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Ardwick Ward	Application Number	Date of Appln	Committee Date
	080756/FO/2006/C2	12th Oct 2006	21st Dec 2006

Proposal Landscape and Public Realm Improvements to University of Manchester Campus within area roughly bounded by Upper Brook Street, Higher Cambridge Street, Booth Street East and West and Grafton Street associated with Project Unity Phase 1 infrastructure and facility projects

Location University Of Manchester, South Campus, City

Applicant University Of Manchester C/o Dean Luby, Capital Projects Group, Beyer Building, M13 9PL

Agent John McAslam & Partners 49 Princes Place, London, W11 4QA

Description

The application relates to an area measuring approximately 6 hectares within the University of Manchester. Consent is sought for landscaping works and public realm improvements between buildings within an area of the campus roughly bounded by Upper Brook Street, Booth Street (West and East), Higher Cambridge Street and Dover Street.

The proposal forms part of Project Unity Phase One that saw the merger of the former Manchester University and UMIST. The Masterplan Estate Strategy that was drawn up as part of the merger (The 'Masterplan Principles' document was approved by the City Council at the Executive in November 2003). A key aim of the Masterplan was to achieve improvements to the landscaping and public realm within the University Campus.

The first phase of development within the new University comprised a number of major building projects (new buildings and extensions of existing buildings) which are now completed (Multi Storey Car Park on Higher Cambridge Street and Chemistry Extension on Upper Brook Street) or currently on site within the University Campus (Scan Building and Humanities Buildings adjacent to Oxford Road and AMMPS and Smith Extension on Upper Brook Street). This application represents the first phase of a wider programme of proposed landscaping works within the Campus.

As a critical component of the Masterplan the University prepared a Public Realm Strategy and this has informed the drawing up of the scheme now submitted. The Public Realm strategy divides the university south of the Mancunian Way into 4 'districts' and the aim is to create a public open space at the heart of each of the 'districts'. It is envisaged that by enhancing existing corridors of movement and adding new corridors, cross university connections will be improved including connections to the boundary of the campus and the adjacent areas of Ardwick, Hulme, Rusholme and the City Centre.

The proposed scheme relates to 2 of the 4 'districts' described above. These 'districts' are the areas around and adjacent to the Phase 1 building projects mentioned above.

The key features of the proposal are as follows:

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Provision of clear and safe links for pedestrians and cyclists through the campus allowing connections to Ardwick, Longsight, Hulme, Moss Side, Rusholme and the City Centre through to Oxford Road;

Changes on the Upper Brook Street and Cambridge Street university boundaries making cross campus routes that lead through the university more obvious and safer to use;

Improvements to safety and way-finding to bring the parts of the campus contained in the application up to Secure by Design standards;

Improve access for disabled people by removal of kerbs and readdressing of level changes;

Minimisation of potential conflict between service vehicles and pedestrians and cyclists through locating more service routes on secondary corridors of movement.

Demarcation by use of textured surface of cycle routes, pedestrian routes and hazard warning.

New planting in public spaces to create habitats and wildlife corridors through the campus;

Increasing in the number of trees within this part of the campus by 221;

Replacement of tarmac and kerbed roadways with high quality paving, new trees and new lighting;

The establishment of formal and informal soft landscaping and amenity areas.

This first phase of the public realm works will create two 'district' open spaces, one at University Place (to rear of AMMPS building) and one at Tuer Place (linking Oxford Road and Higher Cambridge Street). University Place will comprise a patterned granite plane of pavement with benches in between and a 'copse' of semi mature trees on a grassed area. Tuer Place will be treated as a piece of parkland with moderate intervention to the existing landscaping. In addition to these a further formal space in the form of a plaza will be created adjacent to the SCAN building Oxford Road with existing trees set within a grid of granite paving and new lighting and seating.

The new and upgraded corridors of movement linking the campus to surrounding neighbourhoods and linking spaces within the campus and will feature high quality paving to replace existing tarmac and kerbed road, new lighting and new trees. Contrasting granite pavement blocks will differentiate between pedestrian areas and cycleways.

