

Application Number	Date of Appln	Committee Date	Ward
090348/FO/2009/S1	5th Nov 2009	17th Dec 2009	Hulme Ward

Proposal Erection of a part 4, part 5, part 6 storey building comprising 122 student bedrooms in 20 flats with associated car parking spaces (4) and landscaping

Location The Arch Bar, 20 Stretford Road, Hulme, Manchester, M15 6HE,

Applicant Mr Andrew Whatson, Connislow, 20 Rutland Street, Edinburgh , EH1 2BB, Scotland, EH1 2BB

Agent Mr Bryan Walker, Halliday Meecham, 4th Floor 111 Piccadilly, Manchester, M1 2HY

Description

At the last Committee meeting on 17th December 2009, Members resolved to defer the application for a site visit in order to explore the issues in more detail.

The application site is located on the northern side of Stretford Road and is currently occupied by a vacant, two-storey public house and City Council owned highway land used for car parking. It is understood that this land is unadopted.

In terms of the site's immediate surroundings, the site is located a short distance to the west of the Oxford Road corridor which contains a variety of commercial uses together with the nearby University of Manchester campus. The site is adjoined to the north and east by 2 and 3 storey residential properties and to the south and west by 4 storey residential blocks. Stretford Road in general is occupied by several large developments that have been purpose built for students, although the area to the north of the development includes a traditional residential enclave.

With regard to this application, it is proposed to provide student accommodation in the form of a part 4, part 5, part 6 storey building comprising 122 student bedrooms in 20 flats. The proposal also includes 4 disabled car parking spaces, cycle storage and landscaping to the rear. Vehicular access for parking and servicing is gained off Wilmott Street.

The original scheme proposed a 7th storey on the corner of Stretford Road and Wilmott Street. However due to concerns about the height, this has been reduced to 6 storeys.

Consultations

Local residents - 41 letters of representation have been received during the original notification process, together with a petition objecting to the development with 38 signatures. Following the receipt of revised plans and a subsequent period of renotification, a further 17 letters of representations have been received, together

with another petition with 5 signatures. A summary of the main points raised is provided below:

- 1) The building is out of proportion and too high.
- 2) There would be an unacceptably high level of occupancy which will lead to unacceptable levels of traffic, noise and disturbance.
- 3) Parking is a major problem in the area and this scheme will exacerbate on-street car parking problems. There is a constant battle with student who parking in residents parking spaces.
- 4) Boundary treatments are not appropriate in Hulme where back of pavement character has been established.
- 5) The area has reached saturation point in terms of the number of student residences. The number of student developments in the area has unbalanced the local population.
- 6) The building is too high and will overshadow the adjoining residential properties and gardens.
- 7) More students will bring more noise, anti-social behaviour, activity, litter and general disturbance.
- 8) The height of the building will lead to adjacent residential properties being overlooked.
- 9) Hulme is getting too built up and people are being hemmed in and having their privacy invaded in every direction.
- 10) There are too many students and no there are no other facilities or shops in the area.

Ward Members - Councillor Nigel Murphy has written on behalf of all three Hulme Councillors to object to the application.

It is considered that the development does not suit the established residential community.

Councillor N Murphy also states that 'the application implies 4 new car parking spaces are being created, this is not correct, these spaces are existing places used by residents on Wilmott Street which will be unavailable for them if the development takes place. This is a major concern as residential parking in this area is already a problem and with no parking provision for students or their visitors (especially at the beginning and end of every term) a problem that can only increase'.

Landscape Practice Group – Support the application subject to more resolution of the boundary details, external areas and sustainable urban drainage.

South Manchester Regeneration – Comments will be reported.

Greater Manchester Police – No objection to the proposal. It is recommended that a 'Secured by Design' condition should be applied.

Travel Change Team – No objection following the submission of additional information with regard to the Green Travel Plan.

Highway Services – No major obstacles from a highways perspective. The lack of parking for the development may cause displacement to surrounding streets despite the NCP arrangement. If the NCP car parking is more than 400 metres from the site, it is likely to be unattractive for residents who wish to leave their vehicles for a short period of time.

General access to the rear of the site for vehicles and servicing appears adequate with reasonable set backs from the security gates to allow for waiting vehicles.

Environmental Health – A ground contamination preliminary risk assessment should be requested via a planning condition.

Environment Agency – No objection in principle to the application and no comment to make.

Regulatory and Enforcement Services – No objection to the application. A condition is recommended with regard to acoustic insulation.

