

Application Number	Date of Appln	Committee Date	Ward
114920/FO/2017	14th Feb 2017	1st Jun 2017	Ancoats And Clayton Ward

Proposal Change of use from offices (Use Class B1) (4656 sqm) together with erection of a roof extension to block fronting Naple Street and glazed atrium to form 59 residential apartments (Use Class C3a) with associated elevational alterations

Location 23 New Mount Street, Manchester, M4 4DE

Applicant Capital New Mount Ltd , 8 Weymouth Mews, London, W1G 7EA,

Agent Mrs Fiona Flint, CBRE, Belvedere, 12 Booth Street, Manchester, M2 4AW,

Description

The application site measures approximately 0.15 ha and comprises three former printing works buildings associated with the Cooperative Society together with a former residential dwellinghouse. The buildings are arranged around Naples Street to the north, Ludgate Street to the west, School Street to the east and New Mount Street to the south.

The buildings are Grade II Listed and date from 1870, 1906 and 1920s. The buildings are currently predominately occupied as B1 serviced offices. Some of the internal spaces are currently unoccupied, namely the former dwellinghouse on the corner of School Street and Naples Street.

The application site is located within a predominantly residential area. There are a number of neighbouring older buildings which have been converted into residential accommodation together with new build developments. There is a car parking area to the south of the application site which has recently been granted planning permission for a 6 storey building to form 66 residential apartments (108455/FO/2015/N1).

Beyond the application site to the north are Angel Meadows, a large area of park land which provides recreational space for local residents to enjoy within the heart of the City Centre. To the west of the site is the NOMA area which comprises of the headquarters of the Coop and will also comprise a series of other residential and commercial buildings as part of the ongoing regeneration of the local area. Rochdale Road is located to the south of the application site which provides access to the north of the City.

The application site is located close to Manchester Victoria Train Station which provides access to train and tram services together with local bus services. Beyond this area is the heart of Manchester's shopping district which provides access to a range of retail, commercial and leisure outlets.

The applicant is seeking planning permission for the change of use from offices (Use Class B1) (4656 sqm) together with erection of a roof extension to block fronting Naples Street and glazed atrium to form 59 residential apartments (Use Class C3a) with associated elevational alterations.

This application should also be read in conjunction with Listed Building Consent application 114921/LO/2017.

Consultations

Local Residents/public opinion –

First notification

A total of 7 individual comments have been received. The comments can be summarised as follows:

- The level of development in and around Ludgate Street is too dense for the area to cope with. Residents are already disrupted by contractors flouting laws regarding building hours for other nearby sites;
- The addition of a new floor and floor terrace will block out light to the Linx building. There are currently nice views and this will be lost as a result of the scheme and result in an intrusion of privacy;
- The area already suffers from noise pollution and this would be exacerbated further;
- There are issues with homelessness on Ludgate Street and drug taking;
- Adding more residential properties to the area will worsen litter, traffic access and lack of parking;
- The change of use to residential is not appropriate. The current owners are deliberately not investing in the building in the hope of getting a change of use in order to maximise its profits;
- There will be an impact on resources in the area;
- There will be overlooking and overshadowing effects on the surrounding residential properties;
- It is not safe to service on Naples Street and there is not enough space for fire vehicles;
- There are parks nearby therefore the roof top terrace is not required. The use of this space on a 24 hour basis will affect surrounding residents' enjoyment;
- The roof top addition will have a harmful impact on the Listed Building;
- The roof terrace will overlook residential properties;
- The conversion must be done sensitively;
- A commuted sum for affordable housing should be provided

Second notification - A second notification was carried out due to amendments to the elevations including alterations to the roof extension and atrium together with further supporting information with regards to the alterations to the Listed Building and travel plan strategy.

A total of 6 further objections have been received in respect of this planning application. The comment can be summarised as follows:

- The plans look appropriate for the area but the real concern is the lack of car parking provision. Local residents are already struggling to park;
- Further residents to the area will also put additional pressures of hospitals and schools;
- The amendments do not address concerns which have already been made namely the noise and disturbance that this development will create, particular from the roof terrace, the building will tower over the Linx building resulting in a loss of light, there are litter and parking issues and impact on local services;
- The roof extension is unnecessary and will cast a shadow on the Linx Building.
- The developers viability arguments do not make sense when no affordable housing or parking is being provided;
- There will be overlook and loss of privacy to existing buildings;
- Overdevelopment.

Manchester Conservation Areas and Historic Buildings Panel – The panel observed that the proposed new apartments looked very small and there was no heritage reason why they couldn't be bigger. There should be more exposed columns and beams which are a key feature of the building. The panel noted that far too many are currently shown with partitions up against these features.

Consideration should be given to the layout of the development as some of the apartments would be very dark, particularly in the basement. The lightwell should be used as a means of accessing the apartments.

The panel were pleased that the small buildings on the site were being retained but felt that all of their character has been taken out of them. It was suggested that the elevations should be re-visited to provide a more considered response that is appropriate to the buildings period.

There are also a lack of opening lights in the basement rooms and advised that a typical details of the vents and windows will need to be agreed.

The panel felt that using grey for the roof top extension would make it stand out and commented that it looked too bulky and needed some finesse. It was suggested that it should be very well detailed and be more lightweight and fully glazed and be set back much further from the parapet.

Highway Services –The TRICS data provided displays a decreased level of trips in comparison to the former usage of the site and therefore it is anticipated there will be no significant impact to the adjacent highway network resulting from this development.

Given the central location of the site, it is suggested that the level of vehicles associated with the development will be minimal, with the use of sustainable travel modes promoted through a Travel Plan.

The property is located on the northern periphery of Manchester city centre in a mixed use area of the city. The site is located approximately 0.6 miles north of the

city centre and therefore is well served by sustainable modes. Manchester Victoria Station is situated within 600m of the site providing rail and Metrolink services across the surrounding area.

Regular bus connections are also accessible from surrounding streets providing access across the city centre.

Pedestrian access to the site will be provided from two secure entrances; one on the corner of New Mount Street and Ludgate Street, and another on School Street utilising the former 'Co-operative Printing Society' Entrance where the existing vehicular crossover is to be retained. The existing central access on New Mount Street will be removed. This is considered acceptable in principle from a Highways perspective with no vehicles entering the site at any time.

There is no on-site parking provision for the development. The level of parked cars in the surrounding area is observed to be high. Given that the car park opposite to the site on New Mount Street is understood to have approval granted for further development, the level of parked cars is anticipated to further increase in the surrounding area.

The potential incorporation of electric vehicle charging points has been noted within the proposals and is highly encouraged by Highways. It is recommended that the applicant incorporates this within the proposals.

The applicant would be expected to contribute to the implementation of tactile paving on the footway surrounding the site to accommodate the safe movement of pedestrians.

40 secure cycle parking spaces are proposed within the central atrium area, which is accessed from the School Street entrance. This equates to a 68% provision which is in line with MCC guidelines, however, given that the scheme incorporates zero in-curtilage parking, the applicant should consider further increasing the capacity of cycle storage to accommodate one-per-unit within a secure and sheltered location.

Internal refuse stores are provided, one adjacent to Ludgate Street and another to the School Street elevation to provide adequate waste storage for all residential units, within the Atrium Link. It is understood that a management company has been instructed to manage servicing operations for the site.

Servicing for the development is proposed to take place on-street along Ludgate Street and School Street, with no refuse vehicles accessing the site. School Street is considered to be the most appropriate location for servicing given that it is unlikely that Ludgate Street would be able to accommodate large refuse vehicles satisfactorily. This servicing arrangement is considered acceptable given the surrounding Traffic Regulation Orders in place.

The applicant is requested to provide a Servicing Management Plan as part of the proposals. This should include the anticipated frequency of refuse collection, type of refuse vehicle used and positioning of bins on the highway for collection. A swept

path should also be provided detailing the anticipated routing of servicing/ delivery vehicles accessing the site, which is understood to be from Naples Street.

It is understood that a pre-construction period of 3 months is anticipated, followed by a build period of 12 months, with the Naples Street Car Park utilised for contractor parking. A swept path analysis for construction vehicular access will be required.

Detail is sought on proposed construction/ fit out arrangements from a highways perspective covering proposals for delivery, storage and disposal / collection of materials.

The applicant is advised that any requirements for licensing, hoarding / scaffolding and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highways Applications and Network Resilience teams.

It is recommended that a detailed Construction Management Plan is provided by the applicant prior to any construction works beginning and conditioned as part of planning consent.

A Framework Travel Plan has been detailed within the application. However, it is recommended that the development, submission, implementation and monitoring of a full Travel Plan within 6 months of occupation be attached as a condition of any planning consent.

Given that no parking is proposed on-site, it is recommended the applicant considers contract parking within local car parks for resident parking. The Travel Plan provided should include opportunities for Car Club arrangements in order to promote sustainable travel.

Updated comments following revisions

It is noted that there is a revision to the cottage openings. This is considered to be acceptable in principle from a Highways perspective.

Cycle parking provision has been increased to a 91% provision (54 spaces) which is considered to be in line with Residential Quality Guidelines. It is also noted that there is internal space within the basement apartments to accommodate further cycle storage if required.

The developer is willing to commit to a condition that for every apartment that becomes first occupied, for the first year, the occupier will be provided with a £200 voucher for the purchase of a new bicycle and one year's free membership of car club which is supported by Highways to promote sustainable travel.

The potential to incorporate an electric vehicle charging point and contract parking arrangements with neighbouring car-parks are still considered to be desirable and are encouraged by Highways.

Environmental Health – The acoustic report submitted with the application recommends that a reduction of 30 dB is required to meet the daytime internal noise limits (this will also achieve the nighttime noise limits). Passive through wall ventilation has also been suggested as night time noise limits may not be achieved with the windows open. As the building is a listed building, discussions will be required as to what measures are achievable. Further information is therefore required

There needs to be a revision to the waste management strategy to ensure that sufficient space is provided and to ensure that there are bin within both bins store to encourage residents to recycle.

The findings of the air quality report are acceptable.

Strategic Development Team – Strategic Development are happy to support this application in principle. The loss of the office and employment space is mitigated in this instance by the fact that this neighbourhood is on the edge of the NOMA estate, with the significant employment opportunities that this provides. The re-purposing of this historic building for residential use should add further vibrancy to the area and secure a sustainable future for a key heritage asset, adjacent to other key heritage assets including the Sharp Street Ragged School, Angel Meadow Park and the Charter Street Ragged School.

It is understood that on site parking provision is not possible in this development. All of the surface car parks in the neighbourhood now either have planning permission or are having developments plans drawn up. This means that there will be less scope for parking within the immediate area so this is something that should be considered. Given that future residents will be moving into this block without owning a car it is likely that many will have a bicycle. At least 100% provision should be secured.

Great Manchester Archaeological Advisory Service - The proposal is accompanied by a comprehensive heritage statement. This document provides a good record and understanding of the historic buildings affected by the proposals. Therefore, GMAAS consider that further archaeological mitigation is not required.

Flood Risk Management Team – There are no drainage requirements for this planning application.

Design for Security at Greater Manchester Police – The proposed development should be designed and constructed in accordance with the recommendations within the Crime Impact Statement.

Greater Manchester Ecology Unit - No ecological constraints were identified by the developer's ecological consultant. Minor ecological risks relating to nesting birds and bats which were identified can be resolved via informative.

