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| Application Number | Date of Appln | Committee Date | Ward |
| 091730/FO/2009/C1 | 25th Nov 2009 | | Ardwick Ward |

Proposal The proposal is for a five storey new build School of Chemical Engineering and Analytical Sciences, as phase 1 of a proposed 2 phase development. The building is an academic university building for teaching and research. The site is part of the University Campus and previously accommodated an energy centre, car parking and temporary accommodation

Location Booth Street East And Upper Brook Street, Manchester, M13 9RZ,

Applicant University Of Manchester , Directorate Of Estates, Capital Projects Group, Oxford Road, Manchester, M13 9PL,

Agent Mr Haydn Robinson, Halliday Meecham, 4th Floor 111 Piccadilly, Manchester, M1 2HY,

Description

This planning application relates to a site measuring approximately 0.42 hectares at the junction of Booth St East and Upper Brook St. and within the University of Manchester's South Campus area. It lies within an area leading up to Grosvenor St, to the north, that is substantially developed for higher education purposes. The University's Material Sciences Building lies immediately to the north, with student residents Ronson Hall, immediately to the west.

Following amalgamation of the Victoria University and the former UMIST the new University has over the past years been working to consolidate its provision of facilities. Within this context it is intended to relocate the School of Chemical Engineering and Analytical Sciences (SCEAS) from the North Campus to the application site. The priority is to relocate the facilities from the Marton Building into the first phase of the currently proposed scheme.

The current application is for development of this first phase only, for which funding is likely to be secured, although the submission does show how phase 2 could be located on the site (as an extension to phase 1) and how the siting, design and appearance of the building would be carried through both phases.

Upper Brook St is a major radial entry route into the City Centre and on the opposite side to the application site currently is a car showroom. Beyond this are significant residential areas in Ardwick. Upper Brook St is proposed to be upgraded in the future to form a Cross City Bus Corridor and there are on going discussions with the University over the use of a small area of land within the application site to facilitate this. At present any land required would have no impact on the proposed phased development of the application site.

The site is close to Oxford Road and Piccadilly railway stations, Metrolink, Metro-shuttle, and a wide range of bus services to all destinations within Greater Manchester. As part of the University's Green Travel Plan a contribution is made to a bus service linking the whole campus, along with the hospitals to the south, to

Piccadilly rail station. The application site is within walking distance of all of the services and facilities of the City Centre.

The site has been cleared of buildings, most recently the site contained an energy centre with the remainder occupied by temporary University accommodation from 2004.

The issue of the potential impact of developments within the local area has been the subject of discussions with the University, and other major land owners, in the past. This has resulted in the University, in this instance, offering to make a financial contribution to works proposed within the area to alleviate such impacts. The University has indicated a willingness to provide a legal agreement over such a contribution to coincide with the commencement of development on site.

The Application Proposal

The application proposes redevelopment of the site to create a single, phase 1, building covering approximately half of the site. The remainder of the site would remain as existing, with grass and trees.

The building would house undergraduate teaching laboratory facilities, and a large scale undergraduate experimental teaching laboratory or 'pilot plant'. The pilot plant is to be transferred from its current North Campus location and essentially allows large scale testing of industrial processes.

The building would have access available 24 hours daily, with controlled access outside the hours of 8.00am to 5.00pm Monday to Friday only available to post graduate students, lecturers and technicians. The building would be set within a new fully accessible public realm. Access to the building is to be from Booth St East, and service access would be from the existing service route that runs between the site and the Ronson Hall student residences. The service area would allow for vehicles to turn around, provide secure cycle parking, recycling facilities, and secure gas facilities constructed to relevant safety standards.

The height of the building would be ground plus 4 storeys, with plant areas contained within this envelope. The elevations to Booth St and Upper Brook St uses contrasting panels of glazing and flush faced metal cassette cladding. Their distribution reflects the internal arrangements of write up, circulation and study areas. The west elevation, next to the service route, uses less glazing as this is where the pilot plant and servicing will be accommodated. The external ventilation risers servicing the pilot hall are screened by perforated anodised aluminium panels.