Issues

Unitary Development Plan (UDP) - There are no site-specific policies relating to the application site. However the following city-wide policies are relevant to this proposal:

Policy H1.2 seeks to ensure that the housing stock contains a wide range of housing types to meet the needs of all people who live in Manchester.

Policy H2.2 states that the Council will not allow development that will have an unacceptable impact on residential areas. The matters that the Council will consider include the scale and appearance of the development and its impact in terms of noise, vibration, traffic generation, road safety and air pollution.

Policy T3.7 expects new developments to make adequate provision for secure cycle parking.

Policy E1.5 - states that the Council will contribute towards energy conservation by ensuring where practicable that new development is located where it can be easily served by public transport and encourage high standards of energy efficiency in new development.

Regional Spatial Strategy - In terms of regional policy, the Regional Spatial Strategy for the North West was adopted in September 2008. The Regional Spatial Strategy forms part of the statutory development plan for every Local Authority in the North

West and provides a framework for development and investment over the next fifteen to twenty years.

The following policies are considered relevant:

Policy DP1 encourages sustainable communities, making the best use of existing resources, managing travel demand and marrying opportunity and need.

Policy DP4 - Priority should be given to development in locations which builds upon existing concentrations of activities and existing infrastructure.

Policy DP5 - states that development should be located so as to reduce the need to travel, especially by car and to enable people as far as possible to meet their needs locally.

In addition to the above, central government provides national planning guidance in the form of Planning Policy Guidance Notes (PPG) and on some planning issues, Planning Policy Statements (PPS).

PPS1 'Delivering Sustainable Development' sets out the overarching policies on the delivery of sustainable development through the planning system. Emphasis is placed on the need for good design to ensure, attractive, usable, durable and adaptable places

PPG13 'Transport' - strongly promotes public transport, walking and cycling as alternatives to the private car. By shaping the pattern of development and influencing the scale, density, design and mix of land uses, planning can help reduce the need to travel.

The Guide to Development in Manchester - This is a City Council supplementary planning document (SPD). This document offers design advice and sets out the City Council's aspirations and vision for future development and contains core principles to guide developers to produce high quality and inclusive design. The principles that development should seek to achieve, include, character and context, continuity, and enclosure, ease of movement, quality of the public realm, diversity, legibility and adaptability.

Central Manchester Strategic Regeneration Framework (SRF) - This is City Council document which defines the needs and priorities for Central Manchester in order to lever in investment and activity in the area, aligning them with the major opportunities to deliver a sustainable future for the area. The overriding purpose of the SRF is to provide a strong vision of how the area develops over the next 10-15 years, to identify where improvements to public services can be delivered and to set a broad spatial framework within which investment can be planned.

The application site falls within one of the areas covered by the framework. Relevant policy includes:

Policy House.3(v) which seeks to guide new build student accommodation away from traditional student areas.

Student Strategy Implementation Plan – This document was approved by the Executive 21st October 2009 and forms an interim planning policy to be used for development control purposes. The objective of the policy is to avoid increasing the negative impacts associated with high concentrations of student accommodation and to ensure that neighbourhoods in Central and South Manchester retain a balanced population by maintaining a diverse housing stock so that a range of facilities can be sustained.

Principle - It is considered that the principle of the scheme is acceptable and encompasses the City Council's aspirations for the regeneration of the area and the Student Strategy Implementation Plan. The application site is located within an area that is highly suitable for student accommodation due to the presence of other similar accommodation and its proximity to the University.

Students prefer to live close to where they are studying and there is market demand for high quality, purpose built accommodation in locations such as this. Purpose built accommodation also has the advantages of being managed and being able to free up family house stock in traditional residential areas.

Whilst there are concerns that the further student development would unbalance the local population, student accommodation typifies this stretch of Stretford Road, in contrast to the small residential area north of the development site. It is believed that on balance, due to the site's position in relation to the University and the City Council's aspirations for the area, the benefits of building upon existing concentrations of activities and existing infrastructure outweigh concerns about the demographics of the area in this instance.

Site Layout – The layout of the development is considered satisfactory and broadly accords with the objectives contained within the Guide to Development in Manchester. The development fronts the street and parking is addressed in an innovative manner so that it does not dominate the development. In general terms, the layout of the scheme is appropriate in this location.

Scale and Massing – The development consists of a part 4, part 5, part 6 storey building along Stretford Road. The 4 storey element immediately adjoins a 4 storey apartment block stepping up to a 5th storey to the east, culminating with a 6th storey at the junction of Stretford Road and Wilmott Street.