The building was assessed by suitably experienced bat consultant. No evidence of bats was found and the building assessed as negligible risk. There are no reason to

doubt these findings. It is recommend that the following is applied as an informative of any planning permission.

Whilst the building to be converted has been assessed as low risk for bats, the applicant is reminded that under the Habitat Regulation it is an offence to disturb, harm or kill bats. If a bat is found all work should cease immediately and a suitably licensed bat worker employed to assess how best to safeguard the bat(s). Natural England should also be informed.

In terms of nesting by birds on the building, no evidence was found, though not all areas of the roof could be seen. Given the nature of the development the risk is low. It is recommend that the following informative is applied to any permission.

The applicant is reminded that, under the Wildlife and Countryside Act 1981 as amended it is an offence to remove, damage, or destroy the nest of a wild bird, while the nest is in use or being built. Planning consent does not provide a defence against prosecution under this act. If a birds nest is suspected work should cease immediately and a suitably experienced ecologist employed to assess how best to safeguard the nest(s).

Section 109 NPPF states that the planning system should contribute to and enhance the natural and local environment. The proposed development is likely to be neutral. The recommendations by the ecological consultants state that the provision of bird boxes and bat roosting opportunities would enhance the buildings potential. This should form conditions of the planning approval.

Publicity - The proposal, by virtue of the size of the site, and its affect on a Listed Building, has been classified as a small scale major development affecting the setting of a Listed Building. As such, the proposal has been advertised in the local press (Manchester Evening News). Site notices were displayed at various locations around the application site. In addition, notification letters have been sent to an extensive area of local residents and businesses.

Policy

The Development Plan

The Development Plan consists of:

- The Manchester Core Strategy (2012); and
- Saved policies of the Unitary Development Plan for the City of Manchester (1995)

The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy replaces significant elements of the (UDP) and sets out the long term strategic planning policies for Manchester's future development.

A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents as directed by the National Planning Policy Framework (NPPF).

The NPPF requires application to be determined in accordance with the Development Plan unless material considerations indicate otherwise.

Manchester Core Strategy Development Plan Document (July 2012)

The relevant policies within the Core Strategy are as follows:

Policy SP1 '*Spatial Principles*' states that one of the key spatial principles is the emphasis on the creation of neighbourhoods of choice, providing high quality and diverse housing around district centres which meet local needs, all in a distinct environment.

All development should have regard to the character, issues and strategy for each regeneration area – in this case East Manchester. In addition, new development will be encouraged that maximises the potential of the City's transport infrastructure, in particular promoting walking, cycling and the use of public transport.

The policy goes on to state that development in all parts of the City should:

- Make a positive contribution to neighbourhoods of choice including;
 - Creating well designed places that enhance or create character.
 - Making a positive contribution to the health, safety and well being of residents;
 - Considering the needs of all members of the community;
 - Protect and enhance the built and natural environment.
- Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible;
- Improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision.

The proposed development is considered to be in accordance with policy SP1 in that a high quality residential development be provided that contributes towards meeting housing growth in the City and creating a high quality neighbourhood for residents to live in. Consideration has been given to minimising the impact on local residents along with protecting the historical context.

Policy EC2 '*Existing employment space*' states that the Council will seek to retain and enhance existing employment space and sites. Alternative uses will only be supported on sites allocated accordingly, or if it can be demonstrated that:

- The existing use is un-viable in terms of business operations, building age and format;
- The existing use is incompatible with adjacent uses;
- The existing use is unsuitable for employment having had regard to the Manchester-Salford - Trafford SFRA; or
- On balance, proposals are able to offer greater benefits in terms of the Core Strategy's vision and spatial objectives than the existing use.

Policy EC3 '*The Regional Centre*' states that housing will be an appropriate use within the Regional Centre, although this should complement the development of mixed use employment areas. Subject to site and location details, the Regional Centre will generally be a location where higher density residential development is appropriate.

The proposal is considered to be in accordance with policy EC3 as it would provide a dense residential development thus contributing towards the City housing growth.

Policy T1 '*Sustainable Transport*' seeks to deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport. The Council will support proposals that:

- Improve choice by developing alternatives to the car;
- Promote regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services, particularly for those most in need and for those without a car;
- Improve access to transport services and facilities in order to enable disabled people and people with mobility impairments to participate fully in public life;
- Improve pedestrian routes and the pedestrian environment;
- Improve and develop further Manchester's cycle network;
- Contribute to improvements to the extent and reliability of the public transport network through safe and attractive waiting facilities, better priority and information provision,
- Would reduce the negative impacts of road traffic.

The proposal is considered to be in accordance with policy T1 as the development is located in an area where there is access to a range of public transport modes whilst encouraging other forms of transport such as cycle, car sharing and car clubs.

Policy T2 '*Accessible areas of opportunity and needs*' states that the Council will actively manage the pattern of development to ensure that new development:

- Is located to ensure good access to the City's main economic drivers, including the regional centre and to ensure good national and international connections;
- Is easily accessible by walking, cycling and public transport; connecting residential to jobs, centres, health, leisure, open space and educational opportunities. Particular priority will be given to providing all residents access

to strategic employment sites including – links with East Manchester to employment locations such as Eastlands.

Applications should include appropriate Traffic Impact Assessments and Travel Plans for all major applications and for any proposals where there are likely to be access or transport issues.

This planning application is accompanied by a transport assessment and travel plan which demonstrates that the proposal will have a minimal impact on the local highway network and will encourage other forms of transport.

Policy H1 '*Overall Housing Provision*' states that the proportionate distribution of new housing, and the mix within each area, will depend on a number of factors, in particular, the need to diversify housing stock in mono tenure areas by increasing the availability of family housing. High density developments (over 75 units per hectare) are appropriate in both the City Centre and parts of the Regional Centre given the accessible location. 90% of residential development will be on previously developed land. The re-use of vacant housing, including the renewal of areas characterised by poor quality housing, will be prioritised. New developments should take advantage of existing buildings where appropriate through refurbishment or rebuilding works. If this is not possible, development schemes should contribute to renewal of adjacent areas which contain vacant or derelict buildings.

Policy H1 goes on to state that new residential development should take account of the need to:

- Contribute to creating mixed communities by providing house types to meet the needs of a diverse and growing Manchester population;
- Reflect the spatial distribution set out above which supports growth on previously developed site in sustainable locations and which takes account of the availability of developable sites in these areas;
- Contribute to the design principles of Manchester LDF including in environmental terms. The design and density of a scheme should contribute to the character of the local area. All proposals should make provision for appropriate usable amenity space. Schemes should make provision for parking cars and bicycles (in line with policy T2) and the need for appropriate sound insulation;
- Prioritise sites which are in close proximity to centres of high frequency public transport routes;
- Be designed to give privacy to both its residents and neighbours.

The proposal would provide accommodation which will be attractive to a diverse range of housing needs through varying accommodation sizes. Given the proposal is for privately rented accommodation, it is expected that the proposal will be attractive to young professionals wishing to share.

Policy H2 '*Strategic Housing Location*' states that the key location for new residential development throughout the plan period will be within the area to the east and north of Manchester City Centre identified as a strategic location for new housing. Land assembly will be supported in this area to encourage the creation of large

development sites or clusters of sites providing the potential for significant regeneration benefits.

Developers should take advantage of these opportunities by:-

- Diversifying the housing offer with particular emphasis on providing medium density (40-50 dwellings per hectare) family housing including affordable housing. In locations which are close to the City Centre, such as the Lower Irk Valley and Holt Town, higher densities will be appropriate. However, the provision of family homes should remain an emphasis in these areas, too.
- Including environmental improvements across the area.
- Creating sustainable neighbourhoods which include complementary facilities and services.
- Considering the scope to include a residential element as part of employment-led development.

The proposal is considered to comply with policy H2 in that it will provide a dense residential development in an area of the City that is expected to accommodate residential growth.

Policy H3 '*North Manchester*' states that over the lifetime of the Core Strategy, will accommodate around 20% of new residential development. Priority will be given to family housing and other high value, high quality development where this can be sustained. High density housing will be permitted within or adjacent to the parts of North Manchester that fall within the Regional Centre (Strangeways and Collyhurst area) and within Cheetham Hill and Harpurhey district centres as part of mixed-use schemes as well as along high frequency public transport routes.

The proposal is considered to comply with policy H3 in that it would provide a dense residential development in the regional centre.

Policy H8 '*Affordable Housing*' states affordable housing contributions will be considered of 0.3 hectares and 15 units or more. The development will not provide provision for affordable housing and will provide private accommodation for rent as part of diversifying the area and offering housing choice.

Policy EN1 '*Design principles and strategic character areas*' states that all development in Manchester will be expected to follow the seven principles of urban design. Opportunities for good design to enhance the overall image of the City should be fully realised, particularly on major radial and orbital road and rail routes. Proposals for new development must clearly detail how the proposed development addresses the design principle, reinforces and enhances the local character of that part of the City and supports the achievement of the Core Strategic objectives.

The proposed development is considered to be a high quality scheme in terms of its design and appearance and will enhance the regeneration of the area.

Policy EN3 '*Heritage*' states that throughout the City, the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods, including those of the City Centre.

New developments must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance, including scheduled ancient monuments, listed buildings, registered parks and gardens, conservation areas and archaeological remains.

Proposals which enable the re-use of heritage assets will be encouraged where they are considered consistent with the significance of the heritage asset.

EN4 '*Reducing CO₂ emissions by enabling low and zero carbon development*' states that the Council will seek to reduce fuel poverty and decouple growth in the economy, growth in CO₂ emissions and rising fossil fuel prices, through the following actions:

All development must follow the principles of the energy hierarchy being designed to:

- Reduce the need for energy through design features that provide passive heating, natural lighting and cooling;
- To reduce the need for energy through energy efficient features such as improved insulation and glazing;
- To meet residual energy requirements through the use of low or zero carbon energy generating technologies

Policy EN5 '*Strategic areas for low and zero carbon decentralised energy infrastructure*' states that with the regional centre (which includes the application site) will have a major role to play in achieving an increase in the level of decentralised, low and zero carbon energy supplies.

Policy EN6 '*Target framework for CO₂ reductions from low or zero carbon energy supplies*' states that developments over 1000 sqm will be expected to meet targets shown with the policy unless this can be shown not to be viable.

The development is considered to comply with policies EN4 – EN6 in that clear consideration has been given to how the buildings functions to reduce overall energy demands. The building fabric is considered to be high quality and will allow energy costs to remain low.

Policy EN9 '*Green Infrastructure*' states that new development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function. Where the opportunity arises and in accordance with current Green Infrastructure Strategies the Council will encourage developers to enhance the quality and quantity of green infrastructure, improve the performance of its functions and create and improve linkages to and between areas of green infrastructure. Where the benefits of a proposed development are considered to outweigh the loss of an existing element of green infrastructure, the developer will be required to

demonstrate how this loss will be mitigated in terms of quantity, quality, function and future management.

The green infrastructure is of low ecological value and therefore its removal will not have a detrimental impact on wildlife habitats at the site. The proposal will enhance biodiversity at the application site through the introduction of new trees and soft landscaping.

Policy EN14 '*Flood Risk*' states that all new development should minimise surface water run off. In addition, an appropriate Flood Risk Assessment (FRA) will also be required for all development proposals on sites greater than 0.5ha within critical drainage areas. Consideration has been given to the surface water run off from the site and a scheme will be agreed which minimises the impact from surface water run off.

