZZ-DR-A-8911 Rev P01 Planning - GIA Area Plans

998-CPA-ZZ-ZZ-DR-A-8912 Rev P01 Planning - NIA Area Plans

1132-RFM-XX-00-DR-L-0001 Rev P10 L00&L01 Landscape General Arrangement

1132-RFM-XX-00-DR-L-0002 Rev P08 L00&L01 Planting Strategy

1132-RFM-XX-07-DR-L-0003 Rev P08 L07 Roof Podium General Arrangement

1132-RFM-XX-00-DR-L-0004 Rev P02 L07 Planting Strategy

1132-RFM-XX-00-DR-L-0005 Rev P03 L00 Landscape Sections

1132-RFM-XX-00-DR-L-0006 Rev P02 L00 & L01 Landscape Sections

1132-RFM-XX-07-DR-L-0007 Rev P01 L07 Landscape Sections

Drawing received by the City Council as local planning authority on 23 July 2025
CAM-ARU-ZZ-ZZ-DR-C-000002 P04 Proposed Drainage Strategy Plan

Drawing received by the City Council as local planning authority on 18 July 2025
CAM-ARP-ZZ-ZZ-DR-C-000004 P04 Proposed Surface Water Drainage Catchment Plan

Documents

Design and Access Statement by Cartwright Pickard 998-CPA-ZZ-ZZ-RP-A-9029
Revision P01 dated August 2025, including:

RIBA Stage 3 Life Cycle Embodied Carbon Assessment Reference CAM-ARP-ZZ-ZZ-RP-WLC-0001 P02 by Arup dated 21 March 2025 (contained within Design and Access Statement),

Part L and O Compliance Technical Note Reference: 15299-WAT-XX-XX-TN-V-59010 Revision P02, by Waterman dated 03/03/2025;

Transport Statement Addendum Ref: CAM-ARP-XX-XX-RP-OT-0003 P01 by Arup dated 18 August 2025;

Framework Travel Plan Ref: CAM-ARP-XX-XX-RP-OT-0002 Issue V2 by Arup dated 18 August 2025;

Cambridge Halls, (the "Residence"), Non-Student Management Plan for Summer Occupancy received by the City Council as local planning authority on 31 July 2025

Manchester Metropolitan University letter dated 23 July 2025 regarding discounted accommodation;

Flood Risk Assessment Date Environment Agency dated 14 April 2025;

Ground Investigation Report Reference CAM-ARP-ZZ-XX-RP-G-0002 P02 by ARUP dated 11 April 2025;

Energy and Carbon Proforma GMCA Non-residential Major Development dated 20.06.2025;

Statutory Biodiversity Metric March 2025 received by the City Council as local planning authority on 16 June 2025;

Demolition Management Plan by P P O'Connor received by the City Council as local planning authority on 18 August 2025;

Construction Management Plan Reference: CAM-ARP-ZZ-ZZ-RP-CMP-000001 P03 by Arup dated 14 May 2025;

Stage 2 Accommodation Schedule Revision P10 dated 19/05/2025;

Geotechnical and Geoenvironmental Desk Study Reference CAM-ARUP-ZZ-XX-RP-G-0001 revision P02 by Arup dated 11th April 2025;
Flood Risk Assessment & Drainage Strategy Reference CAM-ARP-ZZ-ZZ-RP-C-0001 Rev P03 by ARUP dated 25 April 2025;
Fire Statement form received by the City Council as local planning authority on 7 May 2025;
Energy Statement Stage 2 Reference: 15299-WAT-XX-XX-RP-V-59015 P01 by Waterman Building Services Ltd dated April 2025;
Ecological Impact Assessment Report 1520/Version 2.0 by Johns Associates dated 15 April 2025;
Crime Impact Statement Version A: dated 25/02/2025 Ref: 2014/0909/CIS/01 by Greater Manchester Police;
Site Waste Management Plan Reference: CH-SWMP by ARUP dated 2 December 2024;
Broadband Connectivity Assessment by Pagerpower March 2025;
Breeam Pre-Assessment Breeam New Construction v6.1 Retail by Waterman dated April 2025;
Breeam Pre-Assessment Breeam New Construction v6.1 Student Residential (Phase 1) by Waterman dated April 2025;
Breeam Pre-Assessment Breeam New Construction v6.1 Student Residential (Phase 2) by Waterman dated April 2025;
Breeam Pre-Assessment Breeam New Construction v6.1 Healthcare by Waterman April 2025;
Biodiversity Net Gain (BNG) Report 1520/Version 1.0 by Johns Associates dated 15 April 2025;
Arboricultural Implications Assessment by Johns Associates received by the City Council as local planning authority on 7 May 2025;
Environmental Statement Volume 1: by Turley dated April 2025;
Environmental Statement Volume 2: Appendices received by the City Council as local planning authority on 7 May 2025;
Environmental Statement Volume 3: Environmental Management Plan (EMP) by Turley dated April 2025;
Environmental Statement Volume 4: Non-Technical Summary (NTS) by Turley dated April 2025;
Transport Statement Reference 01 by ARUP dated 30 April 2025 as amended by the drawings received by the City Council as local planning authority on 15 August 2025 and the Transport Statement Addendum Ref: CAM-ARP-XX-XX-RP-OT-0003 P01 by Arup dated 18 August 2025;
Terrestrial Television Baseline Survey by Pagerpower dated June 2024;
Sustainability Statement Stage 2 15299-WAT-XX-XX-RP-V-59008 by Waterman dated April 2025;
Student Management Plan by Unite Students dated April 2025;
Planning and Tall Building Statement by Turley dated April 2025 as amended by the drawings and documents received by the City Council as local planning authority on 15 and 18 August 2025;
Appendix C Sustainability Services Approved Document O Overheating Assessment Stage 2 Reference: BSD15299-WAT-XX-XX-RP-V-59016 by Waterman dated April 2025;
Outline Local Labour Method Statement dated April 2025;

Sustainability Services Operational Waste Management Strategy Stage 2 15299-WAT-XX-XX-RP-V-59017 by Waterman dated April 2025 as amended by the drawings and documents received by the City Council as local planning authority on 15 and 18 August 2025;;
Health Impact Assessment by Turley dated May 2025; and
Green and Blue Infrastructure Statement 1132-RFM-XX-XX-RP-L-0001 by re-form dated March 2025 as amended by the drawings and documents received by the City Council as local planning authority on 15 and 18 August 2025.

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

3) The development hereby approved shall be phased in accordance with drawing number 998-CPA-ZZ-00-DR-A-0113 Rev P01 Site Plan - Phasing.

Reason - For the avoidance of doubt, pursuant to Policy DM1 of the Core Strategy, as the development is proposed to be carried out in a phased manner.

