MANCHESTER CITY COUNCIL

Planning

Growth & Development

Delegated officer report for planning application

Application no.	128911/FO/2020 and 128904/LO/2020
Date registered valid:	15 December 2020
Proposal:	Erection of 9 storey residential building (Use Class C3) comprising 89 residential units (28 x 1 bed and 61 x 2 bed) and conversion of and 3 storey extension to 32-34 Laystall Street for use as offices (Class E) with associated external works following demolition of outrigger and associated structures along with other associated works including access, servicing, landscaping and secure cycle parking Internal and external alterations to 32-34 Laystall Street including: refurbishment of windows; refurbishment of interior; installation of a new access gate; installation of new plant, new roof; and, a three storey corner extension, following demolition of the outrigger and associated structures
Address:	32 - 34 Laystall Street, Manchester, M1 2JZ
Ward(s):	Piccadilly Ward
Applicant:	McCauls Group Ltd C/o Agent
Agent (if any):	Mr John Cooper Deloitte LLP 2 Hardman Street, Spinningfields, Manchester, M3 3HF
Case officer:	Angela Leckie Tel: 0161 234 4651 Email: angela.leckie@manchester.gov.uk

Recommendation: 128911/FO/2020 and 128904/LO/2020

MINDED TO APPROVE: subject to a legal agreement in respect of securing a non-contributory 20% affordable housing (5% Social or Affordable Rent (5 units) and 15% Shared Ownership (intermediate housing) (13 units)) on site provision within the development

Date of recommendation: 31 March 2021

Application details

Type of application: Full Application Consent

Development type: Smallscale Major Dwellings

Date of site visit: 20-01-21

Standard consultations:
Printed: 22 January 2021 Expired: 12 February 2021

Neighbour notifications
Printed: 21 December 2020 Expired: 11 January 2021

Site notice
Posted: 23 December 2020 Expired: 13 January 2021

Press advert
Published: 29 December 2020 Expired: 19 January 2021

Departure from Development Plan: No

Environmental Statement: Not required

DESCRIPTION OF SITE

The proposed development site comprises a 0.12ha site bounded by Laystall Street, Pigeon Street, Brock Street and a surface level car park (junction of Ducie Street and Pigeon Street and rear ginnel to the rear of 51-53 Ducie Street. The site comprises five parts: a) the original 3 storey (above basement) Grade II listed building fronting Laystall Street; b) an outrigger to the rear; c) the 1950s extension to the outrigger, d) the 1990s outbuildings to the rear of the outrigge; and e) the surface level carpark facing onto Pigeon Street. There is a partial basement to the outriggers.

The junction of Pigeon Street and Laystall Street was previously occupied by the Welsh Harp public house and there were previously early terraced houses to Pigeon Street these were demolished in the 1950's. The area has been substantially altered from its originally position as part of a network of industrial and canal transport/trading uses and developed to form largescale industrial and commercial premises over the last 50 years, and is now largely shorn of its historic context, streetscape and built form

The remaining buildings on site are vacant and in poor condition and 32-34 Laystall Street on the City Council's Buildings at Risk list. There is a level change of 1.5m approx. from Laystall Street to Ducie Street.

The site is part of a much larger area measuring 5.9 ha based around the Rochdale Canal Basin known as Piccadilly Basin. Piccadilly Basin has been a regeneration priority for the past 20 years. Laystall Street connects from the adjacent Ducie Street into Great Ancoats Street

The site is close to Piccadilly Station, the Northern Quarter, Ancoats Urban Village and New Islington. It falls within both the HS2 Strategic Regeneration (2018) East Village Area which is designated as a mixed used neighbourhood with a residential focus around canal basins and adjacent to the Piccadilly Basin Strategic Regeneration Framework Area (2016). In terms of the

latter this aims to deliver new housing and employment space within a mixed-use neighbourhood, based around a waterway in the heart of the City Centre.

There are residential uses nearby at Burlington House, Jutland House and Junction Works and a number of adjacent with retail and leisure uses, including the Urban Exchange Retail Park. There are also a number of surface level car parks and a secure multi-storey car park and to the south of the site the large expanse of the Presbar Dyecast complex.

Building heights do vary within this area. The listed buildings tend to range between 4 and 5 storeys whereas Brownsfield Mill on Great Ancoats Street is 8 storeys, The Place on Ducie Street is 8 storeys and the rear of Fourways House at 57 Dale Street is 9 storeys. Many of the listed buildings such as Jackson's Warehouse, Brownsfield Mill and The Place typically have larger floor to ceiling heights than modern residential schemes. Consents have been granted close to the site for a residential developments known as Eider House, 8/10 storeys (115178/FO/2017) on Ducie Street and 57 And 59 Ducie Street, 7/8 storeys (120149/FO/2018).

The nearest Conservation Areas are Stevenson Square Conservation Area to the north of the site, Ancoats Conservation Area to the north east and Whitworth Street Conservation Area to the west. The site is close to Brownsfield Mill a Grade II* Listed building and several Grade II Listed Buildings are in close proximity at Jackson's Warehouse, Rochdale Canal Locks 83 and 84, Junction Works at Paradise Wharf and London Warehouse..

The original building (the Grade II listed garment Warehouse) was constructed for John Armitage in circa. 1879 on the site of 18th Century slum dwellings. The original building is ornate and uses Armitage's own terracotta designs, forming an advertisement for his terracotta décor. The outrigger has undergone significant changes, partially caused by fires in 1927 and 1954, and subsequently was further altered and lowered in the 1960s.

The main external features include:

- Richly decorated symmetrical façade.
- Elaborate buff terracotta embellishments in an Italianate, renaissance style
- 2no original entrances to either side of the loading bay.
- Original loading bay access to the rear yard with segmental arch and large keystone
- to the head and foliated columns to either side
- First floor – shallow canted projecting oriel window
- Highly decorated venetian windows to either side of the oriel window
- Second floor continuation of oriel window with 3 round headed windows to the centre
- Original terracotta lettering stating 'established 1838' above the oriel.
- Heavily projecting eaves course with cornice, brackets and decorative flowers.
- Eastern elevation continues the same style and material of the main northern façade but with less decoration.
- Original windows exist to the ground and first floors.
- Original timber security shutters exist to the ground floor windows. These are housedin casings on the floor of the first level.
- Rusticated terracotta blocks manufactured by Armitage are imbedded into the wall in the rear yard.

The main internal features include:

Ground Floor

- In the south-east corner of the ground floor an existing chimney breast, timber skirting and moulded plaster cornice are still evident.
- Between the eastern wing and the loading bay is an original Manager's window.
- A central row of cast iron columns (4no).
- An original fire place in the south western corner of the showroom with original cast iron fittings. 'Seconds' bricks in the west office used to form the separating wall to the stair

First Floor

- A further row of cast iron columns (4no)
- Original moulded plaster cornicing, ceiling and wall plaster, original timber skirting.
- Timber security shutter boxes, housing the shutters from the ground floor windows.
- Numbered terracotta blocks which form the loading bay arch and sit in the base of the central oriel window.
- Double height key space – 'Piano Noble'

Second floor

- Cast iron columns again visible (4no)
- The top floor has much less decoration and has been altered following fire damage

The application suggests there has been no regular maintenance carried out on the building. There is a need to undertake repairs to secure the long-term future and address damage caused by ingress of water, general degradation of materials over a long period. Water ingress has resulted in deterioration of the structure, including some collapse of the mezzanine area.

The water ingress has led to timber joists rotting away, particularly at the roof level and therefore further increasing the water ingress into the remainder of the building, causing further damage. For example at ground floor the ingress of water has rotted away the timber joists at the entrance way for the main door and some further areas of the floor collapsing near to the loading bay as a result of the rotten timber joists in the basement.

Externally there are areas of cracking in the façade and the presence of self-seeded vegetation, as well as the generally damage to various elements of the masonry and decorative elements. In particular the ornate details are in need of repair and restoration

Areas of the building considered to be of High Heritage Significance comprise the following:

Externally

The principal original 1870s north-west elevation fronting Laystall Street;

The original 1870s north-east elevation fronting Brock Street;

The original timber casement windows to the ground and first floor;

The original timber roller-shutters to the ground floor level windows;
The ground floor entrances from Laystall Street, retaining frames, fanlights and parts of the original panelled doors;

Internally

All remaining areas of plaster cornice, skirting and architrave to the ground and first floor levels; Remaining cast iron columns; The exposed glazed white brickwork to the basement of the main building; The surviving original encaustic tiled floor to the ground floor vestibule; The surviving original fireplace to the ground floor; The spatial quality of the open-plan former first floor; The remaining ground floor plan form; and the original stone and brick basement stairs

The site is close to all forms of public transport with Metrolink stops at Piccadilly Station and New Islington and train services from Piccadilly. Bus services are at Piccadilly Gardens. It falls within Flood Risk Zone 1 and is at low risk and is within a critical drainage area.

DESCRIPTION OF PROPOSALS

Planning permission and Listed Building consent is sought for the following:

Erection of 9 storey residential building (Use Class C3) comprising 89 residential units (28 x 1 bed and 61 x 2 bed) and conversion of and 3 storey extension to 32-34 Laystall Street for use as offices (Class E) with associated external works following demolition of outrigger and associated structures along with other associated works including access, servicing, landscaping and secure cycle parking.

An Affordable Housing Statement submitted with the application sets out the intention that all 89 homes would be 100% affordable delivered through a joint venture with a registered provider (Great Places) to comprise a mix of social rent (10 units), affordable rent (34 units) and shared ownership (45 units). It is intended that the Shared Ownership units would provide an opportunity for local people to get a foot onto the housing ladder, enabling first time buyers and those unable to afford to buy a home on the open market to purchase a 35% share of the open market value.