The building design is also influenced by the aspiration to create a low energy building, and will include a ground source heat pump. A target of achieving a BREEAM rating of 'very good' under the recently introduced BREEAM Higher Education assessment has been set. Rain water harvesting and sustainable drainage is also proposed along with high efficiency lighting units both internally and externally are proposed.

The scheme does not contain any provision for car parking but includes secure storage for 24 cycles near the building.

The public realm is formed by hard landscaping with seating. That part of the application site intended for the future phase 2 development will be seeded with 'meadow seeding' to increase the range of habitats available until development proceeds. The scheme will require the removal of trees from the site and the intention is to replace these elsewhere on the campus. The Universities current practice is to plant 3 trees for every one removed.

In addition to the planning application forms, certificates, notices and drawings, a Design and Access Statement and Planning Statement have been submitted, along with the following reports;

- Air quality
- Design for security
- Daylight and sunlight
- Environmental impact
- Flood risk
- Foul sewage
- Hazardous materials
- Noise impact
- Transport
- Tree survey
- Utilities
- Ventilation and extraction
- Thermal model
- Site waste management plan
- Sustainability
- Biodiversity.

Consultations

Greater Manchester Police; Design for Security. The scheme is supported subject to implementation of recommendations in the Crime Impact statement and the cycle parking being within a secure enclosure.

Greater Manchester Ecology Unit - Recommends that conditions be attached to any permission relating to, there being no work to trees during the main bird breeding season and works to improve biodiversity on the site.

Environmental Health - Recommended conditions relating to; the external lighting scheme, fume extraction including information on position of extract point above eaves level and a rain resistant cap to the flue, hours of opening for the building, acoustic attenuation of external plant and equipment, refuse storage being implemented in accordance with information submitted with the application.

Contaminated Land Section - While information about partial clearance of the site was adequate information regarding removal of a boiler house and a final risk

assessment for the whole site is required. A condition to deal with these points is recommended.

Environment & Operations (Highway Authority) - Broadly there are no objections to the proposals. It is noted that there is no car parking on the development site but this needs to be considered in relation to the Travel Plan for the University. A masterplan has been prepared for the University and this was developed with full consideration of the provision of parking and integrated use of sustainable transport modes. The area is well served by public transport and the University public realm includes walking and cycling routes and secure cycle parking. Vehicle parking is possible with a multi storey facility on the opposite side of Booth St to the site and there are proposals to upgrade Upper Brook St to create a Cross City Bus Corridor with corresponding improved pedestrian and cycle facilities.

City Centre Renegeration - Supports the application.

Environment Agency - The proposed development would be acceptable subject to planning conditions requiring, a sustainable surface water drainage scheme for the site, and control of unexpected ground contamination if found during site works and preparation.

Environment & Operations (Trees) - No objections to the development as it affects existing tree cover. Trees in the vicinity should be protected during construction work.

Ward Councillors - An objection has been received from Councillor Priest stating that the proposal would reduce the parking available to the University and in the absence of a green travel plan this would have a negative impact on communities within Ardwick.

The application was advertised in the press and on site as being a major development.

Issues

National Policy

Planning Policy Statement 1 (PPS1): Creating Sustainable Communities

PPS1 encourages the promotion of urban and rural regeneration to improve the well-being of communities, improve facilities, promote high quality and safe development and create new opportunities for the people living in those communities. Policies should promote mixed-use developments that create linkages between different uses and create more vibrant places. The principle of this development involves urban regeneration, a quality and safe scheme that would help to create a more vibrant place and is considered to be in accordance with PPS1 by creating linkages between different uses and a more vibrant location.

Planning Policy Statement 4(PPS4): Planning for Sustainable Economic Growth.