4) The student accommodation element of the development hereby approved shall be used as purpose built student accommodation (PBSA) (Sui Generis) and for no other purpose of The Town and Country Planning (Use Classes) Order 1987 (or any order revoking and re-enacting that Order with or without modification) (including serviced apartments/apart hotels or similar uses where sleeping accommodation (with or without other services) is provided by way of trade for money or money's worth and occupied by the same person for less than ninety consecutive nights), other than in accordance with the approved Cambridge Halls, (the "Residence"), Non-Student Management Plan for Summer Occupancy received by the City Council as local planning authority on 31 July 2025 for persons attending the University's summer courses.

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.

5) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any order revoking and re-enacting that Order with or without modification) the commercial space within the development shown on drawing numbers 998-CPA-ZZ-01-DR-A-0222 P01 and 998-CPA-ZZ-00-DR-A-0221 P01 shall only be used for Use Class E (excluding convenience retail) and / or Use Class F1(a) and / or Use Class F2(b).

Reason - For the avoidance of doubt and in order to secure a satisfactory form of development due to the particular circumstance of the application site, ensuring the vitality of the units and in the interest of residential amenity, pursuant policy DM1 of the Core Strategy for Manchester.

6) The commercial units hereby approved shall remain as separate units and shall not be sub-divided or amalgamated without the benefit of planning permission being secured.

Reason - In the interests of residential amenity and to ensure the future viability and vitality of the commercial units pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies DM1 and SP1 of the Manchester Core Strategy.

7) The window(s) to the commercial units hereby approved shall be retained as clear glazed window openings at all times and views into the premises shall not be screened or obscured in any way.

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

8) No removal of or works to any hedgerows, trees or shrubs shall take place during the main bird breeding season 1 March to 30 September inclusive, unless a competent ecologist has undertaken a careful, detailed check of vegetation for active birds' nests immediately before the vegetation is cleared and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. Any such written confirmation shall be submitted to and agreed in writing by the City Council as local planning authority.

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

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

Accessible rooms shall be provided in accordance with the approved plans and shall be in place prior to the first use of the student accommodation and thereafter retained and maintained in situ.

Reason - To ensure that satisfactory disabled access is provided pursuant to the provisions of Core Strategy policy DM1 and policy JP-H3 of the Places for Everyone Joint Development Plan.

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

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

11) Prior to the commencement of development, evidence of how demolition/construction workers shall be prevented from parking on the highways in the areas of Hulme and Ardwick surrounding the site during the demolition and construction phases of the development shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be carried out in accordance with the approved details.

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

12) a) Prior to the commencement of the development hereby approved, a full condition survey of the carriageways/footways on construction vehicle routes surrounding the site shall be undertaken and submitted to the City Council as local planning authority.

b) When all construction/fit-out works are complete, the same carriageways/footways shall be re-surveyed and the results submitted to the City Council as local planning authority for assessment. Should any damage have occurred to the carriageways/footways, they shall be repaired and reinstated by the applicant in accordance with a scheme that shall first be submitted to and approved in writing by the City Council as local planning authority.

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

13) During the operational phase of the PBSA development, there shall be no servicing or collections carried out at the site outside the hours of:

07:30 to 20:00, Monday to Saturday,

There shall be no servicing or collections carried out at the site on Sundays or Bank Holidays.

Reason - In order to protect the amenity of local residents and in accordance with policies SP1 and DM1 of the Core Strategy.

14) During the operational phase of the commercial units hereby approved, there shall be no deliveries, servicing or collections carried out at the site outside the hours of:

07:30 to 20:00, Monday to Saturday,

There shall be no deliveries, servicing or collections carried out at the site on Sundays or Bank Holidays.

Reason - In order to protect the amenity of local residents and in accordance with policies SP1 and DM1 of the Core Strategy.

15) Prior to the occupation of the development hereby approved a signage strategy for the development shall be submitted for approval in writing by the City Council, as

Local Planning Authority. The approved signage strategy shall then be implemented and used to inform any future advertisement applications for the development.

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

16) The delivery of food, parcels and other goods to the student accommodation units hereby approved shall be managed in accordance with the Student Management Plan dated April 2025 by Unite.

Reason - In the interests of public and highway safety and the protection of residential amenity, pursuant to policy DM1 of the Core Strategy.

17) The moving in and moving out of students to the student accommodation hereby approved shall be managed in accordance with the approved Student Management Plan dated April 2025 by Unite.

Reason - In the interests of public and highway safety and the protection of residential amenity, pursuant to policy DM1 of the Core Strategy.

18) The student accommodation shall operate at all times in accordance with approved Student Management Plan by Unite Students dated April 2025.

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

19) Phase 1 of the development shall be carried out in accordance with Chapter 8 of the Ground Investigation Report Reference: CAM-ARP-ZZ-XX-RP-G-0002 P02 dated 11 April 2025 by Arup, including carrying out a watching brief during construction. 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 during the Watching Brief, then further 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 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 approved Remediation Strategy.

A Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority following the carrying out of the measures in the approved Remediation Strategy and prior to the first occupation of Phase 1 of the development.

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

20) a) Prior to the commencement of Phase 1 of the development, details of a Local Labour Proposal in order to demonstrate a commitment to recruit local labour for the demolition elements of the Phase 1 development shall be submitted to and approved

in writing by the City Council as local planning authority. The approved document shall be implemented as part of the demolition phase of the Phase 1 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; and
- 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 demolition work within Phase 1 being completed, a detailed report which takes into account the information and outcomes about local labour recruitment pursuant to items (i) and (ii) of limb (a) of this condition shall be submitted to and approved in writing by the City Council as local planning authority.

Reason - To safeguard local employment opportunities, pursuant to policies EC1 of the Core Strategy for Manchester.

21) a) Prior to the commencement of Phase 1 of the development, not including demolition, details of a Local Labour Proposal in order to demonstrate a commitment to recruit local labour for the construction elements of the Phase 1 development shall be submitted to and approved in writing by the City Council as local planning authority. The approved document shall be implemented as part of the construction phase 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; and
- 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 within Phase 1 being completed, a detailed report which takes into account the information and outcomes about local labour recruitment pursuant to items (i) and (ii) of limb (a) of this condition shall be submitted to and approved in writing by the City Council as local planning authority.

Reason - To safeguard local employment opportunities, pursuant to policies EC1 of the Core Strategy for Manchester.

22) Notwithstanding the details shown within the approved drawings and documents, prior to the commencement of demolition within Phase 1, a detailed demolition management plan outlining working practices during demolition shall be submitted to and approved in writing by the City Council as local planning authority which for the avoidance of doubt shall include:

*Display of an emergency contact number;

- *Details of Wheel Washing;
- *Dust suppression measures;
- *Compound locations where relevant;
- *Location, removal and recycling of waste;
- *Types and frequency of vehicular demands;
- *Routing strategy and swept path analysis;
- *Parking of construction vehicles and staff;
- *A community consultation strategy that details how and when local businesses and any residents will be consulted on matters such as hours of work, noisy working, road closures and suspension of parking bays;
- *Sheeting over of construction vehicles; and
- *Details of dust control.