The Affordable Rent properties will be let at a maximum rental level of no more than 80% of gross market rent (inclusive of Service Charges). The Social Rent dwellings will be provided at Social Rents using a government formula. This creates a 'formula rent' for each property, which is calculated based on the relative value of the property, the size of the property and relative local income levels. Great Places are working closely with the applicants McCauls Construction to agree a purchase contract, and it as both parties intention to complete this transaction by April 2021 following GP internal approvals and planning approval.

20% of the affordable homes would be secured through a S106 Agreement.. Occupiers who have entered into a Shared Ownership Lease would be allowed to ‘staircase’ to full ownership.

27no apartments within in the development would comply with Approved Document Part M (2) requirements meaning that they are accessible and adaptable dwellings. The apartment sizes range from a minimum of 50m2 to a maximum of 78m2, and as such are in accordance with the Manchester Residential Space Stands and the National Described Space Standards. (NDSS).

The residential block, would be set back a minimum of 2m from the rear elevation of the listed building and fronts onto Pigeon St and Brock St.

There would be 3 site entrances to the two internal site courtyards between the blocks – the first entrance would sit on Pigeon St between the corner block and the residential block. This entrance would also provide access to the court between the 2 blocks, this separation space would run across the site and link onto a second entrance from Brock St. This space would be secured to both sides by fobbed entry.

The third would be via Brock St and lead into the courtyard which would sits at the termination of Lomax St. The courtyard would provide a gentle ramped and stair access down to the lower ground floor and the second residential entrance to the scheme. This entrance would be utilised by residents on cycles, who would be able to access the cycle storage located on the lower ground floor.

The original loading bay would be repurposed as a new main entrance and foyer to the offices with a new mild steel gate replacing the current utilitarian modern roller shutter. A new window would utilise the position of the historic access to the yard on the southern elevation of the loading bay to allow light into the new foyer space.

The ground floor would be split in two with small office spaces each accessed from either side of the loading bay. These two offices would also have separate access from Laystall St via the original entrance doors.

A new corridor to the south west of the ground floor would allow access to the corner block and vertical circulation (lift and stair), Within this corridor an accessible WC is proposed.

The new 3 storey corner block would tie in with the floor levels of the showroom to allow level access between the two. The 2 blocks would connect via a new opening in the south west corner of the listed building through the previously covered gable elevation on each floor to form a continuous space.

The vertical circulation for the combined front block would sits tight to the existing gable of the showroom with a stair to the north and a lift to the south.

The first floor of the showroom would be retained as an open plan office, a corridor ‘pod’, would projects into the space to allow safe escape distances to be maintained. This ‘pod’ would provide space for the services provision to avoid damaging the historic internal fabric and sits lower than the historic ceiling. It would contain 1no WC and 1no accessible WC, as well as a tea-point. The remaining area on the corner block is proposed as a further office space.

The second floor would reflect the first floor in layout with a similar corridor projecting into the listed building space with WCs and tea point and additional office space sitting on the uppermost storey of the new corner.

A cycle store would have 89 cycle spaces (100% provision). The lower ground floor would house 2no bin stores, plant store/substation and switch rooms.

A set back has been included on Pigeon St to minimise narrowing to the street and also sets up principals for setbacks on the potential future development of the Ducie Warehouse carpark.

The residential block would be clad in traditionally laid brickwork. 2 types of brick are proposed; a plain red facing brick to tie in with the listed showroom and extension and; a softer multi, stock brick to the Pigeon St elevation. Aluminium windows would be set within the recessed brickwork panels which would add further depth to the facade. The courtyard elevations would be treated more simply with large vertically proportioned deep-set windows punched into the plain brickwork, reflecting the primary and secondary treatment of the listed building’s elevations.

The residential terraces would be slightly elevated above the pavement line. The wall that forms the terrace edge would gradually increase in height as the pavement falls away. To bring interest to the street, recessed panels incorporating the Tudor rose motif found on the Listed Showroom and corner block extension are set into the brick.

The listed would be restored internally and externally. These works would include:

- full restoration of the highly significant elevations and original windows;
- the reinsertion of missing panelled doors to the interior and exterior;
- the repair of all plasterwork, cornices, architraves and floorboards;
- the restoration of the original ground floor fireplace;
- the restoration of the timber security shutters;
- the restoration of the original tiled entrance vestibule floor, along with the repair of the ground floor glazed partitions; and
- the replacement of the inappropriate modern steel roller shutter to the original loading bay.

Harmful elements such as the inserted modern mezzanine and modern extensions would be removed.

The extension to the listed showroom would be clad in traditionally laid facing brickwork with a brick colour to match the existing. The corner block would be visually separated from the listed building by a strip of glazing to the main elevation.

The pavement width on Pigeon Street would be increased to min 1.8m to max 2.95 from min 0.95 to min 9.80. All other pavement widths would remain broadly as current.

The proposals do not include parking and it is envisaged that nearby car parks would be used. The application is supported by a Framework Travel Plan. Taxi drop-off / pick- up would be located on Laystall Street. Parking for disabled people would be available in nearby multi-storey car parks. There are up to 3,532 parking spaces are available within 750-metres (around 10-minutes walking time). Of these disabled parking bays are provided at Piccadilly Station (around 6-minutes walking time) from the site, CitiPark, 75 Dale Street (around 5-minutes walking time from the site),

• Q-Park, Piccadilly Place (includes 30no. disabled and 6 EV spaces) (around 9-minutes walking time from the site), Brick Street (3 disabled parking bays (around 11-minutes walking time from the site); On-street disabled parking bays are provided at: • Dolefield, 4 bays (around 8- minutes walking time from the site). Additionally, it is noted that there is a Chargeyourcar vehicle charging station located adjacent to the site frontage along Laystall Street in addition to a GMEV charging station also located along Laystall Street approximately 31-metres to the west of the site frontage. A car club bay would be provided close to the site.

Deliveries to the commercial block should be limited to small delivery vans which will pull up outside the entrance on Laystall St. Deliveries to the residential block would be via Pigeon St. The bin capacity has been prepared in line with Manchester's Waste Storage and Collection Guidance for New Developments and it has been calculated that there would be a once weekly waste collection for the various refuse types: non recyclables; dry mixed recyclables; glass; and, organic re-cycling.

There would be level thresholds to entrances. All internal horizontal and vertical circulation routes and doorways would have clear widths. Due to the change in level across the site in very limited areas, ramps would be incorporated to ensure that access is available to all stair cores and lifts would be fully accessible.

The overall final building height proposed is approx.. +76.500m AOD

In terms of sustainability a whole life cycle approach has been undertaken and there are a number on inherent sustainability measures have been included as part of the Proposed

Development and which consider the impacts of climate change including an area of photovoltaics on the roof.

The applicants state that the proposal would deliver significant economic, social and environmental public benefits. These include:

- The viable and beneficial re-use of the original building of 32-34 Laystall Street and therefore securing the long-term future of this heritage asset.

- Specific heritage benefits – restoring & refurbishing areas of high significance and allows greater appreciation of heritage – this is a distinct and recognised heritage benefit.

- The provision of 89 new homes within Manchester City Centre, of which 20% will be affordable housing secured via a S106 agreement with the applicants intention to work with a Registered Provider (Great Places) to deliver 100% affordable on site housing.

- The delivery of 704 sq. m office floorspace and the associated job creation. Using the Employment Density Guide 3rd Edition (2015) it is estimated that the office floorspace could support 59 fulltime equivalent jobs.

- Supporting the ongoing regeneration of the area of the city centre and acting as a catalyst for further regeneration in this part of the City Centre.

Consultations

Publicity – The occupiers of adjacent premises have been notified and the proposals have been advertised in the local press as a major development, affecting a listed building, as a public interest development and as affecting a right of way (128911); and, as affecting a listed building (128910). Site notices have also been placed adjacent to the application sites.

No representations have been received.

Historic England – Did not wish to offer any comments on this application.

Victorian Society - Are supportive of the principle of this scheme. They note that the masterplan responds well to both the significance of the listed building and the scale of the emerging context, and that the proposed treatment of the historic parts will bring a number of heritage benefits which include securing the future viable use of a designated heritage asset.

They note that the most significant aspect of the listed building is without doubt the exterior of the showroom block facing Laystall Street and that the interiors of this block have been much altered, and the remains of the contemporary workshop range to the rear retains little of interest. They therefore have no objection to either the demolition of the latter or the remodelling of the former.

In terms of the proposed restoration of the remarkable brick and terracotta façade to Laystall street they consider that this will be a very positive development. The proposed residential block to the rear is large but not exceptional in the emerging context and will be stepped back enough that the historic building is not entirely dwarfed. The proposed new corner block reflects the characteristic scales of the listed building whilst making a high-quality and recognisably modern statement of its own.

The only aspect of the development on which they raise a comment is the choice of materials for the residential block, especially the Pigeon Street elevation. Whilst they understand the

desire to avoid an unrelieved mass of red brick, they think that the choice of a multi stock brick for this part of the building weakens the composition, especially given the historic context. The local area is historically characterised by the unrelieved use of red brick, often at the largest scales; the basic material palette of the showroom is also red brick. The context is not a polite one and can cope with robust treatment: the Laystall Street showroom is a strong building, which, in spite of its relative smallness, can hold its own in the developing cityscape because of its extravagant detailing. They think that the use of red brick for the whole of the new residential building would tie the complex more convincingly together and would situate the new elements more strongly within the historic built environment. We therefore recommend that this aspect of the proposals is revised.