PPS4 is based on the principles of sustainable development economic growth of City Centres for the benefit of all. Key issues include the need to plan for growth and growing City Centres, to tackle exclusion by ensuring access for all to a wide range of everyday goods and services and to promote sustainable patterns of development and less reliance on the car. The redevelopment of this site within the heart of the conurbation, provides a range of education facilities and the potential for jobs, that are available to those who live and work in the City, in a highly accessible location would be consistent with PPS4.

Planning Policy Statement 22 (PPS22): Renewable Energy

The scheme would incorporate a ground source heat pump and would be built and managed to reduce energy use. The scheme has also been assessed as being able to achieve a 'very good' under the BREEAM Higher Education standards. It is considered that the scheme complies with PPS22.

Planning Policy Guidance Note (PPG13): Transport

The scheme would be located close to all public transport facilities within the City Centre, would help to reduce the need to travel by car and make it safer and easier for people to access the University campus by public transport, walking and cycling and would therefore be consistent with PPG13.

Planning Policy Guidance Note 24 (PPG24): Planning and Noise

PPG24 outlines the considerations to be taken into account in determining planning applications both for noise-sensitive developments and for those activities which will generate noise, introduces the concept of noise exposure categories for residential development, encouraging their use and recommending appropriate levels for exposure to different sources of noise and advises on the use of conditions to minimise the impact of noise. Subject to a condition to control levels of noise outputs in relation to ambient noise levels the scheme is consistent with PPG24.

Regional Spatial Strategy (RSS) for the North West.

The RSS was adopted in September 2008 and replaces the previously published Regional Planning Guidance. The RSS provides a framework for development and investment in the region over the next fifteen to twenty years. There are policies in the RSS that are relevant to this proposal as note below:

Policy DP2 - Promote Sustainable Communities

Policy DP3 - Promote Sustainable Economic Development

Policy DP4 - Make the Best Use of Existing Resources and Infrastructure

Policy DP5 - Manage Travel Demand; Reduce the Need to Travel, and Increase Accessibility

Policy DP7 - Promote Environmental Quality.

Policy MCR1 - Promote investment and sustainable development in the Regional Centre.

Policy MCR2 - Expansion of the knowledge economy.

The scheme would; foster sustainable relationships between homes, work places, and regularly used facilities and services (DP2); contribute to sustainable economic growth (DP3); be consistent with the regional and sub-regional spatial frameworks and sub-regional policies by building on existing concentrations of activities and existing infrastructure and by reusing a previously developed site with an established settlement (DP4); be located in an urban area which has a strategic transport network where public transport is well provided and the scheme would be accessible by public transport, walking and cycling, thereby reducing the need to travel by car (DP5); promote good design, add to local distinctiveness (DP7); and would be generally in accordance with the sub-regional policy framework that relate to the site, especially in regard to promotion of the knowledge economy (MCR1 and MCR2).

Unitary Development Plan (UDP)

The proposal would make a positive contribution to the area, the economy, and street scene, and the application is therefore considered to be consistent with UDP Policies and in particular with policies I3.1 (Employment & Economic Development - Design of Commercial Development) E1.1 (Environmental Improvement & Protection - Air Pollution), E1.4 (Environmental Improvement & Protection - Noise Control), E1.5 (Environmental Improvement & Protection - Energy Conservation), E3.5 (Environmental Improvement & Protection - Safe Environments), T3.7 (Transport - Cycle Parking), R1.1 Regeneration, RC3 (Mixed Uses), RC4 (Environment), RC18 (Pedestrians), RC 20 Area 29 (Small area proposals), DC9.1 (New Commercial & Industrial Development - Access for Disabled People), DC26 (Development and Noise).

It is considered that the scheme is consistent with the relevant policies of the UDP as described in the following sections of the report.

Environmental Impact

It is considered that the information provided to the Local Planning Authority is sufficient to understand the likely environmental effects of the proposal and any mitigation required. The scale of development is appropriate for a city centre context, would reuse a previously developed site, allow a greater use of public transport, and would improve conditions for pedestrians and cyclists in the area. It would assist regeneration of the City and is unlikely to result in significant or unusual adverse impact for local residents. The impact of the development would not have more than a local impact and would support the City's objectives of making the Centre a better place to live, study, shop, invest, and visit. The scheme is not likely to have harmful environmental effects. With reference to the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999 and Circular 2/99 ('The Regulations') and environmental impact assessment is not considered necessary.