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

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

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

23) Notwithstanding the details shown within the approved drawings and documents, prior to the commencement of development (not including demolition) within Phase 1, a detailed construction management plan outlining working practices during development shall be submitted to and approved in writing by the City Council as Local Planning Authority which for the avoidance of doubt shall include:

- *Display of an emergency contact number;
- *Details of Wheel Washing;
- *Dust suppression measures;
- *Compound locations where relevant;
- *Location, removal and recycling of waste;
- *Types and frequency of vehicular demands;

*Routing strategy and swept path analysis;

*Parking of construction vehicles and staff;

*A community consultation strategy that details how and when local businesses and any residents will be consulted on matters such as hours of work, noisy working, road closures and suspension of parking bays;

*Sheeting over of construction vehicles; and

*Details of dust control including measures required to protect the Rochdale Canal, the Civic Quarter Energy Centre and the adjacent railway viaduct from dust and debris from the demolition.

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

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

24) a) Notwithstanding the details submitted with the application, prior to the commencement of development (not including demolition) within Phase 1, the following shall be submitted to and approved in writing by the City Council as local planning authority:

- i. Baseline samples and specifications of all materials to be used on all external elevations;
- ii. Drawings to illustrate details of full sized sample panels that will be produced in line with an agreed programme; and
- iii. A programme for the production of the full sized sample panels and strategy for quality control management.

The panels to be produced shall include jointing and fixing details between all component materials and any component panels, details of external ventilation requirements, details of the drips to be used to prevent staining and details of the glazing and frames.

b) The sample panels and quality control management strategy shall then be submitted to and approved in writing by the City Council as local planning authority in accordance with the programme and drawings agreed in part a) above. The Phase 1 development shall be carried out in accordance with the approved 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.

25) Notwithstanding the approved details, prior to any above ground works within Phase 1, a programme for the submission of final details of the public and private

realm works shall be submitted to and approved in writing by the City Council as local planning authority. The programme shall include submission and implementation timeframes for the following details:

- (i) Details of the proposed hard landscape materials;
- (ii) Details of the materials, including natural stone or other high quality materials to be used for the reinstatement of the pavements and for the areas between the pavement and the line of the proposed building;
- (iii) Details of delineation measures between private and adopted areas of footway to define the extent of the adopted highway;
- (iv) Details of the proposed soft landscape including proposed size, species and planting specification including tree pits and design;
- (v) Details of measures to create potential opportunities to enhance and create new biodiversity within the development to include bat boxes and bricks, bird boxes and appropriate planting;
- (vi) Details of boundary treatments, including gates, which shall ensure adequate visibility for child pedestrians where adjacent to the adopted highway;
- (vii) Details of the proposed street furniture including seating, bins and lighting;
- (viii) Details of any external steps and handrails;
- (ix) Details of any measures required to mitigate the wind impacts of the proposal; and
- (ix) Details including exact locations of external cycle parking.

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

If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies SP1, DM1, EN1, EN9 and EN15 of the Core Strategy and Section 15 of the NPPF.

26) Prior to the first occupation of Phase 1 of the development hereby approved, a detailed 30 year landscaped management plan for the Phase 1 development shall be submitted for approval in writing by the City Council, as Local Planning Authority.

This shall include details of how the hard and soft landscaping areas will be maintained including maintenance schedules and repairs. The management plan shall then be implemented as part of the development and remain in place for as long as the development remains in use.

Reason - To ensure that the satisfactory landscaping scheme for the development is maintained in the interest of the character and visual amenity of the area, in accordance with policies SP1, EN9 and DM1 of the Core Strategy.

27) Notwithstanding the details shown within the approved drawings and documents, prior to the commencement of development within Phase 1, not including demolition, details of surface water drainage works in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015), or any subsequent replacement national standards, shall be submitted to and approved in writing by the City Council as local planning authority. The details shall include the following information:

- a) Progression through the drainage hierarchy must be evidence based and supported by site investigation including assessments of ground conditions and infiltration testing in accordance with BRE365. Proposals of attenuation should achieve half drain time within 24 hours;
- b) Where surface water is connected to the public sewer, agreement in principle from United Utilities is required that there is adequate spare capacity in the existing system taking future development requirements into account. An email of acceptance of proposed flows and/or new connection will suffice;
- c) Maximised integration of green SuDS components (utilising infiltration or attenuation) if practicable;
- d) Details of surface water attenuation to align with the Manchester, Trafford and Salford Strategic Flood Risk Assessment. For brownfield sites a minimum of 50% betterment is required for reduction in runoff rate compared to the existing rates with the aim of reducing to the Greenfield runoff rates;
- e) A finalised drainage layout showing all components, outfalls, levels and connectivity;
- f) An existing and proposed impermeable areas drawing to accompany all discharge rate calculations;
- g) Hydraulic calculations of the proposed drainage system, including all design parameters. Calculations must include Critical Storm Events for the 1 in 2, 1 in 30 and 1 in 100 + 45% Climate Change. Results must demonstrate no surcharge for the 1 in 2, no flooding in the 1 in 30 and no flooding of buildings for the 1 in 100 + 45% Climate Change;
- h) Where a sewer diversion is proposed, agreement in principle from United Utilities is required. An email of acceptance will suffice;
- i) Where a sewer build-over is proposed, agreement in principle from United Utilities is required. An email of acceptance will suffice;
- j) A plan indicating surface water overland flow routes for extreme events to ensure flows are diverted away from existing and proposed buildings (including basements);
- k) Construction details of flow control and SuDS elements; and
- l) A plan indicating easements. SuDS features (including attenuation tanks) should be appropriately positioned, including a 2.5m easement from the existing

highway and a 5m easement from any dwellings, guaranteeing accessibility for future maintenance and contingency for asset failure. This practice is in accordance with SuDS Manual (C753).

The approved details shall be implemented in full before first occupation of the Phase 1 development.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to national policies within the NPPF and local policies EN08 and EN14 of the Core Strategy.

28) Prior to the first occupation/use of the development within Phase 1, details of the implementation, maintenance and management of the approved surface water drainage scheme, shall be submitted to and approved in writing by the City Council as local planning authority. Those details shall include:

- a. Verification report providing photographic evidence of constructed flow control and SuDS components as per design drawings approved as part of Condition 20;
- b. Provide As-Built construction drawings or confirm that they align with the original design construction drawings; and
- 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.

The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details.