It is considered that in light of the mass and height of surrounding buildings, the proposed building is generally consistent with its surroundings and satisfactory for this location. The building has been informed by its immediate context and whilst the highest buildings in the locality are generally 4 or 5 storeys, it is considered that the 6th storey can be sustained due to it being a corner element on a road junction. The scale and massing of a building are a product of the need to design a landmark building forming a feature that holds the corner. The 6th storey is therefore deemed to be acceptable in this instance.

Visual Amenity - In light of the surrounding 4/5 storey context, there will be no negative impact upon the appearance of the street-scene along Stretford Road as

the proposed scheme will maintain the quantum of development along this busy east/west route.

To the rear and east of the development site, the area mainly consists of 2 and 3 storey dwellings much smaller than either existing apartment buildings or the proposed development. It is without doubt that there will be some impact upon the visual amenity of some of these residents in terms of their outlook, it is believed that no significant impact would result in terms of overlooking or loss of privacy.

Due to the existing context of the built form, the proposed building is not deemed to have any significant, undue impact upon the appearance or character of the area and as such can be sustained in this location.

Residential Amenity – The proposed development would remove a building with planning permission for a bar (A4) use and would therefore remove a non-conforming use within a principally residential area.

It is not believed that the proposed development would result in a significant, material impact upon residential amenity. The site is located close to the University and in a suburb dominated by associated residential accommodation and student activity. The presence of similar uses, large-scale buildings and associated footfall is therefore a feature of this locality.

Some local residents have raised concerns that the area will become devoid of activity during the summer months or holiday periods. This in turn would have a negative impact upon the character of the area.

However, there is no evidence to support this assumption, particularly as many overseas students continue to stay in their accommodation throughout the academic year. As such, it is considered that there is no sufficient policy basis or empirical evidence to support this argument and as such this is not an objection that would warrant refusal of the application.

Noise – A noise impact assessment was submitted as part of the planning application to determine any undue noise impact. A suitable planning condition has been inserted to ensure that noise breakout is limited in order to protect the amenity of residents.

Car Parking – The submitted scheme provides 4 disabled car parking spaces at the rear of the building on land that is currently used for car parking by existing residential occupiers. This land is owned by the City Council and believed to be unadopted. Whilst this space would be lost for car parking other than by disabled users of the proposed development, the applicant has sought to mitigate against any possible car parking problems by agreeing to enter into a legal agreement. This will entail the provision of a financial contribution towards a residents parking permit scheme for the area, together with entering into an agreement with a nearby NCP car park to provide 20 season ticket spaces for prospective occupiers should there be a

demand. Occupiers of the proposed student development will be excluded from the residents parking scheme.

The City Council do not have any parking standards enshrined within Development Plan policy and Government guidance contained within PPG13 'Transport' suggests that Local Authorities should not impose standards on developers and the number of car parking spaces should be appropriate to the development. Moreover, developers should not overly provide for car parking so as to encourage travel by alternative means.

As the proposed development is purpose built for students and is situated within a short walking distance of the University, the development is located within a highly sustainable location whereby primary trips can be met by alternative modes of transport and car ownership not encouraged. It is therefore believed that through the provision of the Green Travel Plan and the legal obligations incorporated within the S.106 agreement, car-parking demand by students can be significantly reduced so as not to become a problem for local residential occupiers.

Access – Pedestrian access is provided at both Stretford Road and Wilmott Street frontages to allow for increase permeability through the building. Vehicular access for servicing and disabled car parking is provided at the rear off Wilmott and Engineering Services are satisfied with this arrangement.

In terms of disabled access, the proposed building is fully accessible at all levels and will allow for a range of accommodation to all potential occupiers whether able bodied or for those with impaired mobility.

Refuse Storage – A dedicated refuse storage area is provided at the rear of the development. A suitable condition has been inserted requiring a waste management strategy to be submitted to an approved by the City Council as Local Planning Authority.

Landscaping/Amenity Space – Due to the size of the site and its context within a highly urban location, there is little scope to provide amenity space, or for an extensive area of soft landscaping. Nevertheless, the site layout provides for boundary planting in order to provide a buffer between the development and the road, and to improve the appearance of the street-scene. A condition requiring full details of all soft and hard landscaping works has been inserted. This will ensure the planting of satisfactory species and for appropriate surface treatment.