The Scheme's contribution to regeneration

The prominent location of the site gives it considerable potential to deliver regeneration benefits within the wider context of the City Centre. In order to make the fullest possible contribution to regeneration, the site would be developed to a high quality and provide a focus on activities and uses that would complement and build upon this part of the regional centre. The current site is cleared and the design of the scheme would create an interesting building that would attract people to and through the area, and would add positively to the street scene.

The scheme would help to consolidate an important educational use within the area and add to the diversity of vital functions and activities, thereby promoting investment opportunities and enhance the City's distinctive quality. There would be employment opportunities associated with the development, including some during the construction period and once the scheme is operational.

Design and appearance of the proposed building.

A visual assessment has been included within the submission with a number of viewpoints selected to cover different locations surrounding the development from adjacent major roads. It is considered that the replacement of what is currently a cleared site with a scheme that is contemporary, which relates well to its surroundings, and is not unduly intrusive would be of significant benefit to the site and its environs.

The use of quality, robust and appropriate materials seeks to create a landmark development with a strong identity, and with the care taken to conceal all high level plant within the building envelope to maintain the integrity of the overall form the impact within the area would be positive.

Relationship to Transport Infrastructure, Highway and Traffic Implications

The site is well served by a variety of sustainable modes of transport. The potential for travel by foot and cycle to and from the site is high, with a wide variety of important destinations situated within an acceptable walk or cycle distance of the site. Cycle parking facilities would be provided as part of the open space associated with the main entrance to the building. There is no car parking proposed for the site.

Over the past years, in the context of consolidating its facilities, the University has built a multi storey car park (located next to Lloyd St North) at the same time as promoting a Green Travel Plan (for 2006 to 2011) with targets and strategies to discourage use of private vehicles. Work undertaken by the University includes providing for more cycle and pedestrian use of the campus, changes to car park pricing, and a contribution to the provision of a bus service that links the University, and hospitals to the south, directly to Picadilly Station. The University also works with the City Council's Travel Change team, and others in the Corridor Partnership, to change the way that people access its site and to promote.

The site is located within close proximity to Oxford Road and Upper Brook, both major public transport routes, and in the context of the University's promotion of its

green travel plan, it is considered that following completion there would be no significant increase in traffic during peak hours and would only generate small amounts of traffic, mainly service vehicles. Servicing access would be off an existing University service route that runs adjacent to the building.

With reference to the issue of the impact of parking within nearby residential areas, Ardwick Ward has been identified as most in need of a residents parking scheme. This is due primarily to the parking demands associated with the education and health establishments on either side of Oxford Road being added to those of commuters to the city centre. Whilst progress has been made in providing parking for residents in the wider Ardwick area this has resulted in some parking activity being displaced into neighbouring roads.

Further residents parking will be needed and expansion of the Ardwick Residents Parking scheme into Grove Village and 'The Groves' areas is considered to be the limit of the zone of influence for the Oxford Road corridor.

The University in this instance has offered to make a financial contribution to such schemes at the same time as promoting more sustainable access and less private vehicle use, to its facilities through a current Green Travel Plan. As a result the likely impact that the planning proposal will have on parking demand within residential areas is considered to be acceptable.

Contribution to Public Spaces and Facilities

The development proposes new hard landscaped spaces related to active ground floor and entrance of the building. The use of a limited number of paving materials, introduction of lighting columns, and the presence of natural surveillance at different times of the day, along with strong pedestrian movements will create a safe and quality environment.

The Effects on the Local Environment

Night-time Appearance

The proposal will result in a direct change in surrounding views of the current night time scene, which is considered to be a permanent impact of minor significance.

Noise

With any major development there would be some disturbance caused to nearby building occupiers during the site construction phase; this disruption is considered to be localised and is temporary in nature.