Head of Highways- Have no objections and are satisfied that the scheme, with minor highway modifications is unlikely to generate any significant network implications. They have requested a number of conditions including the provision of 1 accessible car club bay and note that if the P&D bay cannot be relocated that a commuted sums will be payable for lost revenue from P&D bays.

HS2 – Have no objections

Head of Regulatory and Enforcement Services – (Street Management and Enforcement) - Recommends conditions relating to the acoustic insulation of the premises and any associated plant and equipment, fume extraction, the storage and disposal of refuse, the hours during which deliveries can take place, and the management of construction.

Greater Manchester Police (Design for Security) – Have no objections subject to compliance with the submitted Crime Impact Assessment and a number of additional security measures in relation to the bin store and main entrance (CCTV) and the low level terrace balconies.

Greater Manchester Ecology Group – Note that the submitted ecology report identified that further bat survey work is required to inform the Natural England licence and to fully understand the use of the site by legally protected species (bats). As this survey work has not been submitted (only 1 survey very late in the season and outside of the optimal survey season for detecting maternity roosts) they consider that the LPA cannot fully consider the impact of the proposals on protected species. Based on what has been submitted, and the high potential identified in the building to support bats, GMEU would normally advise withdrawal of the application due to insufficient information in relation to protected species (which are a material consideration when determining a planning application).

They note that best practice is for the surveys to be undertaken between May – August inclusive, for the optimal time frames to detect a maternity roost.
They do not advise or recommend that the LPA should condition the outstanding survey work for the following reasons:

They note that the ecology report identified the building as having high potential to support roosting bats. 1 survey has undertaken, however this was undertaken outside the optimal survey period. It confirmed that a bat roost is present, however the survey work is not sufficient to determine the type of roost present (due to both the time of year it was undertaken and the lack in the number of surveys). 3 surveys in the time period above are required to determine this fact. Bats are a legally protected species, and therefore a material consideration when determining a planning application.

Paragraph 99 of Circular 06/05: Biodiversity and Geological Conservation – Statutory Obligations and their Impact within the Planning System states – *“It is essential that the presence or otherwise of protected species, and the extent that they may be affected by the*

proposed development, is established before the planning permission is granted, otherwise all relevant material considerations may not have been addressed in making the decision. The need to ensure ecological surveys are carried out should therefore ***only be left to coverage under planning conditions in exceptional circumstances****, with the result that the surveys are carried out after planning permission has been granted*"

Environment Agency – No objections subject to conditions relation to managing contamination risks being attached to any consent granted.

Flood Risk Management Team – Have no objections but have recommended conditions relating to the method of surface water management are attached to any consent granted.

United Utilities – Have no objections subject to conditions relating to surface and foul water management being attached to any consent granted.

Greater Manchester Archaeological Unit – State that the Heritage Statement provides a good record of the listed building and other extant structures and GMAAS consider that no further survey and recording of the buildings is required. They note that the desk based assessment identifies that the site once contained a range of early 19th century back-to-back workers' housing, many of which were cellared. In the late 18th century there was a pub (The Welsh Harp) and two groups of terraced houses. There is a high probability that substantial foundations of these structures will survive under the current ground surface. They accept that the archaeological remains will not be of national importance requiring preservation in situ but a scheme of archaeological excavation and recording will be needed prior to the destruction of the archaeology by development ground works. They recommend that this is secured by a condition attached to any consent granted.

Work and Skills – Recommend that a local labour condition for the construction and end use phases which requires a report of local labour achievements.

ISSUES

Local Development Framework

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

The proposals are considered to be consistent with the following Core Strategy Policies SP1, CC1,CC2, CC5, CC7, CC8, CC9, CC10, T1, T2, EN3, EN4, EN6, EN8, EN9, EN11, EN14, EN15, EN16, EN17, EN18, EN19, EC1, EC3, and DM1 for the reasons set out below.

Saved UDP Policies

Whilst the Core Strategy has been adopted, some UDP policies have been saved. The proposal is considered to be consistent with the following saved UDP policies DC 10.1, DC19.1, DC22 and DC26 for the reasons set out below.

Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents. The adopted Core Strategy contains a number of Strategic Spatial Objectives that form the basis of its policies:

SO1. Spatial Principles - This development would be in a highly accessible location, close to good public transport links, and would thereby reduce the need to travel by private car.

SO2. Economy - The proposal would improve the City's economic performance. It would provide jobs during construction along with permanent employment and facilities, in a highly accessible location.

S05. Transport - The proposal is in a highly accessible location and would reduce the need to travel by private car and make the most effective use of public transport.

S06. Environment - The proposal would help to protect and enhance the City's built environment and ensure the sustainable use of natural resources, in order to: mitigate and adapt to climate change; improve air, water and land quality; improve recreational opportunities; so as to ensure that the City is inclusive and attractive to residents, workers, investors and visitors.

Relevant National Policy

The National Planning Policy Framework sets out the Government's planning policies for England and how these are expected to apply. It aims to promote sustainable development. The Government states that sustainable development has an economic, a social and an environmental role (paragraphs 7 & 8). Paragraphs 10, 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. Paragraphs 11 and 12 state that:

"For decision- taking this means: approving development proposals that accord with an up-to-date development plan without delay" and "where a planning application conflicts with an up-to-date development plan (including any neighbourhood plans that form part of the development plan), permission should not usually be granted. Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed".

The proposal is considered to be consistent with sections 5, 6, 7, 8, 9, 11, 12, 14, 15 and 16 of the NPPF for the reasons set out below:

Paragraph 103 states that the planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on sustainable locations which limit the need to travel and offer a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health.

Paragraph 117 planning decisions should promote effective use of land in providing homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Including giving substantial weight to the value of using suitable brownfield land within settlements for homes.

Paragraph 118(d) Planning policies and decisions should: promote and support the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively.

Paragraph 122 - Planning policies and decisions should support development that makes efficient use of land and includes a requirement to take into account local market conditions and viability and the desirability of maintaining an area's prevailing character and setting or of promoting regeneration and change.

Paragraph 124 states that the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

Paragraph 130 states that permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents.

Paragraph 131 states that in determining applications, great weight should be given to outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design in an area, so long as they fit in with the overall form and layout of their surroundings.

Section 6 - Building a strong and competitive economy and Core Strategy Policy SP 1 (Spatial Principles), Policy CC1 (Primary Economic Development Focus), CC8 (Change and Renewal) – The development would be highly sustainable. It would be close to sustainable transport, maximise the use of the City's transport infrastructure and would enhance the built environment, create a well-designed place and reduce the need to travel. The proposal could help to deliver objectives set out within the HS2 SRF's.

The proposal would develop an underutilised, previously developed site and create employment during construction and permanent employment through building management and public realm maintenance. This would support economic and complement nearby well established and emerging communities. Resident's use of local facilities and services would support the local economy. The proposal would enhance the built and natural environment and create a well-designed place and create a neighbourhood where people choose to be.

NPPF Section 7 Ensuring the Vitality of Town Centres and Core Strategy Policies SP 1 (Spatial Principles) – The City Centre is the focus for economic and commercial development, leisure and cultural activity, and city living. The proposal would be part of a neighbourhood which would attract and retain a diverse labour market. It would support GM's growth objectives by delivering housing for a growing economy and population, within a major employment centre in a well connected location and would help to promote sustained economic growth.

NPPF Section 9 Promoting Sustainable Transport, Core Strategy Policies CC5 (Transport), T1 Sustainable Transport and T2 Accessible Areas of Opportunity and Need - The Site is easily accessible to pedestrians and cyclists, and sustainable transport options with Metrolink stops at Piccadilly and New Islington and Piccadilly Train Station. A Travel Plan would facilitate sustainable transport use and the location would minimise journey lengths for employment, business and leisure activities. The proposal would support wider sustainability and health objectives and residents would have access to jobs, local facilities and open space. It would improve air quality and encourage modal shift from car travel. Pedestrian and cycle routes are proposed, and the environment would prioritise pedestrian and disabled people, cyclists and public transport.

NPPF Section 5 (Delivering a sufficient supply of homes) and 11 (Making Effective Use of Land), Core Strategy Policies CC3 Housing, CC7 (Mixed Use Development), Policy H1 (Overall Housing Provision), H2 (Strategic Housing Location), Policy H8 (Affordable Housing) and Policy CC10 A Place of Everyone – This high-density development would use a sustainable site efficiently in an area identified as a key location for residential growth. It would contribute to the ambition that 90% of new housing should be on brownfield sites. It would have a positive impact on the area and provide accommodation which would meet different

household needs. The apartments would appeal to a wide range of people from single people and young families to older singles and couples.

Manchester's economy continues to grow, and investment is required in locations such as this to support and sustain this growth. The City Centre is the biggest source of jobs in the region and this proposal would provide accommodation to support the growing economy and contribute to the creation of a sustainable, inclusive, mixed and vibrant community. It is expected that a minimum of 32,000 new homes will be provided within the City Centre from 2016-2025 and this scheme would contribute to meeting the City Centre housing target in the Core Strategy.

The proposals would fully comply with Policy H8 providing 20% affordable housing on site with 18 units in a mix of social or affordable rent and shared ownership units secured via a S106 agreement..