Sustainability – The proposed development is located within a highly sustainable location within walking distance of the nearby University and within close proximity to very good public transport links including access to an extensive bus network along Oxford Road. The scheme also provides for 72 cycle parking spaces equating to 1 space per 1.7 bedrooms. As such, the proposal would accord with local and national policy which seeks to reduce the need to travel by marrying opportunity and need and focusing residential development close to facilities it seeks to serve.

BREEAM – A pre-assessment estimator for multi-residential schemes was submitted as part of the application. This uses an environmental weighting system and an

approximate scoring system, crediting points to particular parts of the development. The assessment indicates that the development is capable of achieving an 'excellent' rating and would therefore accord with City Council policy. A suitable condition has been inserted requiring that a post construction rating of 'excellent' should be achieved.

Travel Plan – A 'Green Travel Plan' has been submitted with the application and a condition has been applied requiring that as long as the use is in operation, the Local Planning Authority shall be provided with such information as specified in the Travel Plan and all measures that are identified that can improve the effectiveness of the Travel Plan shall be adopted and implemented within an agreed timescale.

The purpose of a Travel Plan is reduce the number and length of car trips generated by a development whilst also supporting more sustainable forms of travel and reducing the overall need to travel.

The Travel Plan that accompanies the application focuses on student travel to the University and access to local facilities. The objectives of the Travel Plan are to provide good quality information to all students on travel choice, complementing nearby student travel plans and educating perceptions about the convenience and benefits of not using a car. The Travel Plan addresses the need for access to a full range of facilities by promoting sustainable modes of travel and will administered and monitored by Travel Plan Coordinator with the results of surveys presented to the City Council in a monitoring report. It is expected that these survey will be carried out every two years to identify modal shift.

Management Plan – A planning condition is to be inserted requiring the submission and approval of an agreed management plan in order to supervise the conduct of students in order to prevent any potential disamenity to nearby residents.

TV Reception – An assessment to establish any impact on TV reception in the locality has been submitted as part of the application. The assessment concludes that the full impact on signal degradation cannot be accurately established until the scheme is completed. It is envisaged however that any impact upon analogue reception would be negligible and in any event these signals will be switched off permanently in November/December. Satellite signals are not likely to be affected at all. In order to ensure this remains the case, a condition has been applied which would require the developer to rectify any interference or loss of coverage of TV reception.

Crime and Disorder – A 'Crime Impact Statement' was submitted as part of the proposal following consultation with Greater Manchester Police (GMP). The report highlights that the areas suffers from higher than average crime rates in every category. As such, it is reported that particular consideration needs to be given to providing double door entry system, window security, robust perimeter access control, secure car parking and the avoidance of dead areas. In response to this, the report details specific design opportunities to minimise crime. It is suggested by GMP that if the measures detailed in the statement are successfully implemented, a

'Secured by Design' accreditation can be achieved. A suitable condition requiring as such has been inserted.

Legal Agreement – In order to mitigate any potential on-street car parking problems and to continue with regeneration of the Hulme area, the applicant has agreed to enter into S.106 agreement should the application be approved. This agreement involves a financial contribution towards the Hulme residents parking scheme and towards improvements to the immediate public realm.

In addition to the above obligation, the applicant has a provisional agreement with National Car Parks Manchester Ltd (NCP) to provide 20 season ticket car parking spaces at the nearby Medlock Street car park. This measure has been incorporated within the agreement and should any occupants want or need to park their car, an option is available.

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)/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. He 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

Minded to Approve subject to a legal agreement that would allow for the payment of a financial contribution towards a resident's parking scheme on the adjacent roads, together with public realm improvements.

It is considered that the proposed accommodation is of an appropriate design and bearing in mind the proximity of the nearby University and Oxford Road corridor, the scheme is in a location that is appropriate for additional student accommodation. It is also considered that due to the proximity of similar uses and the layout of the scheme, there would not be any significant, adverse impact upon the character of the of the area or upon the amenity of adjoining occupiers to warrant refusal of the application. Moreover, the scheme would accord with the student strategy for the area and comply with Policies H1.2, H2.2, T3.7 and E1.5 of the Unitary Development

Plan for the City of Manchester and adhere to principles embodied within the Central Manchester Regeneration Framework.

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) No development that is hereby approved shall commence unless and until samples and specifications of all 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, as specified in policy H2.2 of the Unitary Development Plan for the City of Manchester.

3) The development hereby approved shall be carried out in accordance with the following drawings and documents unless otherwise agreed in writing by the City Council as Local Planning Authority:

Reason - To ensure that the development is carried out in accordance with the approved plans, pursuant to policy H2.2 of the Manchester Unitary Development Plan.