Policy EN15, '*Biodiversity and Geological Conservation*', states that developers will be expected to identify and implement reasonable opportunities to enhance, restore or create new biodiversity, either on site or adjacent to the site contributing to linkages between valuable or potentially valuable habitat areas where appropriate.

The application site is not considered to be of high quality in ecology terms and therefore no mitigation is required.

Policy EN16 '*Air Quality*' states that the Council will seek to improve the air quality within Manchester. The proposal is not considered to compromise air quality.

Policy EN17 '*Water Quality*' states that developments should minimise surface water run off and minimise ground contamination into the watercourse. Consideration has been given to minimising the impact of the adjacent canal particularly during construction.

Policy EN18, '*Contaminated Land*', states that any proposal for development of contaminated land must be accompanied by a health risk assessment. The applicant has provided provisional details relating to ground conditions. Further investigative work will be needed to confirm the findings of the provisional details and determine if any mitigation is required.

EN19 '*Waste*' states that the Council will require all developers to demonstrate the proposals consistency with the principles of the waste hierarchy (prevention, reduction, re-use, recycling, energy recovery, and disposal). Developers will be required to submit a waste management plan to demonstrate how construction and demolition waste will be minimised and recycled. The applicant has a clear waste management strategy for the site which will ensure that residents adhered to recycling principles.

Policy DM1 '*Development Management*' all development should have regard to the following specific issues:-

- Appropriate siting, layout, scale, form, massing, materials and detail;

- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area;
- Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise;
- Community safety and crime prevention;
- Design for health;
- Adequacy of internal accommodation and external amenity space;
- Refuse storage and collection;
- Vehicular access and car parking;
- Effect on biodiversity, archaeological or built heritage;
- Green infrastructure;
- Flood risk and drainage.

The applicant has given careful consideration to the design, scale and layout of the development along with providing solutions to prevent noise ingress, crime, refuse and car and cycle parking. The proposal also meet the City Councils space standards.

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

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

The Unitary Development Plan for the City of Manchester was adopted in 1995. However, it has now been largely replaced by the Manchester Core Strategy. There are some saved policies which are considered relevant and material and therefore have been given due weight in the consideration of this planning application. The relevant policies are as follows:

DC5.1 '*flat conversions*' states that in determining planning applications to convert property to flats, the Council will have regard to:

- a. the standard of accommodation for the intended occupiers of the premises;
- b. effects on adjoining houses as a result of noise from flats passing through party walls and affecting adjoining houses;
- c. adequacy of car parking, off-street car parking being normally required where practicable, and essential where there is so severe an existing on-street parking problem that unacceptable additional pressures would be created;

- d. general effects on the character of the neighbourhood, including the extent to which flat conversion schemes are a new or an established feature of the immediate area, avoiding the loss of front gardens and the retention of existing trees and shrubs;
- e. adequate private outdoor amenity space;
- f. the desirability of achieving easy access for all, including disabled people (as a minimum, access for disabled people will normally be required in conversions of ground floor accommodation);
- g. the satisfactory provision of refuse storage and collection facilities.

DC5.2 There will be a general presumption in favour of flat conversions within residential areas, on the upper floors of businesses within commercial areas and in properties on main road frontages, subject to other relevant policies of the Plan. They will be particularly welcome where large, old, difficult to re-use properties are involved, and where proposed schemes provide investment enabling the retention and improvement of housing stock.

DC5.3 Notwithstanding policy DC5.2, the Council will normally refuse permission for any developments in this category which:

- a. do not provide accommodation to the Council's current approved standards;
- b. are in tightly-packed residential streets where there is no scope for off-street car parking and where there is already an acknowledged problem of on-street congestion;
- c. involve conversion schemes without adequate private external amenity space;
- d. are schemes without satisfactory refuse storage and collection facilities.

DC5.4 In determining applications of this kind, the Council will give particularly careful consideration to situations in which the conversion of small terraced properties are proposed; and where a scheme is the first in a street of otherwise single family dwellings, the Council will give weight to the desirability of maintaining the character of the street in that respect.

DC7 '*New Housing Development*' states that the Council will negotiate with developers to ensure that new housing is accessible at ground floor level to disabled people, including those who use wheelchairs, wherever this is practicable. All new developments containing family homes will be expected to be designed so as to be safe areas within which children can play and, where appropriate, the Council will also expect play facilities to be provided.

The proposal meets City Council spaces standards and will be accessible for all residents of Manchester.

DC19 '*Listed Buildings*' - In determining applications for listed building consent or planning applications for development involving or having an impact on buildings of Special Architectural or Historic Interest, the Council will have regard to the desirability of securing the retention, restoration, maintenance and continued use of such buildings and to protecting their general setting. In giving effect to this policy, the Council will:

- a. not grant Listed building consent for the demolition of a listed building other than in the most exceptional circumstances, and in any case, not unless it is satisfied that every possible effort has been made to continue the present use or to find a suitable alternative use;
- b. not permit a change of use of a listed building, where it would have a detrimental effect on the character or appearance of the building;
- c. not permit any external or internal alteration or addition to a Listed building where, in its opinion, there would be an adverse effect on its architectural or historic character;
- d. seek to preserve and enhance the settings of listed buildings by appropriate control over the design of new development in their vicinity, control over the use of adjacent land, and where appropriate, by the preservation of trees and landscape features;
- e. permit demolition only where there are approved detailed plans for redevelopment and where there is evidence of a firm building contract;
- f. not permit alterations to a listed building which would prevent the future use of any part of the building, in particular upper floors or basements, or where poor maintenance is likely to result.

Saved policy DC26, *Development and Noise*, states that the Council intends to use the development control process to reduce the impact of noise on people living and working in the City. In particular, consideration will be given to the effect of new development proposals which are likely to be generators of noise. Conditions will be used to control the impacts of developments.

The proposal has been designed to minimise the impact from noise sources and further mitigation will be secured by planning condition.

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

Other material policy considerations

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

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

- Chapter 2 'Design' – outlines the City Council's expectations that all new developments should have a high standard of design making a positive contribution to the City's environment;
- Paragraph 2.7 states that encouragement for "the most appropriate form of development to enliven neighbourhoods and sustain local facilities. The layout of the scheme and the design, scale, massing and orientation of its buildings should achieve a unified form which blends in with, and links to, adjacent areas.
- Paragraph 2.8 suggests that in areas of significant change or regeneration, the future role of the area will determine the character and design of both new development and open spaces. It will be important to ensure that the development of new buildings and surrounding landscape relates well to, and helps to enhance, areas that are likely to be retained and contribute to the creation of a positive identity.
- Paragraph 2.14 advises that new development should have an appropriate height having regard to the location, character of the area and specific site circumstances. Although a street can successfully accommodate buildings of differing heights, extremes should be avoided unless they provide landmarks of the highest quality and are in appropriate locations.
- Paragraph 2.17 states that vistas enable people to locate key buildings and to move confidently between different parts of the neighbourhood or from one area to another. The primary face of buildings should lead the eye along important vistas. Views to important buildings, spaces and landmarks, should be promoted in new developments and enhanced by alterations to existing buildings where the opportunity arises.
- Chapter 8 'Community Safety and Crime Prevention' – The aim of this chapter is to ensure that developments design out crime and adopt the standards of Secured by Design;
- Chapter 11 'The City's Character Areas' – the aim of this chapter is to ensure that new developments fit comfortably into, and enhance the character of an area of the City, particularly adding to and enhancing the sense of place.

Manchester Residential Quality Guidance (2016)

The City Council's Executive has recently endorsed the Manchester Residential Quality Guidance. As such, the document is now a material planning consideration in the determination of planning applications and weight should be given to this document in decision making.

The purpose of the document is to outline the consideration, qualities and opportunities that will help to deliver high quality residential development as part of successful and sustainable neighbourhoods across Manchester. Above all the

guidance seeks to ensure that Manchester can become a City of high quality residential neighbourhood and a place for everyone to live.

The document outlines nine components that combine to deliver high quality residential development, and through safe, inviting neighbourhoods where people want to live. These nine components are as follows:

- Make it Manchester;
- Make it bring people together;
- Make it animate street and spaces;
- Make it easy to get around;
- Make it work with the landscape;
- Make it practical;
- Make it future proof;
- Make it a home; and
- Make it happen.

City Centre Strategic Plan 2015-2018 (March 2016)

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

It should also be noted that the strategic plan approved by the Executive also endorsed an extended boundary of the City Centre upon which the strategic plan is based. This extended boundary includes the application site and the NOMA area.

Indeed the strategic plan states that the growth of the City Centre "*has contributed additional residential accommodation, commercial property and leisure destinations, and these locations (together with others including the Irk Valley and New Cross) have clear potential to contribute to the City Centre offer: their relationship with, and proximity to, existing concentrations of activity demands their inclusion with the City Centre boundary. The expansion of the City Centre boundary to incorporate edge of centre neighbourhoods and developments will increase a population that has already trebled over the last decade and subsequently further enhance the City Centre economy*"

It is therefore clear that from this document that the expansion of the City Centre boundary to include areas such as NOMA is vital in terms of delivering the City's growth objectives for residential, commercial and population growth.

The City Centre plan particularly recognises the role that NOMA can play in terms of delivering residential growth and providing a higher quality residential offer in line with the regeneration framework. Indeed, the strategy recognises that by incorporating new areas such as NOMA, New Cross and the Irk Valley within the City

Centre boundary it will allow for better linkages with the communities of North Manchester to the City Centre along with providing a catalyst that can drive further residential development in these areas.

Manchester Strategy (January 2016)

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

National Planning Policy Framework

The central theme to the NPPF is to achieve sustainable development. The Government states that there are three dimensions to sustainable development: an economic role, a social role and an environmental role (paragraphs 6 & 7).

Paragraph 8 of the NPPF goes on to state that these roles should not be undertaken in isolation:

"...to achieve sustainable development, economic, social and environmental gains should be sought jointly and simultaneously through the planning system"

Paragraph 9 of the NPPF states that pursuing sustainable development involves seeking positive improvements in the quality of the built, natural and historic environment as well as in people's quality of life. This includes making it easier for jobs to be created in cities.

Section 4 outlines the Governments objectives in respect of promoting sustainable transport, in particular developments should be supported that exploit opportunities for the use of sustainable transport modes for the movement of goods or people.

Section 7 'Requiring Good Design' outlines the Governments expectations in respect of new developments:

"The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people" (paragraph 56)

Paragraph 58 states that local plans should develop robust and comprehensive policies that set out the quality of development that will be expected for the area. In particular, planning policies and decisions should aim to ensure that developments:

- Will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- Establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit;

- Respond to local character and history, and reflect the identity of local surroundings and materials, whilst not preventing or discouraging appropriate innovation;
- Are visually attractive as a result of good architecture and appropriate landscaping.

Paragraph 59 goes on to state that:

“Local planning authorities should...concentrate in guiding the overall scale, density, massing, height, landscape, layout, materials and access of new development in relation to neighbouring buildings and the local area more generally”

Paragraph 63 of the NPPF also states that great weight should be given to outstanding or innovative design which helps raise the standard of design more generally in the area.

Paragraph 65 goes on to state that buildings which are incompatible with an existing townscape but are of high level of sustainability in general can be supported if mitigated by good design.

Section 11 *conserving and enhancing the natural environment* provides guidance of the minimising the impacts of new developments of existing environments. Developments should therefore consider impacts on ecology, biodiversity and noise.