NPPF Sections 12 (Achieving Well Designed Places), and 16 (Conserving and Enhancing the Historic Environment), Core Strategy Policies EN1 (Design Principles and Strategic Character Areas), EN2 (Tall Buildings), CC6 (City Centre High Density Development), CC9 (Design and Heritage), EN3 (Heritage) and saved UDP Policies DC18.1 (Conservation Areas) and DC19.1 (Listed Buildings) -The reuse of the extended building would maximise the use of the site and bring long vacant parts of the retained building back into active use. The demolitions required to facilitate the new build residential elements would cause some harm the architectural and historic character of the building but the harm would be less than substantial. The new build elements have been designed to minimise its impact on heritage assets whilst enabling the delivery of a viable development.

This development would complement the growth of Piccadilly Basin over the past 25 years and improve linkages between these areas and the Retail Core. It would not have a detrimental impact on the setting of the adjacent listed buildings. The development would introduce activity that would add value. The reuse of the building would improve legibility, visual cohesiveness, connectivity and integration with higher levels of animation on the ground floor frontages. This would, contribute positively to place making and would bring significant regeneration benefits. The positive aspects of the design of the proposals are discussed in more detail below.

The Heritage Assessment has identified key views and assesses its impact on these. The supporting documents evaluate the extended buildings relationship to its site context / transport infrastructure and its effect on the local environment and amenity. This is discussed in more detail below.

A Heritage Appraisal, Visual Impact Assessment and NPPF Justification Statement, demonstrate that the benefits derived from this development including securing a long term active use for a key Heritage Assets would have a beneficial impact on the surrounding area. The proposal would not result in any significant harm to the setting of adjacent listed buildings and the quality and design would sustain the adjacent heritage value of the heritage assets. This is discussed in more detail below.

In terms of the NPPF the following should also be noted:

Paragraph 191 states that 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.

Paragraph 193 states that when considering the impact of a proposal on the significance of a designated heritage asset, great weight should be given to the asset’s conservation (and the

more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

Paragraph 194 states that any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification. Substantial harm to or loss of:

a) Grade II listed buildings, or grade II registered parks or gardens, should be exceptional;

b) assets of the highest significance, notably scheduled monuments, protected wreck sites, registered battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.

Section 195 states that where a proposal 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 total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:

a) the nature of the heritage asset prevents all reasonable uses of the site; and

b) no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and

c) conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and

d) the harm or loss is outweighed by the benefit of bringing the site back into use.

Section 196 states that where a proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

Section 197 states that the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

Paragraph 200 states that 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 the asset (or which better reveal its significance) should be treated favourably.

The proposal would re-use a partially vacant listed building and re-purpose a site with the potential to have a negative impact on the setting of nearby heritage assets should a viable alternative use not be realised if the current occupiers vacate the property. It would introduce a good quality form of development that would make a positive contribution to the townscape and enhance the setting of adjacent heritage assets.

The compliance of the proposals with the above sections of the NPPF and consideration of the comments made by Historic England is fully addressed in the report below.

Core Strategy Section 8 Promoting healthy communities - The creation of an active street frontage would help to integrate the site into the locality and increase levels of natural surveillance.

NPPF Section 14 (Meeting the challenge of climate change, flooding and coastal change), Core Strategy Policies EN4 (Reducing CO2 Emissions by Enabling Low and Zero Carbon) EN6 (Target Framework for CO2 reductions from low or zero carbon energy supplies), EN 8 (Adaptation to Climate Change), EN14 (Flood Risk) and DM1 (Development Management- Breeam requirements) -The site is highly sustainable. An Environmental Standards Statement demonstrates that the development would accord with a wide range of principles that promote the responsible development of energy efficient buildings integrating sustainable technologies from conception, through feasibility, design and build stages and in operation. The proposal would follow the principles of the Energy Hierarchy to reduce CO2 emissions and is supported by an Energy Statement, which sets out how the proposals would meet the requirements of the target framework for CO2 reductions from low or zero carbon energy supplies.

The NPPF states that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk. In addition, the NPPF indicates that development should not increase flood risk elsewhere. Surface water drainage would be managed to restrict it to greenfield run-off rate if practical.

NPPF Section 15 (Conserving and enhancing the natural environment), Manchester Green and Blue Infrastructure Strategy 2015,Core Strategy Policies EN 9 (Green Infrastructure), EN15 (Biodiversity and Geological Conservation), EN 16 (Air Quality), Policy EN 17 (Water Quality) Policy EN 18 (Contaminated Land and Ground Stability) and EN19 (Waste) - Information regarding the potential risk of various forms of pollution, including ground conditions, air and water quality, noise and vibration, waste and biodiversity has demonstrated that the proposal would not have any significant adverse impacts in respect of pollution. Surface water run-off and ground water contamination would be minimised

A Bat Survey found evidence of potential bat roosts and suitable mitigation to be established through further survey work will ensure that there is no adverse effect on any statutory or non-statutory designated sites in the wider area.

The Manchester Green and Blue Infrastructure Strategy sets out objectives for environmental improvements in the context growth objectives and development. There would be no adverse impacts on blue infrastructure.

The development would be consistent with the principles of waste hierarchy and a Waste Management Strategy details the measures that would be undertaken to minimise the production of waste during construction and in operation. The Strategy states that the onsite management team would ensure the various waste streams are appropriately managed.

DC22 Footpath Protection - The development would improve pedestrian routes within the local area through street tree planting, ground floor activity and repaving.

Policy DM 1- Development Management - Outlines a range of general issues that all development should have regard to and of these, the following issues are or relevance to this proposal: -

- appropriate siting, layout, scale, form, massing, materials and detail;
- design for health;
- impact on the surrounding areas in terms of the design, scale and appearance of the proposed development;
- that development should have regard to the character of the surrounding area;
- effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation;
- accessibility to buildings, neighbourhoods and sustainable transport modes;

- impact on safety, crime prevention and health; adequacy of internal accommodation, external amenity space, refuse storage and collection, vehicular access and car parking; and
- impact on biodiversity, landscape, archaeological or built heritage, green Infrastructure and flood risk and drainage.

The above issues are considered in detail in below.

Other Relevant City Council Policy Documents

Climate Change

Our Manchester Strategy 2016-25 – sets out the vision for Manchester to become a liveable and low carbon city which will:

- Continue to encourage walking, cycling and public transport journeys;
- Improve green spaces and waterways including them in new developments to enhance quality of life;
- Harness technology to improve the city's liveability, sustainability and connectivity;
- Develop a post-2020 carbon reduction target informed by 2015's intergovernmental Paris meeting, using devolution to control more of our energy and transport;
- Argue to localise Greater Manchester's climate change levy so it supports new investment models;
- Protect our communities from climate change and build climate resilience

Manchester: A Certain Future (MACF) is the city wide climate change action plan, which calls on all organisations and individuals in the city to contribute to collective, citywide action to enable Manchester to realise its aim to be a leading low carbon city by 2020. Manchester City Council (MCC) has committed to contribute to the delivery of the city's plan and set out its commitments in the MCC Climate Change Delivery Plan 2010-20.

Manchester Climate Change Board (MCCB) Zero Carbon Framework - The Council supports the Manchester Climate Change Board (MCCB) to take forward work to engage partners in the city to address climate change. 1.3 In November 2018, the MCCB made a proposal to update the city's carbon reduction commitment in line with the Paris Agreement, in the context of achieving the "Our Manchester" objectives and asked the Council to endorse these ambitious new targets.

The Zero Carbon Framework - outlines the approach which will be taken to help Manchester reduce its carbon emissions over the period 2020-2038. The target was proposed by the Manchester Climate Change Board and Agency, in line with research carried out by the world-renowned Tyndall Centre for Climate Change, based at the University of Manchester.

Manchester's science-based target includes a commitment to releasing a maximum of 15 million tonnes of CO2 from 2018-2100. With carbon currently being released at a rate of 2 million tonnes per year, Manchester's 'carbon budget' will run out in 2025, unless urgent action is taken.

Areas for action in the draft Framework include improving the energy efficiency of local homes; generating more renewable energy to power buildings; creating well-connected cycling and walking routes, public transport networks and electric vehicle charging infrastructure; plus the development of a 'circular economy', in which sustainable and renewable materials are reused and recycled as much as possible.

Climate Change and Low Emissions Implementation Plan (2016-2020) -This Implementation Plan is Greater Manchester's Whole Place Low Carbon Plan. It sets out the steps we will take to become energy-efficient and investing in our natural environment to respond to climate change and to improve quality of life. It builds upon existing work and sets out our priorities to 2020 and beyond. It includes actions to both address climate change and improve Greater Manchester's air quality. These have been developed in partnership with over 200 individuals and organisations as part of a wide ranging consultation

The alignment of the proposals with the policy objectives set out above is detailed below.

Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (April 2007) - Part 1 of the SPD sets out the design principles and standards that the City Council expects new development to achieve, i.e. high quality developments that are safe, secure and accessible to all. It seeks development of an appropriate height having regard to location, character of the area and specific site circumstances and local effects, such as microclimatic ones.

It is considered that the following design principles and standards are relevant to the consideration of this application:

- Each new development should have regard to its context and character of area. New developments should acknowledge the character of any Conservation Area within which they lie and will only be accepted where they preserve or enhance the special quality of the conservation area;

- The design, scale, massing and orientation of buildings should achieve a unified urban form which blends in and links to adjacent areas. Increased density can be appropriate when it is necessary to promote a more economic use of land provided that it is informed by the character of the area and the specific circumstances of the proposals;

- Developments within an area of change or regeneration need to promote a sense of place whilst relating well to and enhancing the area and contributing to the creation of a positive identity. There should be a smooth transition between different forms and styles with a developments successful integration being a key factor that determines its acceptability;

- Developments should enhance existing vistas and create new ones and views of important landmarks and spaces should be promoted in new developments and enhanced by alterations to existing buildings where the opportunity arises;

For the reasons set out later in this report the proposals would be consistent with these principles and standards.