4) No development shall commence until details of the measures to be incorporated into the development (or phase thereof) to demonstrate how secure by design accreditation will be achieved have been submitted to and approved in writing by the City Council as local planning authority. The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a secure by design accreditation.

Reason - To reduce the risk of crime pursuant to Policy E3.5 of the Unitary Development Plan of the City of Manchester and to reflect the guidance contained in Planning Policy Statement "Delivering Sustainable Development".

5) The car parking indicated on the approved plans shall be surfaced, demarcated and made available for use prior to the building hereby approved being occupied. The car park shall then be available at all times whilst the site is occupied.

Reason - To ensure that there is adequate parking for the development proposed when the building is occupied in order to comply with Policies H2.2 and T2.6 of the Unitary Development Plan for the City of Manchester.

6) The development hereby approved shall include a building lighting scheme and a scheme for the illumination of external areas during the period between dusk and dawn, or as may be otherwise agreed in writing by the City Council as local planning authority. Full details of such a scheme shall be submitted to and approved in writing by the local planning authority before the development commences. The approved scheme shall be implemented in full before the development is first occupied unless otherwise agreed in writing by the local planning authority and shall remain in operation for so long as the development is occupied.

Reason - In the interests of amenity, crime reduction and the personal safety of those using the proposed development in order to comply with the requirements of government guidance in Planning Policy Statement 1 and Policies H2.2, E3.3 and E3.5 of the Unitary Development Plan for the City of Manchester.

7) No development shall commence until a scheme for the storage (including segregated waste recycling) and disposal of refuse has been submitted to and approved in writing by the City Council as local planning authority. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - In the interests of residential amenity and public health, pursuant to Policy H2.2 of the Unitary Development Plan for the City of Manchester.

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

The Desk Study shall be prepared by a suitably qualified person whose competence to carry out the Desk Study has been approved in writing by the City Council as local planning authority (an "Expert").

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

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

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

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

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 H2.2 of the Unitary Development Plan for the City of Manchester.

9) The development hereby approved shall achieve a post-construction Building Research Establishment Environmental Assessment Method (BREEAM) rating of at least 'very good' or 'excellent'. A post construction review certificate shall be submitted to and approved in writing by the City Council as local planning authority before any of the buildings hereby approved are first occupied.

Reason - In order to minimise the environmental impact of the development pursuant to policies E1.5 and E1.6 in the Unitary Development Plan for the City of Manchester, the principles contained within The Guide to Development in Manchester 2 SPD and Planning Policy Statement 1."

10) The development hereby approved shall be carried out in accordance with the travel plan, stamped as received by the City Council as Local Planning Authority on 5th November 2009 for as long as the use is in operation, the local planning authority shall be provided with such information as specified in the Travel Plan and all measures that are identified that can improve the effectiveness of the Travel Plan shall be adopted and implemented within a timescale agreed in writing by the local planning authority.

Reason - In the interests of promoting sustainable forms of travel and reducing reliance on private cars, pursuant to Policy E1.1 of the Unitary Development Plan for the City of Manchester.

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

Reason - In the interest of pedestrian and highway safety, as specified in policy H2.2 of the Unitary Development Plan for the City of Manchester.

12) Before the development commences a scheme for acoustically insulating the residential accommodation against noise from Stretford Road and nearby busy roads shall be submitted to and approved in writing by the City Council as local planning authority. There may be other actual or potential sources of noise which require consideration on or nearby the site. The approved noise insulation scheme shall be completed before any of the dwelling units are occupied.

Noise survey data must include measurements taken during early morning rush our periods and night time to determine the appropriate sound insulation measure necessary. The internal noise criterion are as follows:

Bedrooms (nigh time - 23.00 - 07.00) 30 dB LAeq

Individual noise events should not normally exceed 45 dB LA max (BS 8233:1999)

Living Rooms (daytime - 07.00 - 23.00) 40 dB LAeq

Reason - To secure a reduction in noise from traffic sources in order to protect future residents from noise nuisance, pursuant to policy H2.2 of the Unitary Development Plan for the City of Manchester.

An initial noise assessment has been carried out by Hepworth Associates and recommendations made in order to achieve daytime noise levels of less than 35 dB LAeq in living rooms, night time noise levels of less than 30 dB LAeq and 45dB Lamax in bedrooms. Provided that a scheme of noise mitigation methods as recommended in the noise report is implemented to achieve the internal noise criterion then this is sufficient to discharge this condition.