Paragraph 124 states that planning policies should sustain compliance with and contribute towards EU limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and the cumulative impacts on air quality from individual sites in local areas. Planning decisions should ensure that any new development in Air Quality Management Areas is consistent with the local air quality action plan.

Section 12 outlines the Governments objectives in terms of conserving and enhancing the historic environment. Paragraph 128 states that in determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes or has the potential to include heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation.

Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this assessment into account when

considering the impact of a proposal on a heritage asset, to avoid or minimise conflict between the heritage asset's conservation and any aspect of the proposal.

Where there is evidence of deliberate neglect of or damage to a heritage asset the deteriorated state of the heritage asset should not be taken into account in any decision.

In determining planning applications, local planning authorities should take account of:

- the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
- the desirability of new development making a positive contribution to local character and distinctiveness.

Paragraph 132 goes on to state that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification.

Substantial harm to or loss of a grade II listed building, park or garden should be exceptional. Substantial harm to or loss of designated heritage assets of the highest significance, notably scheduled monuments, protected wreck sites, battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.

Paragraph 133 states where a proposed development will lead to substantial harm to or total loss of significance of a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:

- the nature of the heritage asset prevents all reasonable uses of the site; and
- no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and
- conservation by grant-funding or some form of charitable or public ownership is demonstrably not possible; and
- the harm or loss is outweighed by the benefit of bringing the site back into use.

Paragraph 134 states where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.

Local planning authorities should not permit loss of the whole or part of a heritage asset without taking all reasonable steps to ensure the new development will proceed after the loss has occurred.

Local planning authorities should look for opportunities for new development within Conservation Areas and World Heritage Sites and within the setting of heritage assets to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to or better reveal the significance of the asset should be treated favourably.

Promoting healthy communities is an integral part of delivering the Government sustainable vision; this includes creating safe and accessible environments where crime and disorder do not undermined quality of life. In addition, there should be high quality public spaces.

Meeting the challenge of climate change is also important part of the NPPF. This includes supporting energy efficient developments as part of a low carbon future. In addition, areas at risk of flooding should be avoided. Conserving and enhancing the natural environment is also a key consideration and efforts should be made to increase biodiversity at development sites.

Paragraphs 11, 12, 13 and 14 of the NPPF outline a “presumption in favour of sustainable development”. This means approving development, without delay, where it accords with the development plan and where the development is absent or relevant policies are out-of-date, to grant planning permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the NPPF.

Planning Policy Guidance (PPG)

The relevant sections of the PPG are as follows:

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

Examples of mitigation include:

- the design and layout of development to increase separation distances from sources of air pollution;
- using green infrastructure, in particular trees, to absorb dust and other pollutants;
- means of ventilation;
- promoting infrastructure to promote modes of transport with low impact on air quality;

- controlling dust and emissions from construction, operation and demolition; and
- contributing funding to measures, including those identified in air quality action plans and low emission strategies, designed to offset the impact on air quality arising from new development.

Noise states that local planning authorities' should take account of the acoustic environment and in doing so consider:

- whether or not a significant adverse effect is occurring or likely to occur;
- whether or not an adverse effect is occurring or likely to occur; and
- whether or not a good standard of amenity can be achieved.

Mitigating the noise impacts of a development will depend on the type of development being considered and the character of the proposed location. In general, for noise making developments, there are four broad types of mitigation:

- engineering: reducing the noise generated at source and/or containing the noise generated;
- layout: where possible, optimising the distance between the source and noise-sensitive receptors and/or incorporating good design to minimise noise transmission through the use of screening by natural or purpose built barriers, or other buildings;
- using planning conditions/obligations to restrict activities allowed on the site at certain times and/or specifying permissible noise levels differentiating as appropriate between different times of day, such as evenings and late at night, and;
- mitigating the impact on areas likely to be affected by noise including through noise insulation when the impact is on a building.

Design states that where appropriate the following should be considered:

- layout – the way in which buildings and spaces relate to each other
- form – the shape of buildings
- scale – the size of buildings
- detailing – the important smaller elements of building and spaces
- materials – what a building is made from

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

Travel Plans, Transport Assessments in decision taking states that applications can positively contribute to:

- encouraging sustainable travel;
- lessening traffic generation and its detrimental impacts;
- reducing carbon emissions and climate impacts;
- creating accessible, connected, inclusive communities;

- improving health outcomes and quality of life;
- improving road safety; and
- reducing the need for new development to increase existing road capacity or provide new roads.

Other legislative requirements

Section 16 (2) of the Planning (Listed Building and Conservation Areas) Act 1990 (the "Listed Building Act") provides that "in considering whether to grant listed building consent for any works to a listed building, the local planning authority or the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses"

Section 66 Listed Building Act requires the local planning authority to have special regard to the desirability of preserving the setting of listed buildings. This requires more than a simple balancing exercise and considerable importance and weight should be given to the desirability of preserving the setting. Members should consider whether there is justification for overriding the presumption in favour of preservation.

Section 72 of the Listed Building Act provides that in the exercise of the power to determine planning applications for land or buildings within a conservation area, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.

Principle of the redevelopment of the site and contribution to regeneration

Loss of employment land

The site is currently used as serviced offices by multiple business occupiers. The building is currently occupied and is fully let. The proposal will result in the loss of 4656 sqm of B1 office space.

Policy EC2 of the Core Strategy states that the Council will seek to retain and enhance existing employment spaces. The policy goes on to state that alternative uses will only be supported on sites where it can be demonstrated:

- The existing use is un-viable in terms of business operations, building age and format;
- The existing use is incompatible with adjacent uses;
- The existing use is unsuitable for employment having had regard to the Manchester-Salford - Trafford SFRA; or
- On balance, proposals are able to offer greater benefits in terms of the Core Strategy's vision and spatial objectives than the existing use.

The applicant has provided a statement within their planning application regarding the viability of the existing use. They indicate that the rent paid by the current tenant is low at £3.20 per sqft. Given the listed status of the building, this yield is insufficient to fund the ongoing maintenance of the building on an annual basis nor is it sufficient to fund ongoing significant repairs to the building.

Consideration has been given by the applicant whether there is a possibility of increasing the rents in order to fund repairs to the building. The existing tenant is not able to afford a rent increase. In terms of securing an alternative tenant, the applicant has confirmed that the current condition of the building will not be attractive to a new tenant. In addition, the format of the office space does not meet modern standards for high quality office space and does not provide flexible facilities that businesses are looking for.

The applicant has provided a viability statement in support of their application, this demonstrates that it is not viable for the applicant to undertake remedial works in order to re-let the office space nor is it viable to undertake a total refurbishment to provide a higher specification of office space.

In considering the above, it is clear that the existing use has become un-viable in terms of its business operations, building age and format. The current occupation of the building with a low rent office does provide an ongoing use of the building. However, this is not a long term use which will enable the applicant to undertake the necessary repair, modernisation and maintenance of the listed building.

It is clear from inspections of the property that the listed building is in a poor condition and there is evidence of damage to the structure from leaks in the roof and windows. In addition, the condition and format of the office space is poor quality and would not be attractive to new tenants should the existing tenant vacate the building.

Whilst it is acknowledged that the proposal will result in the loss of tenanted office building, it is considered that the current condition of the Listed Building will not enable sufficient income to be generated to secure its continued use for employment purposes. The floor plates within the building are not considered to be attractive to modern business. It is therefore considered that whilst there will be a quantitative loss of B1 employment space in this part of the City, in qualitative terms the B1 office space is low quality.

As such, the loss of the existing employment use from the premises is considered to be acceptable in principle and accords with the requirements of Policy EC2 of the Core Strategy. In addition, the proposal will generate the revenue required for the refurbishment and repair of this Listed Building.

In light of the intensive employment use at the application, it is considered that a clear relocation strategy for the site must be devised. The applicant has indicated the current tenant has not begun to explore alternative office accommodation in the City. As such, it is recommended that a condition of the planning approval should be that a satisfactory relocation strategy is agreed prior to the commencement of any works which would cease the office use at the application site.

Given that the surrounding area is predominately residential it is considered that alternative uses for the building is acceptable. Indeed, the proposed use of the building as residential, offers greater benefits to the City than the existing low quality office use as it will continue to the supply of good quality residential accommodation in a popular part of the City Centre. This approach to re-using large and difficult building is outlined within saved policy DC5.2 of the UDP.

Policy H1 outlines the strategic approach to housing growth in the City. Approximately 60,000 new homes need to be provided in the City between 2009 and 2027. This growth is expected to be accommodated principally within the North, East, City Centre and central areas of Manchester which fall within the Regional Centre and inner areas of Manchester. This is as a direct response to Manchester's growing economy and population growth the later which is expected to rise significantly over the next 20 years.

New developments in the City will therefore be expected to contribute towards this growth strategy ensuring that development takes place within the right areas to meet demands along with creating high quality places and neighbourhoods of choice. There is currently a mismatch between supply and demand for suitable accommodation to meet the growing population of the City.

The application site is located within the Regional Centre, as allocated on the Proposals Map contained within the Manchester Core Strategy (2012) along with being located within the expanded City Centre boundary as defined by the City Centre Strategic Plan.

Policy SP1 of the Core Strategy states that areas such as the application site will be the focus for economic and commercial development, retail, leisure and cultural activity alongside high quality city living. Policy H1 goes on to state that the Regional Centre is a priority area for residential schemes in order to support regeneration and drive regional growth.

In order to meet the objectives of the policies in the Core Strategy the proposal will form 159 residential units thus contributing to new housing growth in the area and the 20% of residential accommodation prescribed with policy H3 of the Core Strategy.

In terms of the range and mix of accommodation (required by both the development framework and policy H1 of the Core Strategy), the proposal will be for sale providing mainly 2 bedroom accommodation that may be attractive to families given the number of bedrooms and size of the apartments.

A residential proposal of this nature is considered to be acceptable in principle as it accords with the residential growth principles identified within policies SP1, H1, H3 and EC3 of the Core Strategy and facilitate the redevelopment of a listed Building which requires significant repair and maintenance work.

Regeneration

Policies SP1 and EC1 seek to support developments in the City which consider the needs of all the community and their wellbeing along with contributing to economic growth. This includes demonstrating the employment generating potential of developments for local people and promoting good health and community cohesion. Such an approach is a key consideration within the NPPF which outlines the Governments desire to secure economic growth in order to create jobs and prosperity along with securing the wellbeing of communities.

In order to secure wide ranging benefits from the development, it is recommended that a condition of the planning approval is that a local labour agreement is agreed in order to secure jobs for local residents as part of the development.

Material planning considerations

Whilst the principle of the development is consistent with planning policy framework, there are detailed matters that require particular attention. This report will therefore consider the following material considerations and determine whether any undue harm will arise as a consequence of the development:

- Affordable housing;
- Visual amenity;
- Impact on the historic environment ;
- Ecology;
- Effect of the development on the local environment and existing residents
- Effect of the development on the proposed residents
- Landscaping and amenity space /boundary treatment/public realm
- Impact on the highway network/car/cycle parking and servicing
- Flood Risk/surface drainage
- Waste management
- Sustainability;
- Designing out crime; and
- Construction management.

The above matters will be considered in turn be

Affordable Housing

Policy H8 of the Core Strategy requires that consideration be given to the provision of affordable housing within all new residential developments on site of 0.3 hectares and above or where 15 or more units are proposed for development to contribute to the City-wide target for 20% of new housing provision to be affordable.