Piccadilly Basin Masterplan and SRF (2016) – Piccadilly Basin is a major strategic opportunity which could deliver comprehensive development. The Basin lies between the city centre's well established districts including the Central Business District and retail core; Piccadilly; The Northern Quarter; Ancoats and New Islington and further east towards Holt Town and Ethiad. These are established regeneration priorities that aim to deliver complementary economic growth. Connecting these areas through Piccadilly Basin and into the heart of the city centre will maximise the value of investment and development taking place in this part of the city.

The Framework contains a series of important principles to guide the delivery of the vision for the area covered by the SRF. The application site lies close to the boundary of the Piccadilly

Basin SRF and as such needs to be considered in terms of the context of some of the key principles set out within the Framework

It is considered that the proposed development would complement the following SRF principles.

- Re-instating and re-asserting much of the historic grid pattern of the area will create a sense of place.
- Alignment of new building blocks along existing streets at back of pavement line would enhance the linear character of the streetscape.
- The massing is varied and the colour and texture of the materials would create an appropriate and attractive building.
- The natural surveillance created should contribute to a sense of place and encourage movement through the area.

HS2 Manchester Piccadilly Strategic Regeneration (SRF) and Masterplan (2018) –
The site lies to the north west of the SRF Area within the East Village Neighbourhood. This transport node plays a critical role in the city's economic regeneration. Significant investment is focused around Piccadilly Station and an SRF in 2018 aims to create a major new district based around a world class transport hub. This would ensure that the City can capitalise on the opportunities presented by HS2 and the expansion of the Station. The overarching objectives are to improve the attractiveness of the area to investment; improve physical connections and permeability; provide destinations for social and cultural activity; and provide job opportunities for local people.

The SRF identifies increasing density as crucial to sustainable growth and long term economic competitiveness.

The proposal would complement this next phase of growth in Manchester, deliver strategic regeneration objectives and improve visual connectivity between the City Centre and nearby communities

Portugal Street East Strategic Regeneration Framework (SRF) 2018 - The Portugal Street East SRF is adjacent to the proposed HS2 station entrance. The SRF aims to secure comprehensive delivery of a vibrant and connected neighbourhood that contributes towards Manchester's economic growth objectives in a sustainable way which includes areas of high quality public realm and other infrastructure between development plots. The proposal would complement these objectives.

Ancoats and New Islington NDF - The priorities for this area include; encouraging redevelopment of vacant and underutilised sites for residential, commercial and service uses and encouraging development that is massed to provide spatial definition along Great Ancoats Street. The proposed development would be compliment those objectives.

Manchester City Centre Strategic Plan- The Strategic Plan 2015-2018 updates the 2009-2012 plan and seeks to shape the activity that will ensure the city centre continues to consolidate its role as a major economic and cultural asset for Greater Manchester and the North of England. It sets out the strategic action required to work towards achieving this over period of the plan, updates the vision for the city centre within the current economic and strategic context, outlines the direction of travel and key priorities over the next few years in each of the city centre neighbourhoods and describe the partnerships in place to deliver those priorities

The site of the current planning application falls within the area designated as Piccadilly. This identifies the wider Piccadilly area as having the potential for unrivalled major transformation

over the coming years and notes that the additional investment at Piccadilly Station provided by HS2 and the Northern Hub represents a unique opportunity to transform and regenerate the eastern gateway to the city centre, defining a new sense of place and providing important connectivity and opportunities to major regeneration areas in the east of the city.

The City Centre Strategic Plan endorses the recommendations in the HS2 Manchester Piccadilly SRF

The proposal would be complementary to the realisation of the opportunities set out above. It would complement the process of establishing a sense of place that would be delivered as part of the delivery of recent approvals within the adjacent Portugal Street East Neighbourhood and previous approvals within the Piccadilly SRF Area. It would, along with other pipeline developments start the process of delivering strong visual connections between Piccadilly and the communities of East Manchester whilst strengthening physical and visual links between the City Centre and those key regeneration areas beyond.

Manchester Residential Quality Guidance (July 2016) (MRQG) – The City Council's has endorsed the Manchester Residential Quality Guidance which is now a material planning consideration. The document provides specific guidance for Manchester and includes a section on the consideration of space and daylight. The guide states that space standards within dwellings should comply with the National Described Space Standards as a minimum. In assessing space standards for a particular development, consideration needs to be given to the planning and laying out of the home and the manner in which its design creates distinct and adequate spaces for living, sleeping, kitchens, bathrooms and storage. The size of rooms should be sufficient to allow users adequate space to move around comfortably, anticipating and accommodating changing needs and circumstances. The proposal is broadly in keeping with the aims and objectives set out in the guidance.

Residential Growth Strategy (2016) – This recognises the critical relationship between housing and economic growth. There is an urgent need to build more new homes for sale and rent to meet future demands from the growing population.
Housing is one of the key Spatial Objectives of the Core Strategy and the Council aims to provide for a significant increase in high quality housing at sustainable locations and the creation of high quality neighbourhoods with a strong sense of place. The proposal would contribute to achieving these targets and growth priorities.

Delivering Manchester's Affordable Homes to 2025 (Report to Economic Scrutiny Committtee Sept 19) – This approved an increase in the City Councils affordable housing targets aiming to deliver at least 6,400 homes which would be affordable to Manchester people – meeting the Council's 20% affordable homes ambition for the city. New affordable homes should be equally split between social housing, affordable housing and shared ownership properties. Increasing the supply of good quality affordable homes for sale and rent will allow Manchester residents to raise their individual and collective aspirations. The provision of at least 20% shared ownership homes (intermediate housing) / Social or Affordable Rent units would align with this target and deliver a planning policy compliant proportion of affordable homes.

Stronger Together: Greater Manchester Strategy 2013 - This is the sustainable community strategy for the Greater Manchester City Region. It sets out a vision for Greater Manchester where by 2020, the City Region will have pioneered a new model for sustainable economic growth based around a more connected, talented and greener City Region, where all its residents are able to contribute to and benefit from sustained prosperity and a high quality of life.

The proposal would support and align with the overarching programmes being promoted by the City Region via the GM Strategy. There is an urgent need to build more new homes for sale and rent to meet future demands from the growing population and to address undersupply and the Council is adopting measures to enable this. The proposals represent an opportunity to address these requirements adjacent to a major employment centre and in a well-connected location

Other National Planning Legislation

Legislative requirements

Section 66 of the Listed Building Act 1990 provides that in considering whether to grant planning permission for development that affects a listed building or its setting the local planning authority 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.

S149 (Public Sector Equality Duty) of the Equality Act 2010 provides that in the exercise of all its functions the Council must have regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations between person who share a relevant protected characteristic and those who do not. This includes taking steps to minimise disadvantages suffered by persons sharing a protect characteristic and to encourage that group to participate in public life. Disability is among the protected characteristics

S17 Crime and Disorder Act 1998 provides that in the exercise of its planning functions the Council shall have regard to the need to do all that it reasonably can to prevent crime and disorder.

Environmental Impact Assessment. The proposal does not fall within Schedules 1 or 2 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 and National Planning Practice Guidance (2017).

The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 specifies that certain types of development require an Environmental Impact Assessment (EIA) to be undertaken. Whilst the nature of the proposal is of a magnitude which would not fall within the definition of the thresholds set for “Urban Development Projects” within Schedule 2 given that the proposals fall within an area where there are currently a number of major development projects approved and under construction and that it sits within the wider Piccadilly HS2 Masterplan Area the City Council has adopted a screening opinion in respect of this matter including cumulative impacts to determine if this level of assessment was necessary and to determine whether the proposed development was likely to give rise to significant environmental effects.

It was concluded that there will not be significant environmental impacts associated with the proposed development, subject to suitable mitigation, and therefore an Environmental Statement is not required.

The Schemes Contribution to Regeneration – Regeneration in the city centre is an important planning consideration as it is the primary economic driver of the region and is crucial to its longer term economic success. There has been a significant amount of regeneration around Piccadilly over the past 20 years as a result of private and public sector investment. Major redevelopment has taken place at Piccadilly Gardens, Piccadilly Basin, Piccadilly Station, Piccadilly Triangle, Kampus and the former Employment Exchange on Aytoun Street. This will continue as new opportunities are presented by HS2, and the successful regeneration within the City Centre Core continues to expand to it’s the eastern and northern fringes forging stronger connections with the existing and planned neighbourhoods beyond.

The development of this brownfield site would be consistent with a number of the GM Strategy's key objectives. The provision of high quality and affordable homes is critical to economic growth and regeneration and a high density development is appropriate in this highly accessibly and sustainable location.

Economic growth requires the attraction and retention of talented individuals and housing is required to support this growth and provide housing for Manchester residents. The region must be attractive as a location to live, study, work, invest and do business. The scheme would deliver a high quality housing alongside a high quality office space and would be attractive to a range of occupiers including families and young professionals and would deliver the objectives of the SRF.

Manchester's population has increased significantly since 2001 and the development would be consistent with growth priorities and help to realise the target set within Manchester's Residential Growth Strategy which have recently been updated to seek to deliver 32,000 homes by 2025. This area has been identified as being suitable for new homes and the quality, mix and the size of apartments would appeal to a range of occupiers.

The site has a negative impact on the street scene, presenting a poor appearance, with a fragmented historic built form. It also forms a link between the Piccadilly Basin, HS2 and (Portugal Street East) SRF Areas. Given its current dilapidated appearance the proposals would help sense of place linking these 2 key regeneration areas.