With regard to noise from building services and plant, limits that equate to 5dB below minimum ambient levels at the nearest residential (student residences) have been identified and building services plant will be specified to achieve this level at detailed design stages. A planning condition is proposed to confirm that the level of noise outputs are within the limits that have been identified.

The Provision of a Well-Designed Environment

The modern design of the building and the ability to view the interior of the scheme from the Booth St East and Upper Brook St sides will contrast positively with the site's surroundings. The site at ground level has been designed to respond to surrounding streets so as to provide a safe positive urban experience.

Sustainable Design & Construction

The Sustainability Statement accompanying the application identifies that the focus is on carbon management, sustainable use of natural resources, designing for longevity, and occupant satisfaction. The building will include features to minimise energy consumption, maximise occupant control of the internal environment, and promote good water and waste management. The development will optimise insulation levels and will incorporate passive energy design to maximise the free energy potential from solar gain, passive shading to reduce cooling requirements, and natural daylight. As part of the cooling provision renewable energy in the form of a ground source heat pump will be used. There will be dedicated storage areas for recycled materials.

The scheme has been assessed as being able to achieve 'very good' under the BREEAM Higher Education standards.

Amenity and bio-diversity.

With regard to the proposed use and potential noise, it is considered that the building could be suitably insulated to prevent any significant break out of noise. There would be some loss of trees from the rear of the site but the University practice is to replace these on the basis of 3 for every one removed. It is also proposed to 'meadow seed' the part of the site not to be built on at this stage to increase habitat variety within the site. A condition regarding the specification, number and position of replacement trees within the campus is proposed.

Safety and security

The activity within the building would bring significantly more activity into the area, allowing adjacent areas and streets to be overlooked and provide public space that would be used throughout the day and night, contributing towards a safe and secure environment. The ground floor areas of the buildings would contain entrance, meeting, and reception space, maximising the active frontage to existing streets. All these measures would encourage passive surveillance.

Greater Manchester Police have been involved in pre-application discussions and provided a Crime Impact Assessment. The applicant has addressed the concerns raised within the Statement and the scheme is expected to achieve Secured by Design accreditation.

Access

The proposals have been designed to incorporate inclusive design principles to both the external and internal environment. Additionally, the scheme has been designed to create a safe and secure environment to meet the needs of all its users.

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

a) The application is MINDED TO APPROVE subject to the University entering into a legal agreement over a financial contribution in relation to residents parking facilities in the local area, and on the basis that the proposal is acceptable in terms of impact on regeneration, and character and amenity of the area in which the site is located, and is in accordance with the Regional Spatial Strategy and the City Council's Unitary development Plan, in particular policies I3.1, E1.1, E1.4, E1.5, E3.5, E3.8, T3.7, R1.1, RC4, RC18, DC9.1, DC26 and policy RC20 Area 29 of the City Council's Unitary Development Plan in that the development would make the area more safe and attractive; would be of a high standard of design and make a positive contribution towards improving the City's Environment; there would not be any significant impacts on the residential amenities of adjoining and nearby occupiers; the development would include suitable landscaping; would reduce air pollution caused by vehicles by encouraging alternative forms of transport; would encourage energy conservation by being well served by public transport and by using high standards of energy efficiency within the development; would include measures which would lead to a safer environment; would promote regeneration and an improved environment; would include secure cycling parking facilities within the City Centre; would contribute to the mix of uses in the area; would provide a safe and convenient conditions for pedestrians and cyclists within the City Centre; would be accessible at ground floor level for people whose mobility is impaired; would not expose existing or future residents to unacceptable levels of noise; and generally provide a high quality facility within to the benefit of the wider surrounding community allowing the continuing regeneration of the locality ;and there are no material considerations of sufficient weight to indicate otherwise.

b) The Committee authorise the Head of Planning in consultation with the Chair of Committee, to determine the application under delegated powers following receipt of a legal agreement confirming the University's financial contribution.

c) The Committee note the intention to develop a second phase of the building on the current application site and that this will be the subject of a further planning application.