13) Before the development commences, studies containing the following 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:

a) Identify, before the development commences, the potential impact area in which television reception is likely to be adversely affected by the development. The study shall be carried out either by the Office of Communications (OFCOM), or by a body approved by OFCOM and shall include an assessment of when in the construction process an impact on television reception might occur.

b) Measure the existing television signal reception within the potential impact area identified in (a) above before development 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 Independent Television Commission, and shall include an assessment of the survey results obtained.

(c) Assess the impact of the development on television signal reception within the potential impact area identified in above within one month of the practical completion of the development or before the development is first occupied, whichever is the sooner, and at any other time during the construction of the development if requested in writing by the City Council as local planning authority in response to identified television signal reception problems within the potential impact area. 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 (b) above. The measures identified must be carried out either before the building is first occupied or within one month of the study being submitted to the City Council as local planning authority, whichever is the earlier.

Reason - To provide an indication of the area of television signal reception likely to be affected by the development to provide a basis on which to assess the extent to which the development during construction and once built, will affect television reception and to ensure that the development at least maintains the existing level and quality of television signal reception, as advised in Planning Policy Guidance Note 8: Telecommunications.

14) Notwithstanding the details submitted, no development shall commence until a hard and soft landscaping treatment scheme has been submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented not later than 12 months from the date the buildings are first occupied. 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, unless otherwise agreed in writing by the City Council as local planning authority.

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 policy H2.2 of the Unitary Development Plan for the City of Manchester.

15) No development shall take place until there has been submitted to and approved in writing by the local planning authority a plan indicating the positions, design, materials and type of boundary treatment to be erected. The boundary treatment shall be completed before the development is occupied. Development shall be carried out in accordance with the approved details and shall thereafter be retained.

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 in order to comply with Policies H2.2, E3.3 and E3.5 of the Unitary Development Plan for the City of Manchester.

16) A management plan for the supervision and conduct of student occupiers shall be submitted to and approved in writing by the City Council as local planning authority before the development is occupied. The plan should be made available to all occupiers and remain in operation at all times, unless otherwise agreed in writing.

Reason -

In the interests of residential amenity, pursuant to Policy H2.2 of the Unitary Development Plan for the City of Manchester.

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: 090348/FO/2009/S1 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:

Chief Executive's Landscape Practice Group
Engineering Services
Environmental Health
Director Of Housing
South Manchester Regeneration
Environment Agency
Greater Manchester Police
Travel Change Team
Environmental Health
Director Of Housing
Chief Executive's Landscape Practice Group
South Manchester Regeneration
Engineering Services
Travel Change Team
Environment Agency
Greater Manchester Police
53 Norton Street, Manchester, M16 7GR
71 Newcastle Street, Manchester, M15 6HF
73 Newcastle Street, Manchester, M15 6HF
69 Newcastle Street, Manchester, M15 6HF
61 Newcastle Street, Manchester, M15 6HF
67 Newcastle Street, Manchester, M15 6HF
53 Newcastle Street, Manchester, M15 6HF
57 Newcastle Street, Manchester, M15 6HF
55 Newcastle Street, Manchester, M15 6HF
59 Newcastle Street, Manchester, M15 6HF
63 Newcastle Street, Manchester, M15 6HF
65 Newcastle Street, Manchester, M15 6HF
75 Newcastle Street, Manchester, M15 6HF
77 Newcastle Street, Manchester, M15 6HF
20 Loxford Street, Manchester, M15 6GH
18 Loxford Street, Manchester, M15 6GH
24 Loxford Street, Manchester, M15 6GH
26 Loxford Street, Manchester, M15 6GH