Reason - To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development pursuant to national policies within the NPPF and NPPG and the Manchester Core Strategy policies EN08 and EN14.

29) Prior to the commencement of development (not including demolition) within Phase 1, studies with regard to television reception in the area containing the site shall be submitted to and approved in writing by the City Council as local planning authority. The studies shall include:

- a) Measure the existing television signal reception within the potential impact areas identified in the Terrestrial Television Baseline Survey by Pagerpower dated June 2024 before development (not including demolition) within Phase 1 commences. The work shall be undertaken either by an aerial installer registered with the Confederation of Aerial Industries or by a body approved by the Office of Communications and shall include an assessment of the survey results obtained.
- b) Assess the impact of the development on television signal reception within the potential impact area identified in part (a) of this condition within one month of the

practical completion of the Phase 1 development or before the Phase 1 development is first occupied, whichever is the sooner, and at any other time during the construction of the Phase 1 development if requested in writing by the City Council as local planning authority in response to identified television signal reception problems within the potential impact area. The study shall identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out in part (a) of this condition above. The approved measures must be carried out either before the Phase 1 building is first occupied or within one month of the study being submitted to the City Council as local planning authority, whichever is the earlier.

Reason - To provide an indication of the area of television signal reception likely to be affected by the development to provide a basis on which to assess the extent to which the development during construction and once built, will affect television reception and to ensure that the development at least maintains the existing level and quality of television signal reception, pursuant to Policy DM1 of the Core Strategy for the City of Manchester and Section 10 of the National Planning Policy Framework.

30) a) The student accommodation within Phase 1 shall be ventilated and acoustically insulated in accordance with the approved Acoustic Assessment Report (2124.Rep.AAR.Rev3) prior to first occupation of the accommodation.

The following noise criteria shall be required to be achieved when providing adequate ventilation as defined by Approved Document F of the Building Regulations (whole dwelling ventilation):

Bedrooms (night time - 23.00 - 07.00) 30 dB LAeq (individual noise events shall not exceed 45 dB L_{Amax,F} by more than 10 times)

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

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

b) Prior to first occupation of the student accommodation within Phase 1, 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 consultant's report. The report shall also undertake post completion testing to confirm that the internal noise criteria have been met, including testing environmental noise ingress, entertainment noise levels and the noise from any measures to control overheating. Any instances of non-conformity with the recommendations in the approved acoustic consultant's report shall be detailed along with any measures required to be undertaken to ensure compliance with the internal noise criteria. The required measures shall be fully implemented prior to first occupation of the student accommodation within Phase 1.

Reason - To secure a reduction in noise from the main roads and surrounding road networks and any other potential sources of noise, in order to protect future residents from noise nuisance, pursuant to policies SP1, H1 and DM1 of the Core Strategy.

31) a) Notwithstanding the details shown within the approved drawings and documents, the PBSA communal amenity uses within Phase 1 shall be acoustically insulated and treated to limit the break out of noise, including entertainment noise and structure-borne noise from activity/equipment such as weightdrops/treadmills, 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 prior to first occupation of the PBSA in Phase 1.

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

b) Prior to first use of the communal amenity uses within Phase 1 a verification report shall be submitted to and approved in writing to validate that the work undertaken throughout the development in Phase 1 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, including testing entertainment noise and structure-borne noise from activity/equipment such as weightdrops/treadmills. Any instances of non-conformity with the recommendations in the approved acoustic consultant's report shall be detailed along with any measures required to be undertaken to ensure compliance with the internal noise criteria. The required measures shall be carried out prior to first occupation of the Phase 1 PBSA.

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

32) a) Notwithstanding the details shown within the approved drawings and documents, the commercial uses within Phase 1 shall be acoustically insulated and treated to limit the break out of noise, including entertainment noise and structure-borne noise from activity/equipment such as weightdrops/treadmills, 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 prior to first occupation of each of the commercial uses in Phase 1.

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

b) Prior to first use of the commercial uses within Phase 1 a verification report shall be submitted to and approved in writing to validate that the work undertaken throughout the development in Phase 1 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, including testing entertainment noise and structure-borne noise from activity/equipment such as weightdrops/treadmills. Any instances of non-conformity with the recommendations in the approved acoustic consultant's report shall be detailed along with any measures required to be undertaken to ensure compliance with the internal noise criteria. The required measures shall be carried out prior to first occupation of the commercial uses within Phase 1.

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

33) a) Notwithstanding the details shown within the approved drawings and documents, prior to first occupation of the development within Phase 1, the building, together with any externally mounted ancillary equipment, shall be acoustically insulated in accordance with a scheme to 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 equipment. The equipment shall be selected and/or acoustically treated so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location.

b) Prior to first occupation of the development within Phase 1, a verification report to validate that the relevant works undertaken throughout the development conform to the recommendations and requirements in the approved acoustic consultant's report shall be submitted to and approved in writing by the City Council as local planning authority. The verification report shall include post completion testing to confirm that acceptable criteria has 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. The required measures shall be carried out prior to first occupation of the development within Phase 1.

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

34) No part of the site outside the building within Phase 1 shall be used other than in accordance with a schedule of days and hours of operation submitted to and approved in writing by the City Council as local planning authority. No amplified sound or any music shall be produced or played in any part of the site outside the building.

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

35) a) Notwithstanding the details shown within the approved drawings and documents, prior to the commencement of development within Phase 1 of the development, details of the storage and disposal of refuse for the PBSA within Phase

1 shall be submitted to and approved in writing by the City Council as local planning authority.

b) The details approved in part a) of this condition above shall be implemented in full as part of Phase 1 of the development and shall remain in situ whilst the use or development is in operation.

Reason - In the interests of amenity and public health, pursuant to policy DM1 of the Core Strategy for the City of Manchester.

36) a) Notwithstanding the details shown within the approved drawings and documents, before use of each commercial unit within Phase 1 of the development commences, a scheme for the storage and disposal of refuse for that unit shall be submitted to and approved in writing by the City Council as local planning authority.

b) The details approved in part a) of this condition above shall be implemented in full as part of the Phase 1 development and shall remain in situ whilst the use or development is in operation.

Reason - In the interests of amenity and public health, pursuant to policy DM1 of the Core Strategy for the City of Manchester.

37) Fumes, vapours and odours shall be extracted and discharged from any uses within Phase 1 of the development that involve the preparation of hot food in accordance with a scheme to be submitted to and approved in writing by the City Council as Local Planning Authority before the use(s) commences. Any works undertaken pursuant to the approved scheme shall be implemented in full before the use commences.

Reason - In the interests of residential amenity, pursuant to policy DM1 of the Core Strategy.