The supporting SPD to this policy is clear that this may not be necessary or required where either a financial viability assessment is conducted that demonstrates that it is not viable to deliver affordable housing or a proportion, or where material considerations indicate that intermediate or social rented housing would be inappropriate.

Of relevance to this application this includes:

- that inclusion of affordable housing would prejudice the achievement of other important planning or regeneration objectives which are included within existing Strategic Regeneration Framework, planning frameworks or other Council approved programmes.
- It would financially undermine significant development proposals critical to economic growth within the City;
- The financial impact of the provision of affordable housing, combined with other planning obligations would affect scheme viability.

It is acknowledged that the need for affordable housing, as part of the development has not been identified by Strategic Housing in this instance. This is very much a consequence of the existing make up of residential accommodation in the area. As noted above, any requirement or not for affordable housing will be based upon an assessment of a particular local need, a requirement to diversify the existing housing mix and the delivery of regeneration objectives.

The proposal would consist of properties for sale. Given the works to refurbish the Listed Building, and in order to achieve a high quality development, in terms of design, materials and space standards, this raises issues of viability of the overall scheme.

Scheme viability is a key strand to the consideration. A Viability assessment has been submitted, which demonstrates that in its current form the development is viable with costs associated with design/high quality materials, highway mitigation measures, space standards etc together with the development being capable of being delivered.

The recently endorsed 'Housing Affordability in Manchester' report by the Executive acknowledged the importance of delivering new homes through the planning process, providing the fundamental and underlying platform for growth and ensuring that the supply of housing increases thereby helping to counter price rises created by shortage. An assessment of scheme viability was noted as an essential part of this process.

A high quality residential development in this key regeneration area will assist in meeting housing demand in this part of the City.

On the basis of the above the proposed development complies with Core Strategy policy H8.

Residential development - density/type/accommodation standards

Policy H1 states that developments of over 75 units per hectare will be appropriate on sites in the City Centre and in the Regional Centre. The proposed development accords with this approach as the 59 residential units proposed will provide 393 units per hectare.

Whilst this proposal is considered to represent a dense form of development, it is representative of the densities considered appropriate for this type of location and within a City Centre context as detailed within the Core Strategy and the development framework.

In terms of the type and standard of accommodation, policies SP1, H1, H2 and H3 of the Core Strategy seek to ensure that the right type and standard of accommodation is created in the City. This is reiterated within the Residential Design. This outlines space standards for new accommodation across the City.

The breakdown of accommodation and sizes within the block is as follows:

- One bedroom apartments – 8 (13 %)
- Two bedroom apartments – 49 (83%)
- Three bedroom apartments – 2 (3%)

The mixture of apartments is considered to be acceptable. The apartments also broadly comply with the space standards within the residential guide which is welcomed. A small proportion of the 1 bedroom units constitute a 1 person apartment and some of the 2 bedroom accommodation is marginally below the required space standards. In this instance this is considered to be acceptable given the challenges of laying out of some of the accommodation due to the need to respond appropriately to the listed fabric.

The apartments would be for sale which is welcomed as it will provide high quality accommodation within a Listed Building.

It is considered that the development complies with policies SP1, H1, H2, H3 and DM1 of the Manchester Core Strategy along with saved policy DC5 of the UDP in that it will provide high quality accommodation in a popular residential area.

Visual amenity

Policies EN1 and DM1 of the Core Strategy, along with the Guide to Development in Manchester and the draft residential design guide, requires that consideration be given to layout of new developments ensuring that they respond to the surrounding context and maximise frontages with the street scene and other important features of sites.

With regards to the internal aspects of the proposal, the floor plates of the development are a mixture of large open plan spaces and small sub divisions. In the majority of instances, this has followed the natural expression of the window openings, beams and columns within the building. This allows an appreciation of the historical use of the building when they were used as large open plan spaces associated with the printing works.

The conversion of the building for residential purposes will require the internal subdivision of the spaces. The applicant has again followed the expression of the window openings, columns and beams which can all be exposed within the apartments. There will also be the retention of the original stair cases on the western and eastern aspects of the building.

In order to provide access to the apartments, a new glazed atrium extension will be erected which will join the New Mount Street block to the 1920s block on Naples Street. A series of internal corridors will be created on all levels of the building to provide the front doors to the apartments. In considering this arrangement, the application was asked to consider whether this was the optimum arrangement for the conversion given it would therefore no created dual aspect apartments and would therefore require further subdivision and partition of the internal spaces.

Following consideration of this matter, the applicant has amended the basement level apartments so that they are now dual aspect and have their main entrances directly

from the atrium rather from an inset corridor. At the upper levels of the building, it has not been possible to replicate this arrangement. However, it is considered that this provide the most efficient use of the space and generous sized apartments in line with the City's space standards.

The main external alterations to the building is as follows:

- Erection of a new glazed atrium along the centre of the building and accessed from School Street;
- Roof top extension to the 1920s block along Naples Street;
- Elevational alterations to the rear elevation of the New Mount Street including the formation of window openings;
- Elevational alterations to the cottage and single storey elements to Naples Street.

The proposed glazed atrium will be a new addition to the building and will form the principal entrance to the building off School Street. The addition will require some minor remodelling of the existing entrance which has been poorly altered in the past. The alterations during the course of the application have sought to ensure that the atrium is a lightweight structure that is subservient to the existing entrance and surrounding buildings. As such, a larger extent of glazing has been introduced together with a stepping back of the atrium from the main entrance. The atrium will be clad in zinc to provide a high quality finish to the addition.

The roof top extension to the 1920s block will provide much needed additional accommodation for the overall viability of the proposal. This will increase the height of this block to 4 storey. The addition will remain lower than the New Mount Street block and the more modern buildings in the surrounding street scene such as the Linx Building.

In order to minimise the impact of this addition, the applicant was asked to step the extension in by 500mm on all sides of the extension to ensure that it remained a subservient element to the Listed Building. The addition will also be clad in zinc and will have large window openings in order to provide a modern and lightweight addition to the roof. Roof terraces will be positioned on the roof area to provide out door amenity spaces for these apartments.

Overall the roof top addition will provide a modern addition to the Listed Building which will contrast well with the modern traditional architecture of the building.

The proposal will also involve the conversion of the lower storey dwellinghouse on the corner of School Street and Naples street. It is welcomed that the proposal has retained these elements with minimal alteration. The dwellinghouse has, however, been significantly altered over the years which has affected its exterior quality.

The applicant had originally chosen a contemporary façade treatment to the cottage and the single storey buildings to Naples Street. Whilst there was no objection to the modern treatment of the single storey element, which provides entrances to the apartments from Naples Street, discussions during the course of the application focused on whether influence for the alterations to the cottage could take influence

from the historical façade treatment of this building. The applicant has amended the proposed elevational alterations for the cottage to a more sympathetic treatment in line with the original façade whilst responding to the internal layout requirements.

The proposal will also require a zinc clad lift shaft to be installed and new window openings created to provide light to the upper level apartments. It is considered that this arrangement is acceptable. The proposed windows will replicate the style of the existing windows at the property. The applicant was asked to explore the whether glazing could be introduced to the lift shaft, however, this has not been possible due to the viability of the scheme.

In line with policies SP1, EN1 and DM1 of the Core Strategy and saved policy DC5 of the UDP, it is considered that the proposal makes good use of the internal spaces and provides well proportioned apartments whilst respecting and revealing the historical features of the building. The extensions and alterations have been well considered and provide an appropriate addition to the Listed fabric. It is recommended that a condition of the planning approval is that the final materials are agreed in order to ensure that they are of the highest quality.

Impact on the historic environment

Policy EN3 of the Core Strategy, along with section 12 of the NPPF, states that consideration must be given to the impact of new developments on heritage assets. The desire to have special regard to the desirability of preserving the setting of listed buildings and conservation areas is also replicated with the Listed Buildings Act.

The applicant has prepared a heritage statement in support of their planning application. Further details are provided within Listed Building application 114921/LO/2017.

The application site is a Grade II Listed Building comprising three main former printing works buildings (which are connected internally) and a vacant former dwellinghouse. The buildings were formally operated by Co-operative printing and represent a series of buildings which were constructed in different times as the Society's needs expanded.

The earliest building on site dates from the 1870s which is the five storey building fronting on to New Mount Street. The significance of the 1870s building was its open plan layout which, remains largely in tact despite the subdivision of the spaces to offices. There are original cast iron columns which are also still evidence. External to the building are carved stone features inset in relatively simple, regular window pattern

In 1906, an extension was made to this building with the five storey element of the building on the corner of New Mount Street and Ludgate Street. This building is constructed of brick and buff terracotta and has some highly decorative external and internal features which remain in place.

By the 1920s, further accommodation was required and a further three storey extension was added to Naples Street. The building is built from red brick and

poured concrete dressings such as window sills, window heads and moulded sill courses.

The former domestic cottage on the corner of School Street and Naples Street is an early addition to the site built around 1850. The building was largely altered in the 1980s but does retain its original roof, internal walls and floors. Although the building has been substantially altered, particularly externally, its significance is based on its considerable historic and communal value as a result of its early date and previous domestic use and therefore marks an important development in the understanding of the historical pattern of development in the area.

There are also more modern additions within the central parts of the site which are not considered to be of any significance.

The buildings are not located within a Conservation Area.

The significance of the buildings is derived from their group and architectural value. The buildings also have social significance in that they are a time in social history given their use as printing workshops. In addition, they mark four different phases of development from domestic dwelling to a growing and expanding printing works. The building also retains all of the majority of its original sash windows (with only a few modern additions). There are also highly decorative features, internal and external to the building, which remain such as the staircases and ornate titling together with decorative stone work.

Whilst many of the internal spaces have been subdivided to form separate offices, these subdivisions still retain a sense of proportion within the building and are completely reversible.

The applicant has undertaken a thorough assessment of the impact of the conversion and alteration works on the fabric and significance of the listed building.

In terms of the 1870s building, this building is judged to be highly significant. The proposed works to facilitate the conversion in this element of the building will retain all original features and incorporate them into the newly created apartments. As such, cast iron columns, restoration of the original sash windows and stone stair cases will be retained.

The modern subdivision to create the offices will all be removed and new partitions inserted. This will allow the opportunity to reinstate some missing sash windows to allow light into the internal space. Works will also need to be undertaken to the roof which is known to be in a poor state of repair. All work will be done on a like for like basis. The modern entrance on New Mount Street, including internal stair case, will be removed and replacement sash windows will be introduced. There will be a minor element of demolition works through the removal of the 1930s lift shaft which will be replaced with a modern zinc and glass replacement

The same approach outlined above will be used to convert the 1906 building with all surviving features retained and incorporated into the scheme. The remaining parts of the Art Nouveau stained glass screens, decorative tiles and hardwood doors/glazing

will also be retained and incorporated into the scheme. As above, works will be undertaken to the roof as well as replacing the office partitions with new.

The works to the 1920s building will involve the removal of all the modern stud partitions and replacement with the new walls for the apartments. The original windows will be retained and repaired including the sills and heads. The proposal will involve the removal of the original toilet locations and glazed tiled walls as they can reasonably be incorporated into the apartment layouts.

To the roof of the 1920s extension, a new roof top extension will be added. This new structure will not penetrate the existing concrete flat roof of the 1920s building. This addition will be a modern addition to the building which is evidence in the use of zinc cladding to provide a clear contrast with the original fabric. The use of set backs, which were increased during the course of the application, will ensure that the addition is subservient to the original listed fabric.