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 1991.

2) 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:

Drawings;

4009 1 (2) 100A, 101A, 102A, 103A, 104A,105A, 201, 202, 300A,301A, 302A, 303A , all stamped as received by Planning on 12.11.2009.

4009 1 99) 001A, 11A, 100A, 101A, 110, 202B001A, all stamped as received by Planning on 12.11.2009.

4009 1 (21) 300A and 4009 1 (2) 302A , all stamped as received by Planning on 01.02.2010.

Documents ; All stamped as received by Planning on 12.11.2009.

Design and access statement ref 02

Air quality assessment ref 03

Design for security ref 04

Daylight and sunlight assessment ref 05

Environmental; impact assessment ref 06

Flood risk assessment ref 07

Foul sewage assessment ref 08

Hazardous materials ref 09

Lighting assessment ref10

Noise impact assessment ref 11

Transport assessment ref 12

Tree survey ref 13

Utilities statement ref 14

Ventilation and extraction statement ref 15

Thermal model ref 16

Site waste management plan ref 17

Sustainability checklist ref 18

Biodiversity survey and report ref 19.

Reason: To ensure that the development is carried out in accordance with the approved plans, pursuant to policies E3.5 and RC4 of the Manchester Unitary Development Plan.

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

Reason: To ensure that the development does not cause unacceptable amounts of dust in the vicinity and to ensure that local roads are kept clear of mud, pursuant to policy H2.2 of the Unitary Development Plan for the City of Manchester.

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

In the event the PRA identifies 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 (the Site Investigation Proposal, or SIP) 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 SIP shall be carried out before development commences unless otherwise agreed with the City Council as local planning authority, and a report prepared outlining what measures, if any, are required to remediate the land (the 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 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 the development shall cease and/or the development shall not be occupied until, a report outlining what measures, if any, are required to remediate the land (the Revised Remediation Strategy) which shall be submitted to and approved in writing by the City Council as local planning authority and the development of that phase shall be carried out in accordance with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.

Reason: To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the

interests of public safety, pursuant to policy H2.2 of the Unitary Development Plan for the City of Manchester.

5) Before the development commences, or as otherwise agreed in writing by the City Council as local planning authority, full details of a lighting scheme for the building and external site areas shall be submitted to and approved in writing by the City Council as local planning authority. The scheme submitted shall include details of how occupiers of nearby buildings will be protected from the impact of such lighting. The approved scheme shall be implemented in full before the development is first occupied unless otherwise agreed in writing by the City Council as local planning authority.

Reason: In the interests of amenity, crime reduction and the personal safety of those using the proposed development, pursuant to policies H2.2 and E3.5 of the Unitary Development Plan for the City of Manchester.

6) Development shall not commence unless and until samples and specifications of all landscape materials to be used in the external areas of the site have been submitted to and approved in writing by the City Council as local planning authority unless otherwise agreed 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. Unless otherwise agreed in writing by the City Council as local planning authority the approved scheme shall be implemented in full not later than 12 months from the date the building is first occupied. Any trees or shrubs removed, dying or becoming severely damaged or becoming severely diseased within 5 years of planting shall be replaced by trees or shrubs of a similar size or species to those originally required to be planted unless otherwise agreed in writing by the City Council as local planning authority.

Reason: To ensure that a satisfactory landscaping scheme is carried out pursuant to policies E3.5 and H2.2 of the Unitary Development Plan for the City of Manchester and the Guide to Development

7) The development hereby approved shall achieve a post-construction Building Research Establishment Environmental Assessment Method (BREEAM) Higher Education rating of 'very good' unless otherwise agreed in writing by the City Council as local planning authority. A post construction review certificate shall be submitted to and approved in writing by the City Council as local planning authority before any part of the building is first occupied.

Reason: In order to minimise the environmental impact of the development pursuant to policies E1.5 and E1.6 of the Unitary Development Plan for the NW (RPG13) and the principles contained in the Guide to Development in Manchester 2 and PPS1.