28 Loxford Street, Manchester, M15 6GH
22 Loxford Street, Manchester, M15 6GH
79 Newcastle Street, Manchester, M15 6HF
81 Newcastle Street, Manchester, M15 6HF
23 Knowles Place, Manchester, M15 6DA
19 Knowles Place, Manchester, M15 6DA
17 Knowles Place, Manchester, M15 6DA
21 Knowles Place, Manchester, M15 6DA
15 Knowles Place, Manchester, M15 6DA
13 Knowles Place, Manchester, M15 6DA
11 Knowles Place, Manchester, M15 6DA
1 Knowles Place, Manchester, M15 6DA
9 Knowles Place, Manchester, M15 6DA
5 Knowles Place, Manchester, M15 6DA
3 Knowles Place, Manchester, M15 6DA
7 Knowles Place, Manchester, M15 6DA
18 Dalesman Walk, Manchester, M15 6BU
20 Dalesman Walk, Manchester, M15 6BU
24 Dalesman Walk, Manchester, M15 6BU
22 Dalesman Walk, Manchester, M15 6BU
26 Dalesman Walk, Manchester, M15 6BU
28 Dalesman Walk, Manchester, M15 6BU
Flat A7, Oxford Court, 70 Boundary Lane, Manchester, M15 6DN
Flat A5, Oxford Court, 70 Boundary Lane, Manchester, M15 6DN
Flat A8, Oxford Court, 70 Boundary Lane, Manchester, M15 6DN
Flat A3, Oxford Court, 70 Boundary Lane, Manchester, M15 6DN
Flat A6, Oxford Court, 70 Boundary Lane, Manchester, M15 6DN
23 Stretford Road, Manchester, M15 6DD
Flat A2, Oxford Court, 70 Boundary Lane, Manchester, M15 6DN
Flat A1, Oxford Court, 70 Boundary Lane, Manchester, M15 6DN
Flat A4, Oxford Court, 70 Boundary Lane, Manchester, M15 6DN
Flat 2, 71 Boundary Lane, Manchester, M15 6JD
Flat 16, 71 Boundary Lane, Manchester, M15 6JD
Flat 17, 71 Boundary Lane, Manchester, M15 6JD
Flat 11, 71 Boundary Lane, Manchester, M15 6JD
Flat 4, 71 Boundary Lane, Manchester, M15 6JD
Flat 20, 71 Boundary Lane, Manchester, M15 6JD
Flat 12, 71 Boundary Lane, Manchester, M15 6JD
Flat 3, 71 Boundary Lane, Manchester, M15 6JD
Flat 5, 71 Boundary Lane, Manchester, M15 6JD
Flat 9, 71 Boundary Lane, Manchester, M15 6JD
Flat 15, 71 Boundary Lane, Manchester, M15 6JD
Flat 10, 71 Boundary Lane, Manchester, M15 6JD
Flat 1, 71 Boundary Lane, Manchester, M15 6JD
Flat 6, 71 Boundary Lane, Manchester, M15 6JD
Flat 7, 71 Boundary Lane, Manchester, M15 6JD
Flat 19, 71 Boundary Lane, Manchester, M15 6JD
Flat 8, 71 Boundary Lane, Manchester, M15 6JD
73 Cavendish Street, Manchester, M15 6BN
Flat 13, 71 Boundary Lane, Manchester, M15 6JD

Flat 14, 71 Boundary Lane, Manchester, M15 6JD
Flat 18, 71 Boundary Lane, Manchester, M15 6JD
2 Knowles Place, Manchester, M15 6DA
4 Knowles Place, Manchester, M15 6DA
12 Knowles Place, Manchester, M15 6DA
10 Knowles Place, Manchester, M15 6DA
8 Knowles Place, Manchester, M15 6DA
6 Knowles Place, Manchester, M15 6DA
24 Knowles Place, Manchester, M15 6DA
16 Knowles Place, Manchester, M15 6DA
22 Knowles Place, Manchester, M15 6DA
14 Knowles Place, Manchester, M15 6DA
20 Knowles Place, Manchester, M15 6DA
18 Knowles Place, Manchester, M15 6DA
20 Stretford Road, Manchester, M15 6HE
4 Dalesman Walk, Manchester, M15 6BU
2 Dalesman Walk, Manchester, M15 6BU
8 Dalesman Walk, Manchester, M15 6BU
6 Dalesman Walk, Manchester, M15 6BU
12 Dalesman Walk, Manchester, M15 6BU
10 Dalesman Walk, Manchester, M15 6BU
16 Dalesman Walk, Manchester, M15 6BU
14 Dalesman Walk, Manchester, M15 6BU
12 Broomwood Walk, Manchester, M15 6BF
10 Broomwood Walk, Manchester, M15 6BF
6 Broomwood Walk, Manchester, M15 6BF
8 Broomwood Walk, Manchester, M15 6BF
4 Broomwood Walk, Manchester, M15 6BF
2 Broomwood Walk, Manchester, M15 6BF
Flat P1, Oxford Court, 27 Stretford Road, Manchester, M15 6DQ
Flat N6, Oxford Court, 29 Stretford Road, Manchester, M15 6DQ
Flat P6, Oxford Court, 27 Stretford Road, Manchester, M15 6DQ
Flat P7, Oxford Court, 27 Stretford Road, Manchester, M15 6DQ
Flat P2, Oxford Court, 27 Stretford Road, Manchester, M15 6DQ
Flat Q5, Oxford Court, 25 Stretford Road, Manchester, M15 6DQ
Flat N5, Oxford Court, 29 Stretford Road, Manchester, M15 6DQ
Flat Q1, Oxford Court, 25 Stretford Road, Manchester, M15 6DQ
Flat P5, Oxford Court, 27 Stretford Road, Manchester, M15 6DQ
Flat Q2, Oxford Court, 25 Stretford Road, Manchester, M15 6DQ
Flat Q6, Oxford Court, 25 Stretford Road, Manchester, M15 6DQ
Flat Q7, Oxford Court, 25 Stretford Road, Manchester, M15 6DQ
Flat N2, Oxford Court, 29 Stretford Road, Manchester, M15 6DQ
Flat N1, Oxford Court, 29 Stretford Road, Manchester, M15 6DQ
Flat P4, Oxford Court, 27 Stretford Road, Manchester, M15 6DQ
Flat Q4, Oxford Court, 25 Stretford Road, Manchester, M15 6DQ
Flat Q3, Oxford Court, 25 Stretford Road, Manchester, M15 6DQ
Flat N8, Oxford Court, 29 Stretford Road, Manchester, M15 6DQ
Flat P3, Oxford Court, 27 Stretford Road, Manchester, M15 6DQ
Flat N7, Oxford Court, 29 Stretford Road, Manchester, M15 6DQ
Flat N3, Oxford Court, 29 Stretford Road, Manchester, M15 6DQ