In areas outside of the university plazas timber benches with stainless steel armrests and backs are proposed. Textured paving as well as tonal contrast will be used to demarcate any possible hazards such as at the beginning of shared cycle / pedestrian routes.

Five enclosed cycle shelters are proposed (four cycle units and one motor cycle shelter) which will provide a total of 300 sheltered cycle spaces. One and a half of the units will be allocated to students and the remainder to staff.

It is noted that where trees have been lost within the campus as a result of the Phase One building projects, the intention is to replace these on the basis of three trees being planted for everyone lost.

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Environmental Impact Assessment Regulations - The proposal falls within Schedule 2 of the Environmental Impact Assessment Regulations 1999. A screening opinion was carried out on the application and the opinion concluded that the proposal would not have any significant environmental effects and an EIA is not required in this case.

Consultations

The Head of Engineering Services - Comments that the strategy for servicing the site, subject to minor amendments that are currently being discussed with the applicant, is satisfactory. However the overall scheme with its concentration of pedestrian movements into routes across the campus and into adjacent areas means a more immediate issue of reducing the risk of pedestrian/vehicle collision needs resolving. There is a poor existing accident record associated with the University area and the current public realm works must be linked to measures and funding that will provide safer conditions for those that will use the proposed routes.

Greater Manchester Police - Has no objection to the proposal.

Operational Services (Green Spaces) - Has no objections provided that all works to trees are carried out in accordance with BS 3998 'Recommendations for Tree Works'.

Local Members- One letter of comment has been received from Cllr Hall which raises the following points / questions:

- Are the proposed trees native species and chosen for wildlife value;
- Are the materials to be used for the bins and timber benches from sustainable sources;
- That the multi storey car park at Booth Street West would encourage more people to drive, resulting in high carbon monoxide emissions and adverse effects to climate change;
- That more pedestrian and cyclist crossings on busy roads such as Upper Brook Street and surrounding neighbourhoods are required;
- That there are insufficient cycle routes within the campus and that more cycle routes should be proposed; and
- That hard surface plazas are proposed which could encourage anti-social behaviour.

Publicity - The proposal has been advertised as a major development and a public interest development and no representations have been received.

Issues

Unitary Development Plan and Use - The proposed use accords with the policies contained in the Unitary Development Plan for the City of Manchester (UDP) relating to development within this part of the Higher Education Precinct and the adjacent Ardwick and Hulme Areas (Policy RC(20) Area 30, AB1 & HU1. In addition the scheme is considered to be consistent with policies relating to regeneration (Policy R1.1), Leisure and Recreation (Policy L1.5 & L1.6), promoting a better environment (Policy E1.1, E3.5, E3.6 & E3.7), secure the area's economic future, improve its environment, and encourage high standards of design (Policies E1.5 & E3.2,).

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University of Manchester Masterplan - The proposal is consistent with a number of key Masterplan Principles which have been approved by the City Council:

- Integrating the university more fully with its surroundings;
- Linkage and interconnection between departments;
- Establishing the framework for better linkages between the North and South Campus;
- Upgrading the spaces between buildings;
- Creating a clear sense of identity for the university;
- Giving the new university a sense of place.

Design Issues - The use of a unified palette of materials for the hard landscaping will give the campus a clearer, more well defined identity whilst visually strengthening links to adjacent neighbourhoods. The paving palette and the variations in layout of materials will give the scheme visual interest and will contribute to a quality and varied public realm whilst improving continuous links between the campus and the surrounding areas.

Lighting to groups of trees will provide significant enhancements to the night-time environment within this part of the campus.