38) a. External lighting within Phase 1 shall be designed and installed so as to control glare and overspill onto nearby residential properties in accordance with a scheme to be submitted to and approved in writing by the City Council as Local Planning Authority prior to installation of the lighting.

b. Prior to occupation of the development within Phase 1 a verification report to validate that the relevant works undertaken throughout the development conform to the recommendations and requirements in the approved light consultant's report shall be submitted to and approved in writing by the City Council as local planning authority. The report shall include 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 and timescales for implementation. The measures to ensure compliance shall be carried out in accordance with the approved timescales.

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.

39) The commercial unit within Phase 1 shall not be occupied unless and until the opening hours of the proposed use have been agreed in writing by the City Council as local planning authority. That use thereafter shall not open outside the approved hours.

Reason - In the interests of residential amenity in accordance with saved policy DC 26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

40) Prior to first occupation of the development within Phase 1, a scheme of highway works in relation to the development within Phase 1 shall be submitted to and approved in writing by the City Council, as Local Planning Authority.

The scheme shall include details of all changes to on-site and off-site adopted highways, including (but not limited to):

- i. Footway and loading arrangements;
- ii. Relocation/closure of parking bays/TROs;
- iii. Disabled parking bays;
- iv. Footway works (including reinstatement, resurfacing and installation of dropped kerbs and tactile paving at crossing points, and review of footway street furniture and infrastructure where necessary); and
- v. Provision of cycle parking.

The approved scheme shall be implemented and be in place prior to the first occupation of the 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

41) Notwithstanding the details shown within the approved drawings and documents, no part of the development within Phase 1 shall be occupied unless and until space and facilities for bicycle parking have been provided in accordance with details to be submitted to and approved in writing by the City Council as local planning authority. The approved spaces and facilities shall then be retained and permanently reserved for bicycle parking.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to transport mode, pursuant to policy T1 of the City of Manchester Core Strategy.

42 a) Notwithstanding the details shown within the approved drawings and documents, before first occupation of the student accommodation within Phase 1, a

Travel Plan, including details of how the plan will be funded, implemented and monitored for effectiveness, shall be submitted to and approved in writing by the City Council as local planning authority. The strategy shall outline procedures and policies that the developer and occupants of the site will adopt to secure the objectives of the overall site's Framework Travel Plan. Additionally, the Travel Plan shall outline the monitoring procedures and review mechanisms that are to be put in place to ensure that the strategy and its implementation in the Framework Travel Plan remain effective.

b) Within six months of first occupation of the student accommodation within Phase 1, the results of the monitoring and review processes shall be submitted in writing to the City Council as local planning authority and any measures that are identified that can improve the effectiveness of the Travel Plan Strategy shall be adopted and implemented.

The Travel Plan approved above shall be fully implemented prior to first occupation of the student accommodation within Phase 1 and shall be kept in operation at all times thereafter.

Reason - In accordance with the provisions contained within planning policy guidance and in order to promote a choice of means of transport, pursuant to policies T2 and EN16 of the Core Strategy.

43) a) Notwithstanding the details shown within the approved drawings and documents, before first occupation of the commercial unit hereby approved within Phase 1, a Travel Plan, including details of how the plan will be funded, implemented and monitored for effectiveness, shall be submitted to and approved in writing by the City Council as local planning authority. The strategy shall outline procedures and policies that the developer and occupants of the site will adopt to secure the objectives of the overall site's Framework Travel Plan. Additionally, the Travel Plan shall outline the monitoring procedures and review mechanisms that are to be put in place to ensure that the strategy and its implementation in the Framework Travel Plan remain effective.

b) Within six months of first occupation of the commercial unit hereby approved within Phase 1, the results of the monitoring and review processes shall be submitted in writing to the City Council as local planning authority and any measures that are identified that can improve the effectiveness of the Travel Plan Strategy shall be adopted and implemented.

The Travel Plan approved above shall be fully implemented prior to first occupation of the commercial unit hereby approved within Phase 1 and shall be kept in operation at all times thereafter.

Reason - In accordance with the provisions contained within planning policy guidance and in order to promote a choice of means of transport, pursuant to policies T2 and EN16 of the Core Strategy.

44) The development within Phase 1 shall be carried out only in accordance with the recommendations of the Crime Impact Statement Version A: for Turley dated

25/02/2025 Ref: 2014/0909/CIS/01 by Greater Manchester Police. The development within Phase 1 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 relating to the development.

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

45) The Phase 1 development shall achieve a post-construction Building Research Establishment Environmental Assessment Method (BREEAM) rating of 'Excellent'. A post construction review certificate shall be submitted to and approved in writing by the City Council as local planning authority before the development is first occupied.

Reason - In order to minimise the environmental impact of the development pursuant to policies EN4, EN5, EN6 and EN7 of the City of Manchester Core Strategy, and the principles contained within The Guide to Development in Manchester 2 SPD.

46) No externally mounted telecommunications equipment shall be mounted on any part of the development within Phase 1, including the roofs.

Reason - In the interest of visual amenity pursuant to policy DM1 of the Core Strategy.

47) Phase 2 of the development shall be carried out in accordance with Chapter 8 of the Ground Investigation Report Reference: CAM-ARP-ZZ-XX-RP-G-0002 P02 dated 11 April 2025 by Arup, including carrying out a watching brief during construction. 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 during the Watching Brief, then further 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 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 approved Remediation Strategy.

A Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority following the carrying out of the measures in the approved Remediation Strategy and prior to the first occupation of Phase 2 of the development.

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

48) a) Prior to the commencement of Phase 2 of the development, details of a Local Labour Proposal in order to demonstrate a commitment to recruit local labour for the demolition elements of the Phase 2 development shall be submitted to and approved in writing by the City Council as local planning authority. The approved document shall be implemented as part of the demolition phase of the Phase 2 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; and
- 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 demolition work within Phase 2 being completed, a detailed report which takes into account the information and outcomes about local labour recruitment pursuant to items (i) and (ii) of limb (a) of this condition shall be submitted to and approved in writing by the City Council as local planning authority.

Reason - To safeguard local employment opportunities, pursuant to policies EC1 of the Core Strategy for Manchester.

49) a) Prior to the commencement of Phase 2 of the development, not including demolition, details of a Local Labour Proposal in order to demonstrate a commitment to recruit local labour for the construction elements of the Phase 2 development shall be submitted to and approved in writing by the City Council as local planning authority. The approved document shall be implemented as part of the construction phase 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; and
- 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 within Phase 2 being completed, a detailed report which takes into account the information and outcomes about local labour recruitment pursuant to items (i) and (ii) of limb (a) of this condition shall be submitted to and approved in writing by the City Council as local planning authority.

Reason - To safeguard local employment opportunities, pursuant to policies EC1 of the Core Strategy for Manchester.