The proposal would help to re-connect the area with the urban core. The development should act as a catalyst to further regeneration and contribute to the creation of an attractive neighbourhood and deliver important physical linkages.

The proposals would create employment during construction, along with permanent employment within the building management services. It would use the site efficiently and effectively in a high quality building in line with Paragraph 118(d) and 122 of the NPPF. It would be in a sustainable location and would improve the environment and deliver high quality housing with safe and healthy living conditions. It would be located close to a number of major transport hubs and would promote sustainable economic growth.

Affordable housing provision – The amount of affordable housing required within particular development should reflect the type and size of the development as a whole and will take into account factors such as an assessment of a particular local need, any requirement to diversify housing mix and the need to deliver other key outcomes particularly a specific regeneration objective. The Shared Ownership proposed would diversify the affordable offer and attract new residents.

An Affordable Housing Statement submitted in support of the application explains the applicant's intention to deliver 100% affordable homes provisionally to comprise a mix of social rent (10 units), affordable rent (34 units) and shared ownership (45 units). It is intended that the Shared Ownership units would provide an opportunity for local people to get a foot onto the housing ladder, enabling first time buyers and those unable to afford to buy a home on the open market to purchase a 35% share of the open market value.

The Statement sets out the intention that Affordable Rent properties will be let at a maximum rental level of no more than 80% of gross market rent (inclusive of Service Charges). The Social Rent dwellings will be provided at Social Rents using a government formula. This creates a 'formula rent' for each property, which is calculated based on the relative value of the property, the size of the property and relative local income levels. Great Places are working closely with

the applicants McCauls Construction to agree a purchase contract, and it as both parties intention to complete this transaction by April 2021 following GP internal approvals and planning approval

20% of the affordable homes would be secured through a S106 Agreement to ensure Policy compliance (Core Strategy Policy H8). Occupiers who have entered into a Shared Ownership Lease would be allowed to 'staircase' to full ownership. Homes England have provided their support for the scheme, and it will form part of Great Places bid for further grant funding under the new Affordable Homes Programme 2021-2026. In order to ensure the units can be included in the Homes England's Programme the Shared Ownership dwellings will be disposed of to purchasers who meet the Homes England eligibility criteria as set out in the Homes England's Capital Funding Guide. This includes that eligible purchasers will have a household income of less than £80,000 p.a. and will not own another property.

Any delivery of more than 20% affordable homes would exceed the requirements of policy H8 which requires new development to contribute at least 20% to the City-wide target for 20% of new housing provision being affordable but is not a requirement of any approval.

Shared ownership housing is a stepping stone to full home ownership and is aimed at economically active households who are unable to secure a mortgage large enough to purchase a home outright. Buyers can purchase a share ranging from 35% to 75% of the equity and pay a rent on the unsold share. If they wish, buyers can subsequently purchase further shares until they eventually own the property outright. Whatever share is owned can be sold on the open market to another household in need, or to any buyer if the seller has acquired 100% of the equity.

The Affordable Rent properties will be let at a maximum rental level of no more than 80% of gross market rent (inclusive of Service Charges). In assessing whether the rent is no more than 80% of the market rent, the individual characteristics of the property must be taken into account, such as location and size. For both new supply and conversions providers are required to assess the market rent (using the definition in the International Valuations Standard Committee as adopted by the Royal Institute of Chartered Surveyors) that the individual property would achieve and set the initial rent at up to 80% of that level (inclusive of Service Charges)
The Social Rent dwellings will be provided at Social Rents using a government formula. This creates a 'formula rent' for each property, which is calculated based on the relative value of the property, the size of the property and relative local income levels.

Residential development - density/type/accommodation standards

The National Design Guidance (NDG) 2019 supports well designed homes and buildings which are functional, accessible and sustainable and which provide internal environments and associated external spaces that support the health and well-being of their users and all who experience them. The City Council adopted the Manchester Residential Quality Guidance in December 2016 and within that document reference is made to the use of a combination of the Nationally Described Space Standards and the London Housing Design Guide space standards to form Manchester's space standards (SS) for residential developments.

The apartment designs comply with the guidance. Room sizes within all apartments would meet Space Standards and some would exceed the minimum requirements.

Full height windows would maximise natural daylight and apartments would be naturally ventilated. Living areas would have increased amounts of glazing. A number of the apartments would be dual aspect.

The open-plan living/kitchen/diner arrangement is flexible and responds to contemporary lifestyles. The proposal includes a small external shared amenity space for residents.

The mix and size of the apartments would appeal to single people and those wanting to share. The 2 and 3 bed apartments would be suitable for 3 to 6 people and could be attractive to families and those downsizing.

A condition which would require details of a management strategy for the apartments and a management strategy for the public realm would ensure that the development helps to create an attractive neighbourhood. This would ensure that the development is well managed and maintained, providing confidence for those wishing to remain in the area long term.

Design Issues, relationship to context, including principle of tall building in this location and the effect on the Historic Environment

This considers the design in relation to context and its effect on key views, listed buildings, conservation areas, scheduled Ancient Monuments, Archaeology and open spaces.

The key issues to consider are to consider are: the justification for the loss of the attached rear outrigger and 1950's extension; the appropriateness of a new building of the height proposed in this location and its impact on the setting of 32-34 Laystall Street and, consideration of the impacts in the context of the requirements of the Core Strategy, Section 16 of the NPPF and Sections 16 and 66 of the Planning and Listed Buildings Act.

The Core Strategy seeks to ensure that new development complements the City's building assets, including designated and non-designated heritage assets. The impact on the local environment, the street scene and how it would add to its locality is also important. It is considered for reasons set out in the following sections that the proposal would enhance and complement the character and distinctiveness of the area and would not adversely affect established valued townscapes or landscapes, or impact on important views. The improvements to this prominent location would contribute positively to place making.

32-34 Laystall Street and the attached buildings to it's rear have deteriorated over time but this is given minimal weight in line with paragraph 191 of the NPPF and the demolition is justified on the basis of the proposed design and the enhancements and public benefits which the proposal would deliver at the site.

The wider development of the site presents an opportunity to preserving 32-34 Laystall Street and features of special architectural or historic interest which it possesses whilst preserving its setting and the street and townscape as required by the Planning Act, NPPF and Core Strategy as well as sections 66 of the 1990 Listed Buildings Act.

Significance of 32-34 Laystall Street and the case to Support Demolition of the rear outrigger and 1950's extension and Impact on Significance rear outrigger and 1950's extension.

With its and distinctive facades 32-34 Laystall Street should make a positive contribution to the street scene and provide a benchmark for the design quality of adjacent future development on cleared sites. However, its current condition detracts from the cohesion of the townscape and the character and appearance of the street scene.

A significance assessment has used recognised criteria to assess the heritage significance of the site. The rear outrigger is contemporary with the main c1879 building however, it is entirely utilitarian in design and would have been a purely functional part of the building, accommodating areas for workers to craft terracotta products. The outrigger has been substantially altered several times over the 19th and 20th centuries, with a number of modern window openings being inserted into the originally blind ground floor level in the 1950s. The original top two floors are now demolished, and a new roof structure constructed. As a result of the construction of the 1950s extension to the rear yard, the entire east elevation of the outrigger was opened-out into the new extension, only leaving a row of structural columns and short section of brick/terracotta and windows to the northern and southern ends of the wing. Here the original multi-pane timber factory style windows survive, containing small top opening louver lights. The areas between the windows to the southern end of the wing retain Armitage's buff yellow brick and buff terracotta rusticated blocks. This appears to have been purposely placed between the windows so that it formed a built display of the firm's goods.

The 1950s factory extension is of standard construction, materials and design, and used poured concrete floors and staircase, with steal truss pitched roof and metal-framed windows. During the construction of this building, the former loading way through the centre of the main building was utilised as an internal hoist to all floors, contained within a small external lightwell.

The internal space within the rear outrigger is simple, with no fixtures or fittings surviving. The 1950s factory extension forms one large open plan room, with a partitioned office, toilets and a small entrance vestibule and staircase to the northern end.

The demolition of the outrigger would result in moderate adverse harm however the level of harm would be mitigated as it is proposed that the altered and partially demolished original outrigger is to be carefully demolished, with care being taken to set aside remaining items of high significance such as timber floorboards, rusticated terracotta blocks, original buff and red brickwork for use as repairs to the main building.

The 1990's extension is considered to be of no heritage significance

Whilst clearly of less significance than the main building at 32-34 Laystall Street, the rear buildings are considered to be listed by attachment. However given the above assessment of their value it is considered that their demolition would result in less than substantial harm to the listed building (not the substantial harm that would normally be attributed to the wholesale loss of a listed building). Paragraph 196 of the NPPF states that in this case a balanced judgement is required which has regard to the scale of the building's loss and its significance. Paragraph 191 states that where there is evidence of deliberate neglect of, or damage, its deteriorated state should not be taken into account in any decision. This needs to be considered as part of that balanced judgement given the lack of investment in the building over the past 20 years.

Even if the current condition of the building complex is disregarded as required by Paragraph 191 of the NPPF, the demolition of the rear buildings is on balance acceptable and necessary to enable a viable use the main building and a viable wider development enabling the wider Site to accommodate the necessary quantum of proposed new residential uses. The outrigger contributes modestly to the overall significance of the listed building and has suffered several phases of alteration and demolition over the 20th century which has lessened its significance. The proposal would facilitate much needed investment in the listed building. The Proposals will not detract from the ability to understand and appreciate the heritage interest of the retained building, and would in fact, enhance that interest. As such, the works will not adversely alter the character of 32-34 Laystall Street as a building of special architectural or historic interest.