Benefits to Local Communities - It is clearly important that the public realm works associated with the new developments on the campus provide a beneficial and more obvious relationship with the established communities in the area surrounding the site. The amenity spaces created will be available for use by neighbouring residents as well as students and people working at the university. In addition, the proposed public realm works will improve the physical integration of the University campus with surrounding areas. The direct impact of this development would be improvements of east-west and north-south routes through the campus to neighbouring areas allowing easier access through the campus area for local residents and through the site being more actively used it will be safer. Indirectly the scheme will improve the amenity and appearance of the general area.

As part of the scheme, major connections between the University and adjacent areas will be made more inviting and obvious as entrances and exits to the campus, in particular those at the AMMPs building on Upper Brook Street and with Higher Cambridge Street at Tuer Place.

Ease of Movement - Avenues of trees will reinforce the pedestrian and cycle corridors. It is intended that the new and upgraded corridors of movement will result in a highly permeable campus that gives priority to pedestrians and cyclists with vehicular requirements being secondary.

Servicing- Delivery times will be managed in order to avoid peak student hours thereby reducing the times within which there would be potential conflicts between pedestrians, cyclists and servicing vehicles. Routes that will be used by vehicles within the campus have been kept to a minimum to reduce contact and consequently potential conflict between service vehicles and pedestrians and cyclists. Where possible service routes have been located on more secondary corridors of movement.

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Cycling - The cycle routes proposed will be linked to the existing network of cycle routes within the City. The proposed development includes the provision of a number of secure cycle sheds which will be located near to cycle routes. These will be fully enclosed, secure and well illuminated (meeting Secure by Design Standards). The units will be positioned in such a way as to avoid conflict with pedestrians and vehicles.

Crime and Disorder - The new routes through the campus will provide improvements to safety and way finding and it is envisaged that this will bring the campus up to Secure by Design Standards. The proposed lighting to key routes will meet with Secured by Design standards in terms of the level and type of illumination.

Overgrown shrubs are to be replaced by new ground level planting and lawns and existing trees will have their crowns raised and any dead material removed. These works will improve visibility and safety.

It would be expected that an enhanced level of personal security for those using the area would result from this development and the resultant increase in activity in particular areas. A condition requiring that the development seeks to achieve 'Secure by Design' accreditation will be attached to any consent granted.

Sustainability, Tree Planting and Amenity - New planting in new public spaces will create new habitats and wildlife corridors through the campus. The change of the environment to Tuer Place where a mown lawned area is to be replaced with native meadow grasses and wildflowers will attract insects and birds which can nest in new native trees. The combination of this area and the landscaped areas along Brunswick Street will create a wildlife corridor within a heavily developed part of the city.

The proposals will decrease the flow of stormwater run off from the application area and reductions in the amount of traffic on campus will mean that stormwater will have significantly less oil / petroleum contamination.

87 trees have been lost as a consequence of the phase 1 building projects. As part of the proposals 221 new trees are to be planted replacing those previously lost by a multiple of approximately three. A further 40 replacements being reserved for planting in other areas of the campus. At the end of this phase of the project there will be a total of 501 trees within the application area.

All of the timber that will be used in the scheme will be from certified sustainable source.

Access for Disabled People - The proposals will improve routes through the campus for disabled people by removing kerbs and making good any grade changes within the areas affected by these proposals. Any possible hazards such as at the beginning of shared cycle / pedestrian routes will be demarcated using textured paving with units being laid in two orientations to denote the different routes and textured paving will be located at all junctions of the public realm with public highway. A central delineation strip will run the full length of the route providing a 'false kerb' for the visually impaired. Tactile blister paving will be used to identify the location of a drop kerb, marking an appropriate place to cross. All street furniture will have armrests and 60 will have backrests. A

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number of parking spaces for disabled people will be provided in more central locations closer to work places and residencies, than the main campus car parks around the perimeter of the campus. The proposals have been endorsed by the University's Disability Support Officer.

Responses to Consultations - The areas which are the subject of this application will be tidying up a series of disparate formal and informal landscaping areas of varying quality to provide quality public spaces with strong physical links within and to beyond the campus. This in itself will create a safer environment for users which will be easier to self police but also be backed up with a comprehensive CCTV system. These factors together should discourage anti social behaviour within the plazas and squares being created.