50) Notwithstanding the details shown within the approved drawings and documents, prior to the commencement of demolition within Phase 2, a detailed demolition management plan outlining working practices during demolition shall be submitted to and approved in writing by the City Council as local planning authority which for the avoidance of doubt shall include:

*Display of an emergency contact number;

*Details of Wheel Washing;

*Dust suppression measures;

- *Compound locations where relevant;
- *Location, removal and recycling of waste;
- *Types and frequency of vehicular demands;
- *Routing strategy and swept path analysis;
- *Parking of construction vehicles and staff;
- *A community consultation strategy that details how and when local businesses and any residents will be consulted on matters such as hours of work, noisy working, road closures and suspension of parking bays;
- *Sheeting over of construction vehicles; and
- *Details of dust control.

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

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

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

51) Notwithstanding the details shown within the approved drawings and documents, prior to the commencement of development (not including demolition) within Phase 2, a detailed construction management plan outlining working practices during development shall be submitted to and approved in writing by the City Council as Local Planning Authority which for the avoidance of doubt shall include:

- *Display of an emergency contact number;
- *Details of Wheel Washing;
- *Dust suppression measures;
- *Compound locations where relevant;
- *Location, removal and recycling of waste;
- *Types and frequency of vehicular demands;
- *Routing strategy and swept path analysis;
- *Parking of construction vehicles and staff;

*A community consultation strategy that details how and when local businesses and any residents will be consulted on matters such as hours of work, noisy working, road closures and suspension of parking bays;

*Sheeting over of construction vehicles; and

*Details of dust control including measures required to protect the Rochdale Canal, the Civic Quarter Energy Centre and the adjacent railway viaduct from dust and debris from the demolition.

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

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

52) a) Notwithstanding the details submitted with the application, prior to the commencement of development (not including demolition) within Phase 2, the following shall be submitted to and approved in writing by the City Council as local planning authority:

- i. Baseline samples and specifications of all materials to be used on all external elevations;
- ii. Drawings to illustrate details of full sized sample panels that will be produced in line with an agreed programme; and
- iii. A programme for the production of the full sized sample panels and strategy for quality control management.

The panels to be produced shall include jointing and fixing details between all component materials and any component panels, details of external ventilation requirements, details of the drips to be used to prevent staining and details of the glazing and frames.

b) The sample panels and quality control management strategy shall then be submitted to and approved in writing by the City Council as local planning authority in accordance with the programme and drawings agreed in part a) above. The Phase 2 development shall be carried out in accordance with the approved 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.

53) Notwithstanding the approved details, prior to any above ground works within Phase 2, a programme for the submission of final details of the public and private realm works shall be submitted to and approved in writing by the City Council as local planning authority. The programme shall include submission and implementation timeframes for the following details:

- (i) Details of the proposed hard landscape materials;
- (ii) Details of the materials, including natural stone or other high quality materials to be used for the reinstatement of the pavements and for the areas between the pavement and the line of the proposed building;
- (iii) Details of delineation measures between private and adopted areas of footway to define the extent of the adopted highway;
- (iv) Details of the proposed soft landscape including proposed size, species and planting specification including tree pits and design;
- (v) Details of measures to create potential opportunities to enhance and create new biodiversity within the development to include bat boxes and bricks, bird boxes and appropriate planting;
- (vi) Details of boundary treatments, including gates, which shall ensure adequate visibility for child pedestrians where adjacent to the adopted highway;
- (vii) Details of the proposed street furniture including seating, bins and lighting;
- (viii) Details of any external steps and handrails;
- (ix) Details of any measures required to mitigate the wind impacts of the proposal; and
- (ix) Details including exact locations of external cycle parking.

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

If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies SP1, DM1, EN1, EN9 and EN15 of the Core Strategy and Section 15 of the NPPF.

54) Prior to the first occupation of Phase 2 of the development hereby approved, a detailed 30 year landscaped management plan for the Phase 2 development shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include details of how the hard and soft landscaping areas will be maintained including maintenance schedules and repairs. The management plan shall then be implemented as part of the development and remain in place for as long as the development remains in use.

Reason - To ensure that the satisfactory landscaping scheme for the development is maintained in the interest of the character and visual amenity of the area, in accordance with policies SP1, EN9 and DM1 of the Core Strategy.

55) Notwithstanding the details shown within the approved drawings and documents, prior to the commencement of development within Phase 2, not including demolition, details of surface water drainage works in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015), or any subsequent replacement national standards, shall be submitted to and approved in writing by the City Council as local planning authority. The details shall include the following information:

- a) Progression through the drainage hierarchy must be evidence based and supported by site investigation including assessments of ground conditions and infiltration testing in accordance with BRE365. Proposals of attenuation should achieve half drain time within 24 hours;
- b) Where surface water is connected to the public sewer, agreement in principle from United Utilities is required that there is adequate spare capacity in the existing system taking future development requirements into account. An email of acceptance of proposed flows and/or new connection will suffice;
- c) Maximised integration of green SuDS components (utilising infiltration or attenuation) if practicable;
- d) Details of surface water attenuation to align with the Manchester, Trafford and Salford Strategic Flood Risk Assessment. For brownfield sites a minimum of 50% betterment is required for reduction in runoff rate compared to the existing rates with the aim of reducing to the Greenfield runoff rates;
- e) A finalised drainage layout showing all components, outfalls, levels and connectivity;
- f) An existing and proposed impermeable areas drawing to accompany all discharge rate calculations;
- g) Hydraulic calculations of the proposed drainage system, including all design parameters. Calculations must include Critical Storm Events for the 1 in 2, 1 in 30 and 1 in 100 + 45% Climate Change. Results must demonstrate no surcharge for the 1 in 2, no flooding in the 1 in 30 and no flooding of buildings for the 1 in 100 + 45% Climate Change;
- h) Where a sewer diversion is proposed, agreement in principle from United Utilities is required. An email of acceptance will suffice;
- i) Where a sewer build-over is proposed, agreement in principle from United Utilities is required. An email of acceptance will suffice;
- j) A plan indicating surface water overland flow routes for extreme events to ensure flows are diverted away from existing and proposed buildings (including basements);
- k) Construction details of flow control and SuDS elements; and
- l) A plan indicating easements. SuDS features (including attenuation tanks) should be appropriately positioned, including a 2.5m easement from the existing highway and a 5m easement from any dwellings, guaranteeing accessibility for future maintenance and contingency for asset failure. This practice is in accordance with SuDS Manual (C753).

The approved details shall be implemented in full before first occupation of the Phase 2 development.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to national policies within the NPPF and local policies EN08 and EN14 of the Core Strategy.

56) Prior to the first occupation/use of the development within Phase 2, details of the implementation, maintenance and management of the approved surface water drainage scheme, shall be submitted to and approved in writing by the City Council as local planning authority. Those details shall include:

- a. Verification report providing photographic evidence of constructed flow control and SuDS components as per design drawings approved as part of Condition 20;
- b. Provide As-Built construction drawings or confirm that they align with the original design construction drawings; and
- 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.