8) The Waste Management Strategy identified in the Site waste Management Plan (document 017) prepared by Jacobs Engineering U.K. Ltd. shall be implemented in full as part of the development and shall remain in place whilst the use or development is in operation.

Reason: In the interests of amenity and public health pursuant to policy H2.2 of the Unitary Development Plan for the City of Manchester and Guide to Development 2 (SPG).

9) Before development commences a scheme for the extraction of any fumes, vapours and odours from the premises hereby approved, including details of the position and discharge level of the extract point relative to the eaves of the building and a rain resistant terminal to the extract, shall be submitted to, and approved in writing by, the City Council as local planning authority. The approved scheme shall be implemented prior to occupancy and shall remain operational thereafter.

Reason - In the interests of the amenities of the occupiers nearby properties in order to comply with Policy H3.2 of the Unitary Development Plan for the City of Manchester.

10) No externally mounted plant or equipment, other than that currently included within the approved drawings, shall be mounted on any part of the buildings hereby approved, including the roofs, unless otherwise agreed in writing by the City Council as local planning authority.

Reason: In the interest of visual amenity and pursuant to policies H2.2 of the Unitary Development Plan for the City of Manchester.

11) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained on the approved plans and particulars; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the occupation of the building for its permitted use.

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

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

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

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the

area, in accordance with Policies E2.4 and E2.6 of the Unitary Development Plan for the City of Manchester.

12) The development hereby approved shall not be occupied unless accreditation confirming achievement of the Secured by Design standards has been issued by Greater Manchester Police (adopting reasonable endeavours) and evidence of the accreditation has been submitted to the City Council as local planning authority, unless otherwise agreed in writing by the City Council as local planning authority.

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".

13) Before development commences samples and specifications of all materials to be used on external elevations and roofs of the development shall be 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 and in the interests of visual amenity of the area within which the development is located, as specified in policy E3.3 of the Unitary Development Plan for the City of Manchester.

14) Deliveries, servicing and collections, including waste collections, shall not take place outside the following hours: 07.30 to 20.00 Monday to Saturday, with no deliveries/waste collections to take place on Sundays and bank Holidays unless otherwise agreed in writing by the City Council as local planning authority.

Reason - In order to protect the amenity of local residents and in accordance with Policy H2.2 in accordance with the Unitary Development plan for the City of Manchester.

15) Before development commences, or as otherwise agreed in writing by the city council as local planning authority, details of trees (including size, species, number, planting location, and planting timetable) to replace those lost from the site as a result of development shall be submitted to and approved in writing by the city council as local planning authority. The replacement trees shall be planted within the timetable approved in discharge of this condition.

Reason: In order to protect the amenity of local residents and in accordance with policy H2.2 in accordance with 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: 091730/FO/2009/C1 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:

Judith Hackney, Crime Reduction Officer
Greater Manchester Ecology Unit
Environment Agency
Manchester City South Partnership
Greater Manchester Archaeological Unit
City Safe Team
Engineering Services
Environmental Health
Contaminated Land Section
Environment & Operations (Trees)
Environment & Operations (Highway Authority)
Environment & Operations (Refuse & Sustainability)
City Centre Regeneration
Environment Agency
Greater Manchester Waste Disposal Authority
Contaminated Land Section
Environmental Health
Environment & Operations (Highway Authority)
Environment & Operations (Trees)
University Of Manchester, Oxford Road, Manchester, M13 9PL
Drabble & Allen, 19-21, Upper Brook Street, Manchester, M13 9XH
Islamic Academy Of Manchester, 19 Chorlton Terrace Upper Brook Street,
Manchester, M13 9AJ

Representations were received from the following third parties:

Greater Manchester Ecology Unit
Environmental Health
Contaminated Land Section
Ward Councillors
Environment & Operations (Highway Authority)
City Centre Regeneration
Environment Agency
Environment & Operations (Trees)

Relevant Contact Officer : Richard Llewellyn
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