The cottage will be retained and converted back into residential use. This will allow for the retention of the original walls and chimney breasts which will form two townhouses. Internal high ceilings will be retained and exposed. The external façade of the cottage has been altered significantly over the years. The applicant had originally proposed to provide a contemporary finish to the elevations. However, given that there is historical evidence of the appearance of the cottage, the applicant was asked to consider this further. Amendments have therefore been made to the elevations to better reflect the historical window positions.

Between the cottage and the 1920s block is a single storey structure which will be converted into 3 duplex apartments. New glazed facades and entrances will be created on Naples Street which will provide a contemporary feel to the elevations.

A new glazed atrium will be installed in between the 1870s/1906 and 1920/cottage buildings. This will allow for the restoration of the entrance off School Street and allow for enhance connectivity between all the buildings. The atrium has been set back further during the course of the application to ensure that it is a subservient element to the original fabric together with increasing the amount of glazing to provide a lightweight structure. The remainder of the structure will be zinc to complement the other modern elements of the scheme.

Overall it is considered that the proposal will result in some minor adverse impact on the Listed Building as a result of its conversion to residential accommodation. Whilst the large open plan floor plates across the full length of the floors has already been removed as a result of the buildings use as serviced offices, there remains examples throughout the complex of larger open plan office spaces which provides an understanding of the space of the building. The proposal will result in further subdivision and partition which will diminish this sense of space further.

However, the applicant has laid out the internal aspects of the development to enable all remaining features to be exposed within the apartments. In addition, alterations sought during the course of the application have sought to create dual aspect apartments on the ground floor level of the development which helps to provide an understanding of the space.

The proposals consist of a full programme to restore and repair all internal and external features of the buildings such as the roof, windows, columns and beams. There is also the opportunity to repair masonry work and existing tiles. In addition, the vacant cottage will be returned to its original use and refurbished. This approach is welcomed. The extension work has also been limited to a roof top extension and new atrium which allows a continued understanding of the group value of the buildings.

Whilst the proposed development results in the further subdivision of the internal space, it is considered that the programme of works to retain and restore the key features of the building, together with limiting the external alterations to the building, will retain the group value of the Listed Building and therefore their overall significance.

The impact on the Listed Buildings is therefore considered to be '*less than substantial*' as defined by paragraph 134 of the NPPF in that the historic environment will remain largely legible and understood but due to the conversion works, minor demolition/removal of historic fabric and extensions, certain historical features will be lost or will no longer be legible or understood.

It is considered that the proposed development suitably mitigates against this low level harm that would arise through the public benefits to be derived from the high quality restoration of the buildings and the preservation of internal and external features.

It is considered, therefore, that, notwithstanding the considerable weight that must be given to preserving the setting of Listed Building, as required by virtue of S72 of the Listed Buildings Act, any harm caused by the proposed development would be less than substantial and would be outweighed by the public benefits of the scheme and meet the requirements set out in paragraphs 132 and 134 of the NPPF.

In addition for the reasons set out above it is considered that the proposed development has been designed with regard to the sustaining and enhancing the significance of the Listed Building and would make a positive contribution to local character and distinctiveness and therefore meets with the requirements of paragraph 131 of the NPPF.

Indeed, it is considered that the proposal makes a positive contribution to the setting of the Listed Building thereby better revealing its significance (as directed by paragraph 137 of the NPPF and S72 of the Act).

It is therefore concluded that the proposal complies with policy EN3 and saved policies DC18 and DC19 of the UDP in that the development will broadly enhance the historic environment and where there is a degree of harm this is outweighed by the overriding positive impacts this development will bring.

Ecology

The planning application has been accompanied by an ecological appraisal which assesses the potential impact of the development on local ecology and nature

conservation. This is a key requirement of policies EN15 and DM1 which seeks to ensure that applicants identify, enhance and restore impacts from developments on local habitats.

The report concluded that there is low potential for roosting bats and birds to be present within buildings on the site, although no evidence of roosting was found during the building inspections. It was, however, concluded that the habitats on site were of low value to support bats and birds.

Greater Manchester Ecology Unit has considered the details provided within the report and concur with the approach identified. It is recommended that conditions of the informatives should be placed on the planning approval in the event that bats and birds are found during the conversion work.

Effect of the development on the local environment and existing residents

a) Sunlight, daylight, overshadowing and overlooking

Comments have been received from several residents of the Linx Building who are concerned about the impact of the loss of privacy from overlooking from the roof top extension to the 1920s block.

It should be noted that the western elevation of the 1920s block contains existing windows which currently have an out look over the modern Link buildings. The roof top extension will form a fourth storey to the building which is lower than the 6 storey Linx Building. Accordingly it is not considered that there will be any overbearing or overshadowing impacts as a result of the roof top extension.

It is acknowledged that Ludgate Street which separates the 1920s extension from the Linx Building is narrow which leaves a modest gap separating the two sites. However, this relationship is existing. As such, there will be a degree of overlooking between the two buildings which is unavoidable.

The addition of the roof top extension will mean that there are glazed windows to the side elevation of the structure. In order to minimise the impact of the roof top addition on the Listed Building, together with increasing the gap between the extension and the Linx Building, the applicant was asked to set the extension in by 500 mm from the side elevation of the existing building. This provides a gap of 12.5 metres between the side elevation of the roof extension and the nearest windows on the Linx Building.

The comments from local residents have also expressed concern about overlooking, loss of privacy and noise from the roof terraces on top of the extension. In order to mitigate against this, the applicant had introduced high level privacy screens. However, it was considered that this begun to detract from the need for the roof addition to be subservient. The applicant was therefore asked to set the terrace areas into the roof space by ? metres from the parapet edge to minimise any incident of overlooking from these area. It is also considered that these terrace areas are further away from the Linx building thus reducing noise that can travel between the spaces.

Overall it is considered that the roof top extension will not give rise to any unduly harmful impacts on surrounding residential amenity as a result of the proposal. Any incidents of overlooking and loss of privacy have been minimised through alterations to the scheme. The proposal therefore complies with policy DM1 of the Core Strategy in this regard.

b) Air quality

Policy EN16 of the Core Strategy states that new development should not compromise air quality within the City. The applicant has undertaken an air quality assessment as part of their proposals. The need to consider the impact of new developments on existing air quality is reiterated within the NPPF and NPPG which requires consideration to be given to the impact of a development on air quality.

In line with the above air quality requirements, the assessment submitted as part of the report has considered whether the proposed development would change the air quality during both the construction and operational phases of the development.

In terms of the construction phase, it is noted that there will be dust from the construction process. However, as the development is largely a conversion development this will assist in minimising dust emissions. Notwithstanding there will be construction activities associated with the extension and conversion works and on that basis it is recommended that a dust management plan is prepared. This will ensure that the dust and air quality impacts during the construction phase will not be significant and this should remain in place for the duration of the construction period.

Environmental Health concur with these findings in respect of the construction activities. In line with paragraph 8 of the PPG and paragraph 124 of the NPPF, it is recommended that a dust management plan forms part of the conditions of the planning approval.

With regards to the occupational phase of the development, the development will have no on site car parking. As such, car trip generation from the site is likely to be low. Indeed, it is considered that the residential use of the buildings will generate less trips than the current use of the site for offices. The air quality impacts in this regard should be negligible. The majority of the occupants of the development will travel to the development site on foot having accessed the City Centre through a variety of modes of transport.

Although there is no on site car parking proposed, the applicant was asked to consider whether there was any possibility of locating an electric car charging point at the development. Due to the constrained nature of this Listed complex, it is not possible to locate such equipment at the site for future residents.

However, the applicant, at the request of officers, has increased the number of available secure cycle spaces at the development from 40 to 54 spaces (91%) As a result of these measures, this will offer onsite travel options which will not contribute to current air quality conditions.

Environmental Health welcome this approach and concur with the findings of the air quality report, including the mitigation measures in the form of the dust management plan and cycle provision. In light of the mitigation measures proposed above, it is considered that the proposal will comply with policy EN16 of the Core Strategy, paragraph 8 of the PPG and paragraph 124 of the NPPF in that there will be no detrimental impact on existing air quality conditions as a result of the development.

Effect of the development on the proposed residents

a) acoustic insulation – residential accommodation

A noise assessment has been provided in support of this application to consider the noise insulation requirements for the accommodation proposed. The consideration of such matters is a key requirement for policy DM1 of the Core Strategy along with saved policy DC26 of the UDP. This approach is also outlined within the NPPF which seeks to avoid noise giving rise to significant adverse impacts on health and quality of life as a result of new developments.

The main sources of noise from the development are as follows:

- noise emissions from plant and construction activities associated with the development;
- plant;
- acoustic specification of the building to limit noise ingress from external noise.

In terms of noise and disturbance from the construction process, it is considered that there would be an increase in ambient noise levels during the construction period, however, such impacts are considered to be temporary in nature.

Provided that the strict operating and delivery hours are adhered to along with silencers on equipment and regular communication with nearby residents this would minimise any noise impacts on nearby properties. It is recommended that such details are secured by a planning condition in the form of a construction management plan.

The proposed development is likely to require some additional plant. It is unclear at this stage what will be required and therefore the specification. Such details are therefore required prior to the first use of the development and it is recommended that this is included as a condition of the planning approval.

The acoustic report also considers external noise sources on the proposed residential accommodation. The main sources of noise would be from road traffic and close proximity to the activities elsewhere within the City Centre. Given the location of the application site it is necessary that the apartments are acoustically insulated to mitigate against any undue harm as a consequence of the noise sources. Given the listed status of the building, this requires careful consideration.

Environmental Health has considered the contents of the report. They considered that the ventilation strategy that will be put in place will be sufficient to meet the noise

criteria when the original windows are closed. The strategy should be completed as part of the development and a post completion survey provided to verify this. This should form part of the conditions of the planning approval.

On that basis, provided that construction activities are carefully controlled and the plant equipment and residential and commercial accommodation are appropriately insulated the proposed development is considered to be in accordance with policy DM1 of the Core Strategy, extant policy DC26 of the UDP and the NPPF.

b) Waste management

A major development of this nature is likely to generate a significant amount of waste which is required to be managed on a daily basis. Policies EN19 and DM1 of the Core Strategy require that applicants show consistency with the waste hierarchy which principally seeks applicant to re-use and recycle their waste.

The waste strategy for the scheme has been carefully considered. It has been calculated that the following refuse capacity is required:

- General waste – 5 x 1100 litres 2 x 660 litres;
- Pulpable recycling – 5 x 1100 litres;
- Mixed recycling – 5 x 1100 litres; and
- Organic waste – 2 x 240 litres.

There are two dedicated internal refuse stores proposed as part of the development, one on Ludgate Street and the other on School Street. Both stores will have access from within the central atrium area. Whilst there is sufficient room within each apartment to store and segregate a small amount of waste, the residents would be encouraged to take their waste to these refuse stores in order to actively encourage recycling. Servicing of the refuse stores will take place from both School Street where bins will be moved out and back in again to the respective stores on collection day.

Environmental Health has stated that the refuse arrangements are acceptable following amendments sought during the course of the application.

It is recommended that the waste management arrangements form a condition of the application in order that they are in place prior to the first occupation of the development.