The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details.

Reason - To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development pursuant to national policies within the NPPF and NPPG and the Manchester Core Strategy policies EN08 and EN14.

57) Prior to the commencement of development (not including demolition) within Phase 2, studies with regard to television reception in the area containing the site shall be submitted to and approved in writing by the City Council as local planning authority. The studies shall include:

- a) Measure the existing television signal reception within the potential impact areas identified in the Terrestrial Television Baseline Survey by Pagerpower dated June 2024 before development (not including demolition) within Phase 2 commences. The work shall be undertaken either by an aerial installer registered with the Confederation of Aerial Industries or by a body approved by the Office of Communications and shall include an assessment of the survey results obtained.
- b) Assess the impact of the development on television signal reception within the potential impact area identified in part (a) of this condition within one month of the practical completion of the Phase 2 development or before the Phase 2 development is first occupied, whichever is the sooner, and at any other time during the construction of the Phase 2 development if requested in writing by the City Council as local planning authority in response to identified television signal reception

problems within the potential impact area. The study shall identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out in part (a) of this condition above. The approved measures must be carried out either before the Phase 2 building is first occupied or within one month of the study being submitted to the City Council as local planning authority, whichever is the earlier.

Reason - To provide an indication of the area of television signal reception likely to be affected by the development to provide a basis on which to assess the extent to which the development during construction and once built, will affect television reception and to ensure that the development at least maintains the existing level and quality of television signal reception, pursuant to Policy DM1 of the Core Strategy for the City of Manchester and Section 10 of the National Planning Policy Framework.

58) a) The student accommodation within Phase 2 shall be ventilated and acoustically insulated in accordance with the approved Acoustic Assessment Report (2124.Rep.AAR.Rev3) prior to first occupation of the accommodation.

The following noise criteria shall be required to be achieved when providing adequate ventilation as defined by Approved Document F of the Building Regulations (whole dwelling ventilation):

Bedrooms (night time - 23.00 - 07.00) 30 dB LAeq (individual noise events shall not exceed 45 dB L_{Amax,F} by more than 10 times)

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

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

b) Prior to first occupation of the student accommodation within Phase 2, 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 consultant's report. The report shall also undertake post completion testing to confirm that the internal noise criteria have been met, including testing environmental noise ingress, entertainment noise levels and the noise from any measures to control overheating. Any instances of non-conformity with the recommendations in the approved acoustic consultant's report shall be detailed along with any measures required to be undertaken to ensure compliance with the internal noise criteria. The required measures shall be fully implemented prior to first occupation of the student accommodation within Phase 2.

Reason - To secure a reduction in noise from the main roads and surrounding road networks and any other potential sources of noise, in order to protect future residents from noise nuisance, pursuant to policies SP1, H1 and DM1 of the Core Strategy.

59) a) Notwithstanding the details shown within the approved drawings and documents, the PBSA communal amenity uses within Phase 2 shall be acoustically

insulated and treated to limit the break out of noise, including entertainment noise and structure-borne noise from activity/equipment such as weightdrops/treadmills, 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 prior to first occupation of the PBSA in Phase 2.

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

b) Prior to first use of the communal amenity uses within Phase 2 a verification report shall be submitted to and approved in writing to validate that the work undertaken throughout the development in Phase 2 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, including testing entertainment noise and structure-borne noise from activity/equipment such as weightdrops/treadmills. Any instances of non-conformity with the recommendations in the approved acoustic consultant's report shall be detailed along with any measures required to be undertaken to ensure compliance with the internal noise criteria. The required measures shall be carried out prior to first occupation of the Phase 2 PBSA.

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

60) a) Notwithstanding the details shown within the approved drawings and documents, the commercial uses within Phase 2 shall be acoustically insulated and treated to limit the break out of noise, including entertainment noise and structure-borne noise from activity/equipment such as weightdrops/treadmills, 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 prior to first occupation of each of the commercial uses in Phase 2.

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

b) Prior to first use of the commercial uses within Phase 2 a verification report shall be submitted to and approved in writing to validate that the work undertaken throughout the development in Phase 2 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,

including testing entertainment noise and structure-borne noise from activity/equipment such as weightdrops/treadmills. Any instances of non-conformity with the recommendations in the approved acoustic consultant's report shall be detailed along with any measures required to be undertaken to ensure compliance with the internal noise criteria. The required measures shall be carried out prior to first occupation of the commercial uses within Phase 2.

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

61) a) Notwithstanding the details shown within the approved drawings and documents, prior to first occupation of the development within Phase 2, the building, together with any externally mounted ancillary equipment, shall be acoustically insulated in accordance with a scheme to 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 equipment. The equipment shall be selected and/or acoustically treated so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location.

b) Prior to first occupation of the development within Phase 2, a verification report to validate that the relevant works undertaken throughout the development conform to the recommendations and requirements in the approved acoustic consultant's report shall be submitted to and approved in writing by the City Council as local planning authority. The verification report shall include post completion testing to confirm that acceptable criteria has 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. The required measures shall be carried out prior to first occupation of the development within Phase 2.

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

62) No part of the site outside the building within Phase 2 shall be used other than in accordance with a schedule of days and hours of operation submitted to and approved in writing by the City Council as local planning authority. No amplified sound or any music shall be produced or played in any part of the site outside the building.

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

63 a) Notwithstanding the details shown within the approved drawings and documents, prior to the commencement of development within Phase 2 of the development, details of the storage and disposal of refuse for the PBSA within Phase 2 shall be submitted to and approved in writing by the City Council as local planning authority.

b) The details approved in part a) of this condition above shall be implemented in full as part of Phase 2 of the development and shall remain in situ whilst the use or development is in operation.

Reason - In the interests of amenity and public health, pursuant to policy DM1 of the Core Strategy for the City of Manchester.

64) a) Notwithstanding the details shown within the approved drawings and documents, before use of each commercial unit within Phase 2 of the development commences, a scheme for the storage and disposal of refuse for that unit shall be submitted to and approved in writing by the City Council as local planning authority.

b) The details approved in part a) of this condition above shall be implemented in full as part of the Phase 2 development and shall remain in situ whilst the use or development is in operation.

Reason - In the interests of amenity and public health, pursuant to policy DM1 of the Core Strategy for the City of Manchester.

65) Fumes, vapours and odours shall be extracted and discharged from any uses within Phase 2 of the development that involve the preparation of hot food in accordance with a scheme to be submitted to and approved in writing by the City Council as Local Planning Authority before the use(s) commences. Any works undertaken pursuant to the approved scheme shall be implemented in full before the use commences.

Reason - In the interests of residential amenity, pursuant to policy DM1 of the Core Strategy.