The improved cycle routes and facilities for cyclists as part of the proposals are the first phase of a rolling programme of such improvements within the campus as part of the on going implementation of the Green Travel Plan being developed in association with the City Council.

At this stage of the roll out of public realm works, the university are creating new, safer and more easily used routes across the east - west and north- south routes through the campus to adjacent residential areas. As such the proposals will provide the circumstances through which its would be easy to link direct routes into any future crossing at points that give obvious direct links with the communities.

All of the proposed bins will be constructed from at least 50% scrap metal and a the timber benches are from a manufacturer who only uses timber from FSA.

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 Unitary Development Plan, the Head of Planning has concluded that some rights conferred by these Articles on the applicant(s)/objectors/residents 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. He believes that any restriction on these rights posed by 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

(a) A agreeing a strategy for improvements to pedestrian road crossings so as to reduce accidents and to link the University with adjacent residential areas. Delegate approving the strategy to the Head of Planning in consultation with the Chair of Planning and Highways Committee.

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(b) on the basis that the proposal is in accordance with the provisions of the City Councils Unitary Development Plan, in particular Policy RC20 (Area 30), RC1, L1.5, L1.6, E1.1, E3.5, E3.6, E3.7 T1.4, T2.1, T3.1, AB1, HU1 and DC9.1 and there are no material considerations of sufficient weight to indicate otherwise the following conditions:

Conditions and/or Reasons

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) Before the development hereby approved commences a report to assess the likely extent of any ground contamination and/or ground gas being present on or affecting the site shall be submitted to and approved in writing by the City Council as local planning authority. Any necessary site investigations shall then be carried out according to a scheme to be agreed in advance with the City Council as local planning authority and implemented in accordance with the approved scheme.

Reason

To ensure that the presence of or the potential for any contaminated land/ground gas is detected and appropriate remedial action is taken in the interests of public safety.

3) Construction of the works hereby approved by this permission shall not take place until samples and specifications of the materials to be used for all pavement areas / hard landscaping in the development have been submitted to and approved in writing by the City Council as local planning authority. The development shall be constructed only using the approved materials unless otherwise agreed in writing by the City Council as local planning authority.

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.

4) The development hereby approved shall incorporate measures to minimise the risk of crime and to meet the specific security needs of the application site and the development. Any security measures to be implemented in compliance with this condition shall seek to achieve the 'Secure by Design' accreditation awarded by the Greater Manchester Police. Written confirmation of those measures are to be provided to the City Council, as the Local Planning Authority.

Reason - In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its

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planning functions; to promote the well-being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000, and to reflect the guidance contained in PPS1 "Delivering Sustainable Development".

5) Construction of the works hereby approved by this permission shall not take place until samples and specifications of the materials to be used on all external elevations of the development have been submitted to and approved in writing by the City Council as local planning authority. The development shall be constructed only using the approved materials unless otherwise agreed in writing by the City Council as local planning authority.

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.

6) All vehicles entering and leaving the site during the construction period are to pass through a wheel wash. Details of the wheel wash shall be submitted to and approved in writing by the City Council as local planning authority prior to the development commencing.

Reason

To ensure that the proposed development does not cause unacceptable amounts of dust in the vicinity and to ensure that local roads are kept clear of mud.

7) All tree work should be carried out by a competent contractor in accordance with British Standard BS 5837:2005 "Recommendations for Tree Work".

8) The development hereby approved shall be carried out in accordance with the drawings numbered

1170-L0001 REV 01, 1170-L0002 REV 01,

1170-L1001 REV 01, 1170-L1002 REV 01, 1170-L 1003 REV 01, 1170-L 1030 REV00, 1170-L1004 REV 01, 1170-L1005 REV 01, 1170-L 1006 REV 01, 1170-L1007 REV 01, 1170-L1008 REV 01, 1170-L1009 REV 01, 1170-L1010 REV 00,

1170-L 1201 REV00, 1170-L1202 REV 00, 1170-L1203 REV 00, 1170-L1204 REV 00, 1170-L1205 REV 00, 1170-L1206 REV 00, 1170-L 1207 REV 00.