Design Issues in relation to context including principle of a 9 storey Building in this Location

The development at between 3 and 9 storeys is in part considered to be a tall buildings within much of its local context and as such the proposal does need to be assessed against Core Strategy Policies that relate to Tall Buildings and the criteria as set out in the Guidance on Tall Buildings Document published by English Heritage and CABE.

The massing and height of the new build elements would relate to and respect developments coming forward within the adjacent Piccadilly Basin SRF Area and the massing is broken down into blocks of different heights.

The area has changed significantly over time and a number of historic buildings and structures are now isolated from their original setting. The decline of industry has left the area with many vacant plots which diminishes the street definition that would once have guided people towards Ancoats. This has eroded the character and appearance of the historic street pattern and the urban form now lacks cohesion. The current condition and appearance of this site harms the setting of adjacent listed buildings as well as the quality and character of the townscape.

The re-introduction of a building to the corner would re-instate the showroom's immediate context, completing the urban block frontage onto Laystall Street enhancing the setting of the heritage asset. The massing of the front corner block would be complementary to that of the listed building and mirror that of former Welsh Harp pub which formerly held this corner. This new block on the corner would be integrated with the listed building and would accommodate vertical circulation requirements for the commercial element of the scheme, which is beneficial in terms of protecting the historical layout and structure of the listed building whilst improving accessibility.

The proposal would improve the area and use the site efficiently and the ground floor treatment including the balcony / terrace spaces on Pigeon Street would create a sense of space around the building footprint which would create a sense of openness which would enhance its interface with the public realm. The ground floor uses should strengthen the street frontages and provide natural surveillance.

The pattern of bays would reference a City Centre building typology and the ordered grid complements the more horizontal emphasis of the former nearby industrial buildings.

The carving out of the main block at the end of Brock St to create a courtyard and horseshoe plan would provide daylight to the heart of floorplate. Whilst it would seem at odds with normal urban design principles, in this case, providing an open courtyard onto Brock Street has historical precedent as it reflects the massing of the original workshop yard which was located in an identical position The creation of a small 'courtyard' area would also relate to the historic use of courtyards in the area . The proposal would improve legibility and introduce greater levels of activity.

Paragraph 200 of the NPPF states that 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 the asset (or which better reveal its significance) should be treated favourably. The height, scale, colour, form, massing and materials of new buildings should relate to the existing high-quality buildings and complement their character. The building would enhance the sense of place and would acknowledge the characteristics of massing, proportions, elevational subdivision, colours and materials of adjacent buildings in a contemporary manner. The new build elements would

respond to the nearby former Mill and Warehouse Buildings picking up the regular size and rhythm of window openings and establishing a definite plinth level to the ground floor.

The new residential building would have a tri-partite subdivision typical of the larger historic buildings within the City Centre. The materials and fenestration would differentiate the ground floor, the middle section and the top. It would retain the sense of enclosure, define the street block and follow the historic back of pavement building line.

The proposed materials would reflect those found in the wider area and would complement the wider townscape in terms of colour and textures.

Paragraph 127 of the NPPF advocates development which adds to the quality of an area, establishes a sense of place, is visually attractive as a result of good architecture, is sympathetic to local character and optimises the potential of the site. The current experience at street level is poor with little activity on any side of the site creating an impression of decline, which contrasts to high levels of vibrancy in the nearby Piccadilly and in the Northern Quarter areas. There is a need to generate more street level activity.

Despite the demolition of the rear outrigger and 1950's extension this development provides an opportunity to preserve the setting of the adjacent listed buildings and enhance street and townscape in line with the Planning Act, NPPF and Core Strategy as well as section 72 of the 1990 Listed Buildings Act.

Direct impact on Listed Building

There is a need to evaluate the impact on the fabric, character and setting of the retained grade-II listed 32-34 Laystall Street in the context of Section 66 of the 1990 Act. The key test is whether the proposal affects the significant fabric or appreciation of the special interest of the building. Therefore, it is important to determine the degree of change and whether the alterations and additions would result in a negative perception of the building or diminish its values as a designated heritage asset.

The legislation also requires *"great weight"* to be given to the desirability of preserving the character and appearance of the listed building when determining the proposals which requires careful analysis of the physical and visual relationship of the proposal.

Where a negative impact is identified, it is necessary to determine whether the development is proportionate to the significance of the component and mitigated by its balancing planning benefits. This determination must be made having demonstrably applied the statutory presumption in favour of preservation of the character-defining fabric and character of listed buildings established in Section 66.

However, fabric change in itself is not deemed to be harmful, unless it demonstrably erodes some characteristic which contributes to the defined character of the listed building. Therefore, the 1990 Act requires decision-makers to apply proportionate weight to the desirability of preserving the: significant fabric, architectural character, and historic interest of designated heritage assets when determining planning proposals, balanced against identifiable public benefits. The key Planning consideration is thus whether the cumulative impact of the proposal would cause any demonstrable, unmitigated '*harm'* or erode identified values. The primary significance of 32-34 Laystall Street relates to the fact it is largely as built and retains many original features.

The building has a High level of Historic Interest - The building forms a purpose-built terracotta manufacturer's/offices and salesroom using Armitage's own designs and materials in its construction for use as advertising his products to the public. The hierarchy of the front office

building and rear workshop range illustrate the original uses of the building. Direct associative link to John Armitage and his successful Sheffield and Manchester based terracotta firm, and the buildings' clear use of Armitage's own building materials, bricks and terracotta, many of which items are stamped with his name.

It also as a High level of Architectural and artistic interest - The main building yields high artistic value through its Italianate design and the unusually high amount of high-quality terracotta decoration across the elevations of the main building.

Key features element of high heritage significance within the building are as follows:

- The principal original 1870s north-west elevation fronting Laystall Street, which displays much high-quality J. Armitage & Son's buff terracotta decorations and other building materials;
- The original 1870s north-east elevation fronting Brock Street;
- The original timber casement windows to the ground and first floor of the main building;
- The original timber roller-shutters to the ground floor level windows, which are a rare survival;
- The two ground floor entrances from Laystall Street, retaining frames, fanlights and parts of the original panelled doors;
- All remaining areas of plaster cornice, skirting, architrave to the ground and first floor levels;
- Remaining cast iron columns to the main building;
- The exposed glazed white brickwork to basement of main building, manufactured by the Farnley Iron Company, Leeds, thought to be a relation of the Armitage family;
- The surviving original encaustic tiled floor to the ground floor vestibule – presumed to have been manufactured by Armitage;
- The surviving original fireplace to the ground floor;
- The remaining J. Armitage & Son's buff terracotta rusticated blocks to the ground floor of the rear outrigger.;
- The spatial quality of the open-plan former first floor show room (now partially subdivided);
- The remaining ground floor planform, illustrating former entrances, offices and loading;
- Original stone and brick basement stairs.

The plain and altered south and west elevations are considered to be of moderate significance. Areas of low significance include; the interior of the second floor of the main building, which retains none of its original ceiling level following its wholesale replacement after the 1927 fire; the c1927 second floor windows and roof structure; and the c1920s main staircase and mezzanine floor.

A conservation-led approach has been adopted for the proposed refurbishment of the listed building for office accommodation and the weight given to the heritage value of the original and altered fabric has informed the proposals with a detailed understanding of heritage significance balanced against the building constraints and a need to modernise the buildings services. The

aim has been to ensure that the maximum amount of fabric remains intact to allow the former use and design of the building's layout to be understood.

The adaptation of the Listed Building requires enhancements that are essential for the successful re-use. However, the proposals have sought to minimise and carefully control these enhancements, where possible through repair and preparation of the existing fabric to allow for retention.

The aim is to consolidate the existing structure and bring the building to a state of good repair for adaption to its new use. Where removal does occur, it has prioritised; removing non-original fabric, retaining examples of the original fabric or emulating the original design. Some removals such as original doors and inspection benches would result in instances of minor adverse impact but the approach where original elements are removed is one of retaining or reusing at least some examples in situ or elsewhere within the building.

The overall physical impact of the proposals would be beneficial. Beneficial impacts to the listed building would result from the full restoration of the high significant elaborate elevations and original windows, the reinsertion of missing panelled doors to the interior and exterior, the repair of all original plasterwork, cornice, architraves and floorboards, the restoration of the remaining fire insert, the restoration of the original timber security shutters, the restoration of the original tiled entrance vestibule floor, along with the repair of the ground floor glazed partitions and replacement of inappropriate modern steel roller shutter to the original loading bay.

The Proposals for the cleared adjacent plot are also beneficial, as the addition of a new built form in the original location of an earlier building allows the listed building to be better understood and appreciated as being part of an island block, completing this missing section of street wall. The addition of a new build element here also allows the current altered and detrimental south-west elevation to be concealed.

A number of beneficial impacts would be derived from the removal of elements that detract from the buildings architectural value, such as the inserted 1950s vestibule and block door opening.

The impacts that allow the re-use of the building, would cause some harm. This harm would be less than substantial and is necessary in order to realise the public benefits derived from the proposals to deliver a viable use of the building which minimises harmful heritage impacts required to provide the necessary levels of safety and thermal comfort whilst ensuring the reuse of the Grade II Listed building. It is considered that in the context of the buildings constraints the proposal positively responds to the character of the building and its historic fabric.

The adverse heritage impacts are more than outweighed by the extensive beneficial impacts which would restore the character and architectural expression of the building. The alterations and adaptions proposed are sensitive to the architectural, historic and aesthetic values of the building, which would be thus be conserved by facilitating its continued use as high quality office space.