66) a. External lighting within Phase 2 shall be designed and installed so as to control glare and overspill onto nearby residential properties in accordance with a scheme to be submitted to and approved in writing by the City Council as Local Planning Authority prior to installation of the lighting.

b. Prior to occupation of the development within Phase 2 a verification report to validate that the relevant works undertaken throughout the development conform to the recommendations and requirements in the approved light consultant's report shall be submitted to and approved in writing by the City Council as local planning authority. The report shall include 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 and timescales for implementation. The measures to ensure compliance shall be carried out in accordance with the approved timescales.

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.

67) The commercial unit within Phase 2 shall not be occupied unless and until the opening hours of the proposed use have been agreed in writing by the City Council as local planning authority. That use thereafter shall not open outside the approved hours.

Reason - In the interests of residential amenity in accordance with saved policy DC 26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

68) Prior to first occupation of the development within Phase 2, a scheme of highway works in relation to the development within Phase 2 shall be submitted to and approved in writing by the City Council, as Local Planning Authority.

The scheme shall include details of all changes to on-site and off-site adopted highways, including (but not limited to):

- i. Footway and loading arrangements;
- ii. Relocation/closure of parking bays/TROs;
- iii. Disabled parking bays;
- iv. Footway works (including reinstatement, resurfacing and installation of dropped kerbs and tactile paving at crossing points, and review of footway street furniture and infrastructure where necessary); and
- v. Provision of cycle parking.

The approved scheme shall be implemented and be in place prior to the first occupation of the 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

69) Notwithstanding the details shown within the approved drawings and documents, no part of the development within Phase 2 shall be occupied unless and until space and facilities for bicycle parking have been provided in accordance with details to be submitted to and approved in writing by the City Council as local planning authority. The approved spaces and facilities shall then be retained and permanently reserved for bicycle parking.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to transport mode, pursuant to policy T1 of the City of Manchester Core Strategy.

70) a) Notwithstanding the details shown within the approved drawings and documents, before first occupation of the student accommodation within Phase 2, a Travel Plan, including details of how the plan will be funded, implemented and monitored for effectiveness, shall be submitted to and approved in writing by the City Council as local planning authority. The strategy shall outline procedures and policies that the developer and occupants of the site will adopt to secure the objectives of the overall site's Framework Travel Plan. Additionally, the Travel Plan shall outline the monitoring procedures and review mechanisms that are to be put in place to ensure

that the strategy and its implementation in the Framework Travel Plan remain effective.

b) Within six months of first occupation of the student accommodation within Phase 2, the results of the monitoring and review processes shall be submitted in writing to the City Council as local planning authority and any measures that are identified that can improve the effectiveness of the Travel Plan Strategy shall be adopted and implemented.

The Travel Plan approved above shall be fully implemented prior to first occupation of the student accommodation within Phase 2 and shall be kept in operation at all times thereafter.

Reason - In accordance with the provisions contained within planning policy guidance and in order to promote a choice of means of transport, pursuant to policies T2 and EN16 of the Core Strategy.

71) a) Notwithstanding the details shown within the approved drawings and documents, before first occupation of the commercial unit hereby approved within Phase 2, a Travel Plan, including details of how the plan will be funded, implemented and monitored for effectiveness, shall be submitted to and approved in writing by the City Council as local planning authority. The strategy shall outline procedures and policies that the developer and occupants of the site will adopt to secure the objectives of the overall site's Framework Travel Plan. Additionally, the Travel Plan shall outline the monitoring procedures and review mechanisms that are to be put in place to ensure that the strategy and its implementation in the Framework Travel Plan remain effective.

b) Within six months of first occupation of the commercial unit hereby approved within Phase 2, the results of the monitoring and review processes shall be submitted in writing to the City Council as local planning authority and any measures that are identified that can improve the effectiveness of the Travel Plan Strategy shall be adopted and implemented.

The Travel Plan approved above shall be fully implemented prior to first occupation of the commercial unit hereby approved within Phase 2 and shall be kept in operation at all times thereafter.

Reason - In accordance with the provisions contained within planning policy guidance and in order to promote a choice of means of transport, pursuant to policies T2 and EN16 of the Core Strategy.

72) The development within Phase 2 shall be carried out only in accordance with the recommendations of the Crime Impact Statement Version A: for Turley dated 25/02/2025 Ref: 2014/0909/CIS/01 by Greater Manchester Police. The development within Phase 2 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 relating to the development.

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

73) The Phase 2 development shall achieve a post-construction Building Research Establishment Environmental Assessment Method (BREEAM) rating of 'Excellent'. A post construction review certificate shall be submitted to and approved in writing by the City Council as local planning authority before the development is first occupied.

Reason - In order to minimise the environmental impact of the development pursuant to policies EN4, EN5, EN6 and EN7 of the City of Manchester Core Strategy, and the principles contained within The Guide to Development in Manchester 2 SPD.

74) No externally mounted telecommunications equipment shall be mounted on any part of the development within Phase 2, including the roofs.

Reason - In the interest of visual amenity pursuant to policy DM1 of the Core Strategy.

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 142888/FO/2025 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:

**Environment Agency
Transport For Greater Manchester
Manchester Metropolitan University
University Of Manchester
Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
Corporate Property
MCC Flood Risk Management
Environment & Operations (Refuse & Sustainability)
Strategic Development Team
City Centre Renegeration
Work & Skills Team
Greater Manchester Police
United Utilities Water PLC
Health & Safety Executive (Fire Safety)
Manchester Airport Safeguarding Officer
Greater Manchester Archaeological Advisory Service
National Air Traffic Safety (NATS)
Civil Aviation Authority
Helipad Manager**

Greater Manchester Ecology Unit
Greater Manchester Pedestrians Society
Planning Casework Unit
Active Travel England
Sport England
Planning Casework Unit
Sport England
City Centre Renegeration
Corporate Property
Environmental Health
MCC Flood Risk Management
Highway Services
Environment & Operations (Refuse & Sustainability)
Strategic Development Team
Neighbourhood Team Leader (Arboriculture)
Work & Skills Team
Greater Manchester Ecology Unit
Greater Manchester Pedestrians Society
Manchester Metropolitan University
University Of Manchester
Active Travel England
Civil Aviation Authority
Environment Agency
Greater Manchester Archaeological Advisory Service
Greater Manchester Police
Helipad Manager
Health & Safety Executive (Fire Safety)
Manchester Airport Safeguarding Officer
National Air Traffic Safety (NATS)
Transport For Greater Manchester
United Utilities Water PLC

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

Representations were received from the following third parties:

Transport For Greater Manchester

Relevant Contact Officer :	Lucy Harrison
Telephone number :	0161 234 5795
Email :	lucy.harrison@manchester.gov.uk