1170-L1312 REV 00, 1170-L1311 REV 01, 1170-L1310 REV 00, 1170-L 1221 REV 01, 1170-L1401 REV 01, 1170-L1411 REV 01.

1170-L0007 REV 01, 1170-L008 REV 01.

1170-PL-L1001sr and 1170-PL-L1002SR

unless otherwise agreed in writing by the City Council as Local Planning Authority.

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Reason - To ensure that the development is carried out in accordance with the approved plans.

9) Before any route forming part of this application is first used for servicing, a management strategy for the entry, exit and manoeuvring of vehicles within the application site including details of an acceptable method of control to make sure only articulated lorries use the route onto Oxford Road from Wilton Street, shall be submitted to and approved in writing by the City Council. The strategy shall include details of how vehicle access will be managed so as to maintain the character and quality of the routes principally for pedestrians and cycle use.

Reason

To ensure that satisfactory access is provided from the public highway to the proposed development in the interests of the safety and convenience both of those using the development and those using the highway.

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: 080756/FO/2006/C2 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 all held by the Planning Division.

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

Manchester Business School Booth Street West
Student Grill, Blackwell's University Bookshop, Centre For Research On Innovation & Competition, The Institute Of Innovation Research Institute For Development Policy & Management Stationery Box Ltd, Mccaricks Fruit Nut & Sandwich Bar, Mykonos Le Café, Natwest Customer Service Centre 9-11 Delta Travel , Just Cuts, Phoenix Hotel, Manchester Federal Business School University Of Manchester & U M I S T Counselling Service Crawford House, Spar Stores,

J T & M Rigby (bolton) Ltd, Christian Aid St. Student Grill Manchester Student Homes Natwest 9-11 Delta Travel, Endsleigh Insurance Services Ltd, Precinct Managers Office, 8, 31, Faith Chemist , Wizzard, Manchester Law Study Centre The Royal Bank Of Scotland Plc, Precinct Centre, Oxford Road.

W H Lung Cash & Carry 81-97 Upper Brook Street , Tai Pan Chinese Restaurant 97 Upper Brook Street, Islamic Academy Of Manchester 19 Chorlton Terrace Upper Brook Street ,

Workers Education Association Crawford House Precinct Centre Oxford Road
Manchester Deaf Centre Crawford House Precinct Centre Oxford Road

2-44 Glenbarry Close Ardwick

Flats 1 –31 Elizabeth Yarwood Court Flat 9 Kincardine Road Ardwick

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91-103 Brunswick Street Ardwick Manchester M13 9SR

176-180 Oxford Road, 182-188 Oxford Road University Of Manchester
Accommodation Office Devonshire House Precinct Centre Oxford Road

University Of Manchester Oxford Road

C S U Ltd Prospects House 25 Booth Street East

Williams Manchester 45 Upper Brook Street , Citroen Manchester 53-57 Upper
Brook Street, Faith Chemist 59 Booth Street West , Pero Cafe Bar Restaurant
57 Booth Street West, Boundary Medical Practice 63 Booth Street West,
Manchester Foyer 61 Booth Street West .

Ahmed Iqbal Race Relations, Ballast Cornbrook House Precinct Centre,
Manchester Health & Manager Services Devonshire House Precinct
Centre, Pump Room Precinct Centre Oxford Road

Islamic Academy Of Manchester 19 Chorlton Terrace Upper Brook Street

Graft St. Peters House Precinct Centre Oxford Road

Christian Aid St. Peters House Oxford Road

Representations were received from the following third parties:

Relevant Contact Officer:	: Angela Leckie
Telephone No.	: (0161) 234 4651
Email	: a.leckie@manchester.gov.uk