Overall it is considered that the waste management arrangements have been well considered as part of the development. The arrangements ensure maximum ease and efficiency for residents and ensure that waste is contained within a specified area. There is also a clear commitment and drive to ensure that residents recycle and the measures that will be put in place to do this are acceptable. The proposal therefore accords with policies DM1 and EN19 of the Core Strategy in this regard.

c) Accessibility

The proposal is considered to provide accessible accommodation. There is lift access to all the floors. Given the accommodation meets the prescribed space

standards, there will be sufficient turning space for those in a wheel chair and ability to adapt bathroom accommodation accordingly.

Amenity space

Due to the constrained nature of the development site, there is limited opportunity to provide large areas of amenity space for the residents of the development to use. However, the new glazed atrium area will provide a space for the residents to enjoy outside of their apartments. In addition, the new apartment created within the roof top extension will have the benefit of the roof space being used as a terrace area.

It should also be noted that the application site is in close proximity to Angel Meadows which provide a significant out door recreation facility for residents of this development to enjoy.

The proposal therefore complies with saved policy DC5 of the UDP in that consideration as been given to the provision of amenity space for the development.

Impact on the highway network/car parking

Policy T1 and T2 of the Core Strategy seeks to encourage modal shifts away from the car and locate new development that is accessible by walking, cycling and public transport. Policy DM1 goes on to state that traffic generation and road safety must be considered as part of new developments.

A transport statement has been prepared in respect of this planning application which acknowledges the highly sustainable location of the application site particularly that the site is accessible to a range of transport modes and its close proximity to a range of amenities and services.

The nearest major transport node is Victoria train station which is within 600 metres of the site which provides access to rail and Metrolink services across the City Centre and beyond. There are also regular bus connections from the surrounding streets together with access to car club cars.

The application site is considered to be a highly sustainable location as part of the expanded City Centre. It should be noted that the applicants assessment concludes that given the current use of the site for offices, the level of trips to and from the application site will decrease and therefore the proposed use for residential will not place any significant impact on the local highway network resulting from this development. Highway Services concur with this assessment.

In terms of car parking, policy T2 of the Core Strategy states that developments in the City Centre should *'provide a level of car parking which reflects the highly accessible nature of the location, as well as the realistic requirements of the users of the development'*.

Due to the nature of the application site, i.e. a site which is covered by buildings, there is no opportunity to include car parking within the proposal. Whilst it is noted that the actual trips that will be generated by the development will be lower than the

current use, it is noted that there are existing on street car parking pressures in the local area.

Given the highly sustainable location of the application site, it is necessary to consider what provision can be made to encourage residents to take advantage of the location.

The recently adopted Manchester Residential Quality Guidance provides specific guidance on what constitutes a suitable level of car parking for high density apartment scheme in the City Centre.

For apartment schemes within the city centre, there are a number of variables that will affect parking demand within a particular development. In particular these are the tenure and price point of a development. As a general rule, in this regard, higher end apartment schemes aimed at owner occupiers will tend to generate higher levels of demand. Conversely, the emerging build to rent sector is very much targeted at a younger demographic attracted to the city centre lifestyle and who have a higher potential and tendency to view car ownership as more of a constraint than a requirement. In these scenarios, higher levels of cycle parking provision and car clubs will be appropriate. Clearly, car parking demand will also be influenced by the availability of public transport.

The guidance goes on to state that for City Centre developments:

“There is a need to create a critical mass, mix and diversity of apartment / house types in the city centre and therefore a site by site consideration of appropriate car parking provision based on an assessment against key criteria”

This criteria is as follows:

- Secure cycle parking in excess of 50% provision relative to apartment numbers;
- Identification of sufficient off-site capacity, within 5 minutes' walk of the proposed development, to accommodate designated spaces associated with the development (via a long term leasehold to be available for the life of the development);
- Provision of designated on-street parking, subject to satisfactorily demonstrating the spaces will be properly designed and integrated into the street scene in agreement with the Local Planning and Highways Authority, and in accordance with the wider principles of this document.
- Demonstrating that provision of full parking provision will unacceptably comprise the development's active frontages and relationship with the street, and evidence that an alternative parking solutions cannot be viably accommodated.

- Provision of robust research and market evidence to demonstrate that lower levels of car parking demand will be appropriate for a particular scheme.

During the course of the planning application, the applicant was asked to consider preparing a robust car parking strategy for the development. Accordingly, the applicant proposes the following measures:

- 54 secure cycle spaces (an increase from 40 spaces from the originally submitted application) (91 % provision). There is also sufficient space within the apartments to cater for additional cycle storage should this be required;
- £200 voucher per apartment upon first occupation for the purchase of a bicycle
- One year's free membership to a car club operator.

The applicant has also explored on site electric charging point, however, this has not proved possible due to the constrained nature of the application site where no suitable location could be found. It has also not been possible to provide 100% cycle parking due to the constraints of the Listed Building.

It is considered that this travel plan strategy provides a range of choices for the occupants of the development. It is recommended that the above measures form part of the conditions of the planning approval. It is also recommended that the applicant consider off site provision and undertakes an assessment of this to determine if there is demand from the residents who will occupy the development.

Highway Services have acknowledged the constrained nature of the application site. However, they welcome the proposed travel plan strategy which, when measured against the criteria within the design guide, appropriately deals with the no car parking provision at the application. The membership to the car club, together with monies available to purchase bikes and store them within the development will help mitigate against the no car parking provision.

It is recommended that this implementation of this travel plan strategy is a condition of the planning approval.

The transport assessment has also considered the servicing of the development for both the residential and commercial elements. Refuse collection will take place from School Street which is considered to be large enough to accommodate the servicing vehicles required. As there is a refuse store on Ludgate Street, Highway Services have recommended that a servicing strategy is prepared to examine that the servicing arrangements are acceptable

Highway Services have requested that prior to the commencement of the construction process it will be necessary to understand the impact on the local highway network. This should form part of the conditions of the planning approval.

Overall, it is considered that the development would have a minimal impact on the local highway network and there would be adequate cycle provision to serve the

needs of the development. Travel planning would help take advantage of the sustainable location of the application site in order to further reduce the reliance on the car to the site. Servicing and construction requirements can also adequately met at the site. The proposal therefore accords with policies SP1, T1, T2 and DM1 of the Core Strategy

Flood Risk/surface drainage

The application site is located in flood zone 1 '*low probability of flooding*'. However, the site lies within a critical drainage area (an area where there are complex surface water flooding problems from ordinary watercourses, culverts and flooding from the sewer network). These areas are particularly sensitive to an increase in rate of surface water run off and/or volume from new developments which may exasperate local flooding problems. As such, policy EN14 states that developments should seek to minimise the impact on surface water run off in a critical drainage area.

The applicant has prepared a drainage statement in support of their planning application. The Flood Risk Management Team have considered the information and given there is no additional site coverage with built form.

Sustainability and energy efficiency

The Listed Building status of the building means that the development will not have the same energy efficiency credentials as a new building. However, the applicant has considered the energy consumption of the proposed development and has achieved an overall energy reduction as a result of measures.

Designing out crime

Policy DM1 of the Core Strategy requires that consideration be given to community safety and crime prevention. The planning application is supported by a Crime Impact Statement (CIS), prepared by Design for Security at Greater Manchester Police, which assesses the proposal in terms of crime prevention and safety.

The CIS recognises that the development will bring some currently vacant and underused parts of the building back into use. The ground level of the building is relatively free from recesses which will ensure that there are obvious places for people to hide together with the main entrances to the building being on active elevations of the building.

It is recommended that a condition of the planning approval is that the CIS is implemented in full as part of the development in order to achieve Secured by Design Accreditation.

Permitted development

The National Planning Policy Guidance states that only in exceptional circumstances should conditions be imposed which restrict permitted development rights otherwise such conditions are deemed to be unreasonable.

It is recommended that a condition of the approval should clearly define the approved residential units under the C3(a) use and to remove the permitted development rights that would normally allow the change of use of a property to a HMO falling within use classes C3(b) and C3(c) without the requirement for formal planning permission.

This is to protect this development and its future residents from the problems associated with the change of use of properties to HMO's and to promote family accommodation and sustainability within this neighbourhood.

Demolition and Construction management

The conversion works will not require any demolition. However, the development requires considerable remodelling internally and extensions and repairs externally. Given building cover the entire site, construction traffic will need to serve the development from the adopted highway. In order to minimise any disruption to local residents, it is recommended that a condition of the planning approval is that a detailed construction management plan is submitted for approval.

Public opinion

Local residents have expressed concern about the proposal and the pressures that this will place on the local area, particularly in respect car parking and local services. Residents have also had disturbance from other nearby construction sites which they outlined has caused them disamenity.

There is no doubt that this proposal forms a dense residential development. However, as outlined elsewhere within this report, the location of the application site (within the expanded City Centre) is precisely the location for such forms of development due to their access to the amenities of the City Centre such as shops, services and public transport.

It is noted that this development will not provide any on site car parking. This is due to the existing buildings on the occupying the entire site footprint. As a result, there is no opportunity for on site car parking provision. In mitigation of this, the applicants have devised a travel strategy which has sought to maximise cycle provision at the application site and incentives the occupants of the development by providing them with a membership for a car club and vouchers to purchase a bike. Upon occupation of the development, the applicant will also be required to determine the take up of off site car parking. It should also be noted that the actual trip generation for a development of this nature is lower than the existing use of the site as offices and therefore the on street car parking pressure may actually ease.

With regards to loss of privacy as a result of the roof terrace, amendments have been made to the scheme to minimise any incidents of overlooking from the roof terrace and side windows by the setting back of the structure.

During construction, the applicant will be required to agree a construction management plan which will consider the impact of construction vehicles together with how to minimise noise and disruption in the local area.

By bringing life to this building as a result of its residential use will bring more natural surveillance and activity to the area than the current office use.

The impacts on the Listed Building have also been considered and are deemed to be less than substantial in terms of the harm that will arise to the listed building.

Conclusion

The proposal will result in the loss of a large amount of B1 office space. However, the applicant has demonstrated that the use and condition of the building will no longer secure the long term viability and maintenance of this Listed Building. A residential use of the building will contribute to the supply of good quality housing in this popular area of the City Centre. Matters relating to the impact on the listed building together with car parking, waste management and noise have all been carefully considered and there are no unduly harmful impacts on residential and visual amenity which will arise.

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

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

Recommendation APPROVE

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Pre application advice has been sought in respect of this matter where early discussions took place regarding the siting/layout, scale, design and appearance of the development along with noise and traffic impacts. Further work and discussion have taken place with the applicant through the course of the application, particularly in respect of the appearance of the extensions and alterations together with responding to comments from the statutory and notification process. The proposal is considered to be acceptable and therefore determined within a timely manner.

Reason for recommendation

Conditions to be attached to the decision

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

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

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

Drawings

27005(02)04 Rev E and 27005(04)04 Rev D stamped as received by the City Council, as Local Planning Authority, on the 19 May 2017

27005(02)01 Rev L and 27005(02)02 Rev G stamped as received by the City Council, as Local Planning Authority, on the 17 May 2017

27005(SK)04 Rev C, 27005(05)01 Rev H, 27005(04)02 Rev H, 27005(04)03 Rev G and 27005(02)05 Rev D stamped as received by the City Council, as Local Planning Authority, on the 8 May 2017

27005(04)31 Rev A and 27005(04)32 Rev A stamped as received by the City Council, as Local Planning Authority, on the 5 May 2017

27005(04)01 Rev A, 27005(02)03 Rev C stamped as received by the City Council, as Local Planning Authority, on the 14 February 2017

27005(02)123 and 27005(02)06 Rev A stamped as received by the City Council, as Local Planning Authority, on the 3 January 2017

Supporting Information

Updated Noise Impact Statement prepared by Enzygo and Email from Fiona Flint from CBRE stamped as received by the City Council, as Local Planning Authority, on the 10 May 2017.