Flat Q8, Oxford Court, 25 Stretford Road, Manchester, M15 6DQ
Flat N4, Oxford Court, 29 Stretford Road, Manchester, M15 6DQ
Flat P8, Oxford Court, 27 Stretford Road, Manchester, M15 6DQ
101 Newcastle Street, Manchester, M15 6HF
89 Newcastle Street, Manchester, M15 6HF
95 Newcastle Street, Manchester, M15 6HF
93 Newcastle Street, Manchester, M15 6HF
83 Newcastle Street, Manchester, M15 6HF
97 Newcastle Street, Manchester, M15 6HF
87 Newcastle Street, Manchester, M15 6HF
91 Newcastle Street, Manchester, M15 6HF
85 Newcastle Street, Manchester, M15 6HF
99 Newcastle Street, Manchester, M15 6HF

Representations were received from the following third parties:

Chief Executive's Landscape Practice Group
Engineering Services
Environmental Health
Environment Agency
Greater Manchester Police
Travel Change Team
Environmental Health
Engineering Services
Environment Agency
Flat 9 Maxwell House, 10-12 Birch Lane, Manchester, M13 0NN
79 Newcastle Street, Manchester, , , M15 6HF
Flat 18, The Old Bank, 71 Boundary Lane, Manchester, , , M15 6JD
114 Derbyshire Road South, M33 3JZ

Flat 19 The Old Bank, 71 Boundary Lane, Manchester, , M15 6JD

6 Elmdale Walk, Hulme, Manchester, M15 6BS
10 Elmdale Walk, Hulme, Manchester, M15 6BJ
12 Elmdale Walk, Hulme, Manchester, M15 6BJ
8 Elmdale Walk, Hulme, Manchester
53 Norton Street, Manchester, M16 7GR
23 Knowles Place, Manchester, , , M15 6DA
24 Knowles Place, Hulme, Manchester, M15 6da

53 Norton Street, Manchester, M16 7GR
Flat 12, The Old Bank, 71 Boundary Lane, Manchester, , , M15 6JD
71 Boundary Lane, Manchester, , , M15 6JD
Flat 9, Maxwell House, 10-12 Birch lane, Manchester, M13 0NN
19 Knowles Place, Manchester, M15 6DA
11 Knowles Place, Manchester, M15 6DA
1 Knowles Place, Manchester, M15 6DA
24 Dalesman Walk, Manchester, M15 6BU

Flat 14, 71 Boundary Lane, Manchester, M15 6JD
4 Dalesman Walk, Manchester, M15 6BU
8 Dalesman Walk, Manchester, M15 6BU
6 Dalesman Walk, Manchester, M15 6BU
12 Dalesman Walk, Manchester, M15 6BU
16 Dalesman Walk, Manchester, M15 6BU
12 Broomwood Walk, Manchester, M15 6BF
4 Broomwood Walk, Manchester, M15 6BF
2 Broomwood Walk, Manchester, M15 6BF

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