Heritage Statement prepared Stephen Levrant, by Drainage strategy prepared by Hydrock, Noise Impact Statement prepared by Enzygo, Bat survey prepared peak ecology, by Crime Impact Statement prepared by Design for Security (Version A), Planning Statement prepared by CBRE, Sustainability and Energy Statement Hydrock prepared by stamped as received by the City Council, as Local Planning Authority, on the 3 January 2017

Transport statement stamped as received by the City Council, as Local Planning Authority, on the 21 April 2017

Air Quality report prepared by Redmore Environmental stamped as received by the City Council, as Local Planning Authority, on the 14 February 2017

Waste management strategy stamped as received by the City Council, as Local Planning Authority, on the 17 May 2017

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

3) (a) Prior to the commencement of the development, details of a local labour agreement in order to demonstrate commitment to recruit local labour for both the construction and operations element of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. (b) The approved document shall be implemented as part of the construction and occupation phases of the development. Within six months of the first occupation of the development details of the results of the scheme shall be submitted for consideration.

Reason - The applicant has demonstrated a commitment to recruiting local labour pursuant to policies SP1 of the Manchester Core Strategy (2012).

4) Prior to the commencement of the development a detailed construction management plan outlining working practices during development shall be submitted to and approved in writing by the local planning authority, which for the avoidance of doubt should include;

- Display of an emergency contact number;
- Details of Wheel Washing;
- Dust suppression measures;
- Compound locations where relevant;
- Location, removal and recycling of waste;
- Routing strategy and swept path analysis;
- Parking of construction vehicles and staff; and
- Sheeting over of construction vehicles.

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

Reason - To safeguard the amenities of nearby residents, highway safety and air quality, pursuant to policies SP1, EN9, EN19 and DM1 of the Manchester Core Strategy (July 2012).

5) Prior to any above ground works, a) a programme for the issue of samples and specifications of all material to be used on all external elevations of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority, the programme shall include timings for the submission of samples and specifications of all materials to be used on all external elevations of the development along with jointing and fixing details, details of the drips to be used to prevent staining in and a strategy for quality control management.

b) All samples and specifications shall be submitted to and approved in writing in accordance with the programme as agreed under part a). The approved materials shall then be implemented as part of the development.

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

?6) The development hereby approved shall be carried out in accordance with the Environmental Standards statement and energy statement prepared by Hydrock stamped as received by the City Council, as Local Planning Authority, on the 3 January 2017. A post construction review certificate/statement shall be submitted for approval, within a timescale that has been previously agreed in writing, to the City Council as Local Planning Authority.

Reason - In order to minimise the environmental impact of the development pursuant to policies SP1, T1-T3, EN4-EN7 and DM1 of the Core Strategy and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

7) The development shall be carried out in accordance with Updated Noise Impact Statement prepared by Enzygo and Email from Fiona Flint from CBRE stamped as received by the City Council, as Local Planning Authority, on the 10 May 2017. Prior to the first use of the development, a post completion report shall be submitted for approval in writing by the City Council to verify that the development has been carried out in accordance with this document.

Reason - To minimise the impact of plant on the occupants of the development pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

8) Prior to the first occupation of the residential accommodation hereby approved, details of any plant at the development shall be submitted for approval, including an appropriate noise survey. The approved scheme be implemented prior to the first use of the development and thereafter be retained and maintained in situ for as long as the development remains in use.

Reason: To secure a reduction in noise from traffic or other sources in order to protect future residents from noise disturbance pursuant to policies SP1, H1 and DM1 of the Core Strategy (2007) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

9) The waste management arrangements shall be carried out in accordance with drawing 27005(02)01 Rev L and the waste management strategy stamped as received by the City Council, as Local Planning Authority, on the 17 May 2017. The approved details shall then be implemented and be in place prior to the first use of the residential element hereby approved and thereafter retained and maintained in situ for as long as the development remains in use.

Reason - To ensure adequate refuse arrangement are put in place for the scheme pursuant to policies EN19 and DM1 of the Manchester Core Strategy.

10) The development hereby approved shall include a building and site lighting scheme and a scheme for the illumination of external areas during the period between dusk and dawn. Full details of such a scheme shall be submitted for approval in writing by the City Council, as Local Planning Authority before the first occupation of the development hereby approved. The approved scheme shall be implemented in full prior to the first use of the development 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 policies SP1 and DM1 of the Core Strategy.

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

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

12) Deliveries, servicing and collections including waste collections shall not take place outside the following hours:

Monday to Saturday 07:30 to 20:00

Sundays (and Bank Holidays): No deliveries/waste collections

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

13) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 as amended by The Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no part of the residential element of the building shall be used for any other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by The Town and Country Planning (Use Classes) (Amendment) (England) Order 2015, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) other than the purpose(s) of C3(a). For the avoidance of doubt, this does not preclude two unrelated people sharing a property.

Reason - In the interests of residential amenity, to safeguard the character of the area and to maintain the sustainability of the local community through provision of accommodation that is suitable for people living as families pursuant to policies DM1

and H11 of the Core Strategy for Manchester and the guidance contained within the National Planning Policy Framework.

14) The development shall be carried out in accordance with the Crime Impact Statement (Version A) prepared by Design for Security at Greater Manchester Police stamped as received by the City Council, as Local Planning Authority, on the 3 January 2017. 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 Secured by Design accreditation.

Reason - To reduce the risk of crime pursuant to policies SP1 and DM1 of the Core Strategy and to reflect the guidance contained in the National Planning Policy Framework.

15) The development hereby approved shall be carried out in accordance with the Transport Statement stamped as received by the City Council, as Local Planning Authority, on the 3 January 2017.

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

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

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

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

16) Prior to the first use of the building, the provision of 53 cycle spaces/provision, as indicated on drawing 27005(02)01 Rev L stamped as received by the City Council, as Local Planning Authority, on the 17 May 2017, shall be implemented prior to the first occupation of the residential element of the development hereby approved and retained and maintained in situ for as long as the development remains in use.

Reason - To ensure there is sufficient cycles stand provision at the development and the residents in order to support modal shift measures pursuant to policies SP1, T1, T2 and DM1 of the Manchester Core Strategy (2012).

17) Prior to the first occupation of the residential element of the development hereby approved, details of the strategy and implementation of the off-site car parking strategy together with incentives for car club membership shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented upon first occupation of the residential element of the scheme and thereafter retained and maintained in situ.

Reason - To ensure adequate car parking provision is made available to the occupants of the development off-site pursuant to policies SP1, T1, and DM1 of the Manchester Core Strategy (2012) and the Manchester Residential Quality Guidance (2016).

18) The development hereby approved shall be carried out in accordance with the Air Quality Assessment prepared by Redmore Environmental stamped as received by the City Council, as Local Planning Authority, on the 14 February 2017, The approved details shall then be implemented and be in place prior to the first occupation of the of the development and thereafter retained and maintained in situ.

Reason - in the interest of the residential amenity of the occupants of the development due to the air quality surrounding the development pursuant to policies SP1, EN16 and DM1 of the Manchester Core Strategy (2012).

19) Notwithstanding drawing 04574-HYD-XX-XX-DR-TP-0100 Rev P1 stamped as received by the City Council, as Local Planning Authority, on the 7 April 2017, prior to the first occupation of the development hereby approved, a detail refuse/servicing vehicle strategy, including swept path analysis, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented prior to the first occupation of the residential element of the development and thereafter retained and maintained for as long as the development remains in use.

Reason - In the interest of highway and pedestrian safety in order to ensure that the vehicular entrance is safe and secure pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

20) No development shall take place until a relocation strategy for the B1 office use has been submitted for approval in writing by the City Council, as Local Planning Authority. The approved strategy shall then be implemented and confirmation provided as to the effectiveness of the strategy within a timescale to be agreed in writing with the City Council, as Local Planning Authority.

Reason – To ensure that a strategy is in place to relocate the existing office use from the premises pursuant to policies SP1, EC1 and EC2 of the Manchester Core Strategy (2012).

Informatives

0) - Any signage, wayfinding, banners or any other advertisements to be installed in and around the application site for the purpose of the promotion of the developments and routes to it may require consent under the Town and Country Planning (Control of Advertisements) (England) Regulations 2007.

- Noise survey data must include measurements taken during a rush-hour period and night time to determine the appropriate sound insulation measures necessary. The internal noise criteria are as follows:

Bedrooms (night time - 23.00 - 07.00)	30 dB LAeq (individual noise events should not normally exceed 45 dB LAmax,F by more than 15 times)
Living Rooms (daytime - 07.00 - 23.00)	35 dB LAeq
Gardens and terraces (daytime)	55 dB LAeq

Additionally, where entertainment noise is a factor in the noise climate the sound insulation scheme shall be designed to achieve internal noise levels in the 63Hz and 125Hz octave centre frequency bands so as not to exceed (in habitable rooms) 47dB and 41dB, respectively.

- Where entertainment noise is proposed the LAeq (entertainment noise) should be controlled to 10dB below the LA90 (without entertainment noise) in each octave band at the facade of the nearest noise sensitive location, and internal noise levels at structurally adjoined residential properties in the 63Hz and 125Hz octave frequency bands should be controlled so as not to exceed (in habitable rooms) 47dB and 41dB, respectively.

- Externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (LAeq) below the existing background (LA90) at the nearest noise sensitive location.

- Defra have published a document entitled 'Guidance on the Control of Odour and Noise from Commercial Kitchen Exhaust Systems'. It describes a method of risk assessment for odour, guidance on minimum requirements for odour and noise control, and advice on equipment selection. It is recommended that any scheme should make reference to this document (particularly Annex B). Details should also be provided in relation to replacement air. The applicant will therefore need to consult with a suitably qualified ventilation engineer and submit a kitchen fume extract strategy report for approval.

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: 114920/FO/2017 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

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

Highway Services
Environmental Health
MCC Flood Risk Management
Housing Strategy Division
Strategic Development Team
Greater Manchester Police
United Utilities Water PLC
Historic England (North West)
Environment Agency
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
Greater Manchester Ecology Unit
Friends Of Angel Meadow
Environmental Health
MCC Flood Risk Management
Highway Services
Housing Strategy Division
Strategic Development Team
Greater Manchester Ecology Unit
Friends Of Angel Meadow
Environment Agency
Greater Manchester Archaeological Advisory Service
Greater Manchester Police
Historic England (North West)
Transport For Greater Manchester
United Utilities Water PLC

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

Representations were received from the following third parties:

The Linx Building, Manchester, M4 4AR
514 Skyline Chambers, 5 Ludgate Hill, Manchester, M4 4TJ
Flat 601 The Linx, Manchester, M4 4AS
34 Angel Meadows, 23 Naples Street, Manchester, M4 4HA
Apt 601, The Linx, Manchester, M4 4AS
67 St Lawrence Quay, Manchester, M50 3XT
21 Angel Meadows, 23 Naples Street, Manchester, M4 4HA
Linx Building, Manchester, M4 4AR

Relevant Contact Officer : Jennifer Atkinson
Telephone number : 0161 234 4517
Email : j.atkinson@manchester.gov.uk



 Application site boundary  Neighbour notification
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