Overall Impact on Designated Heritage Assets and Visual Impact Assessment

Conserving or enhancing heritage assets does not necessarily prevent change and change may be positive. The effect of the proposal on key views, listed buildings, conservation areas, scheduled Ancient Monuments and Archaeology and open spaces has been considered. A Visual Impact Assessment (VIA) has assessed the likely impact on the settings of the Grade II listed building at 32-34 Laystall Street, and the settings of the two identified surrounding listed buildings. Three views were identified at different distances. The proposal was modelled for all views to create an accurate representation of the façade treatment, scale and massing.





View 1 is experienced from the middle of Laystall Street looking east towards the Site. The largely vehicular roadway predominantly forms loading access to the back of house aspects for the adjacent shops. The view demonstrates the current setting of Grade II 32-34 Laystall Street as being shorn of its historic context, and which is now surrounding by largescale redevelopment.

Despite the state of disrepair, the architectural quality of the Grade II 32-34 Laystall Street is sufficiently robust and detailed that the artistic interest of the building is understood and appreciated. Only the building's more polite frontispiece is visible in this view, with the original utilitarian workshops being concealed from view.
The settings of surrounding heritage assets are not experienced from this viewpoint location.

The proposed view demonstrates how the cleaning, repair and restoration of missing architectural elements and features to the facades of the building would enhance its artistic interest.

The proposed extension to the listed building would be clearly visible from this location, however, the form, alignment and materials/detailing of it are such that it would clearly understood as a subservient, contemporary addition to the host building, that actively uses architectural ques from the listed building. The addition of a new building on the former site of the Welsh Harp public house would re-establish the lost built form of the historic street wall, and improve the setting of the listed building.

Consequently, the proposed works would have a **moderate beneficial impact** on the ability to understand and appreciated the heritage interest of the Grade II 32-34 Laystall Street.





View 2 looks north-east towards the Site from the junction of Laystall Street and Pigeon Street. This view demonstrates the potential visual impact of the proposed external alterations, extension and new-build block on the character, appearance and setting of the Grade II listed 32-34 Laystall Street.

As with view 1, **View 2** illustrates the clear erosion of the listed building's original setting and the historic context surrounding the Site. This view demonstrates how the intended to be unseen aspects of the existing listed building, primarily the corrugated metal clad south-west elevation and the altered rear outrigger, are now fully exposed following the demolition of all surrounding/attached buildings. The more utilitarian "factory" appearance of the rear outrigger and side elevation of the main building can clearly be appreciated from this position.

The settings of surrounding heritage assets are not experienced from this viewpoint location.

The proposed view demonstrates how the cleaning, repair and restoration of missing architectural elements and features to the facades of the building would enhance its artistic interest, which helps to assist in enhancing the ability to understand and appreciate the architectural detailing of the façade, whilst the addition of the new-build extension to the foreground re-establishes and completes the lost solid street wall, enhancing the listed building's setting.

The new-build extension does not aim to form a pastiche of the existing building, instead the new extension echoes the original architectural detailing of the listed building in a new manner that does not compete with the original building.

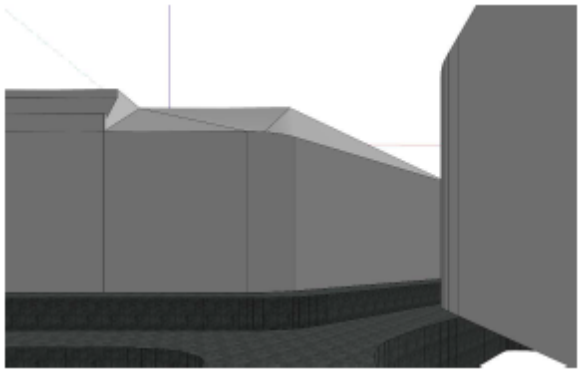
The proposed new-build residential block to the south of the Site would be clearly visible from this viewing location, and would be located on the site of the previously demolished terraced houses on Pigeon Street, the remains of the original rear outrigger of the listed building, and the 1950s and 1990s extensions.

Due to the complete erosion of the listed building's original setting and the streetscape along Laystall Street and Pigeon Street, which is now fragmented and largely recently redeveloped, the new residential block would not adversely alter the listed building's setting, and would be understood as being a contemporary addition to the skyline helping to re-establish the lost built form as a fully developed city block to Laystall Street and Pigeon Street.

The Pigeon Street elevation will also include new Tudor rose terracotta panels, located across its ground floor level, which echo the building's original design and terracotta manufacturing past.

The proposal would have a **minor/moderate beneficial impact** on the ability to understand and appreciated the heritage interest of the Grade II 32-34 Laystall Street.





View 3 - Looks north-east towards the Site from Ducie Street. This view demonstrates the potential visual impact of the proposed new-build residential block on the setting of the Grade II listed Junction Works. It is experienced from Ducie Street, looking in the direction of the Site from within the immediate setting of Junction Works, which can be seen to the right of the view.

Junction Works can be understood as forming a part of the varied streetscape to the north-east end of Ducie Street. The separately listed former stable block to Junction Works is concealed from view to the rear yard of the works and is not considered to be within the setting of the Proposed Development site.

The existing view demonstrates that the existing buildings that form the Site cannot be seen from this viewing place and are concealed by the unlisted buildings to the middle foreground.

The proposed view also demonstrates that the proposed new-build residential block would not be seen from this viewing place and would remain concealed behind the existing buildings to the foreground.

Consequently, the proposed works would have **no impact** on the ability to understand and appreciated the heritage interest of the Grade II Junction Works or stables.

Notwithstanding the loss of the rear outrigger and 1950's extension the proposal would enable a greater understanding of and enhance the heritage values and significance of the remaining affected assets and better reveal their significance in line with NPPF paragraphs 192-197 and 200-201. In accordance with and Section 66 of the Listed Building Act 1990 the development would have special regard to the desirability of preserving the setting of this and adjacent listed buildings.

There would be considerable enhancement of the urban form and pedestrian environment. The impact of the proposal, including that on heritage assets, would not outweigh the regeneration benefits resulting from development.

The loss of the outrigger and 1950's extension would due the sites current condition would result on balance, in a positive impact on the setting, character and appreciation of the architectural and historic value of 32-34 Laystall Street. It would allow the site to be redeveloped comprehensively and the benefits of the wider development would have an overall beneficial impact to the character of the area, street scene and setting of the retained 32-34 Laystall Street. The overall development would not diminish the setting of other adjacent listed buildings. The harm resulting in the demolition of the rear outrigger and 1950's extension, would also be mitigated and outweighed by the public benefits of the wider regeneration of the site.

Consideration of the merits of the proposals within the National and Local Policy Context relating to Heritage Assets

Section 66 of the Listed Buildings and Conservation Areas Act 1990 requires members to give special consideration and considerable weight to the desirability of preserving the setting of listed buildings when considering whether to grant planning permission for proposals which would affect it. Development decisions should also accord with the requirements of Section 16 of the National Planning Policy Framework which notes that heritage assets are an irreplaceable resource and emphasises that they should be conserved in a manner appropriate to their significance. Of particular relevance to the consideration of this application are paragraph's 192, 193, 194, 196, 200 and 201.

The NPPF (paragraph 193) stresses that great weight should be given to the conservation of heritage assets, irrespective of the level of harm. Significance of an asset can be harmed or lost through alteration or destruction or by development within its setting. As heritage assets are irreplaceable, any harm or loss should clearly and convincingly justified.

The impact of the proposal, including the demolition of the outrigger and 1950's extension on the setting of the retained 32-34 Laystall Street would be less than substantial. Paragraph 196 of the NPPF states that where a proposal would lead to less than substantial harm, it should be weighed against the public benefits including securing its optimum viable use. The construction of a new build elements on the site would enables and facilitates the effective and sensitive reuse and refurbishment of the retained Grade II listed 32-34 Laystall Street. The new building would be of a high quality, on a main route linking the City Centre Core with Ancoats and New Islington and Sport City beyond which has used its historic context in its design.

Paragraph 20 of the NPPF Planning Practice Guidance states that Public benefits may follow from many developments and could be anything that delivers economic, social or environmental progress as described in the National Planning Policy Framework (paragraph 7). Public benefits may include heritage benefits.

The public benefits arising from the development, would include:-

Heritage Benefits

- Delivering of the optimum viable use of the site would allow for a sensitive restoration of the retained Listed 32-34 Laystall Street in line with paragraph 196 of the NPPF. The demolition of the rear outrigger and 1950's extension would cause some harm but be outweighed by the substantial benefits of the scheme which would include improvements in townscape terms and to the setting of the retained and adjacent Listed Buildings.
- Beneficial impacts to the listed building result from the alterations undertaken to enable the active reuse and refurbishment of the long derelict Grade II listed building, which would include the full restoration of areas of high historic and architectural value;
- Ensure the appropriate adaption of significant interior spaces to respond to the contemporary requirements of the operation and functionality of the building;
- Enhance physical and visual accessibility internally and externally and maintain historic circulation patterns; and
- Celebrate the distinctive plan-form and orientation, in line with the intended design.

As is demonstrated by the impact assessment, although the demolition of the rear outrigger and 1950's extension would result in less than substantial harm to the character and setting of 32-34 Laystall Street the wider proposals would result in a demonstrably beneficial impact overall.
Wider public benefits
Whilst outlined in detail elsewhere in this report of the proposals these would include:

- Putting a site, which currently has an overall negative effect on the townscape value, back into viable, active use;
- Regenerating a major City Centre linkage route containing underutilised and largely vacant buildings;
- The provision of 89 residential units, of which at least 20% will be affordable is a social and economic benefit. It will provide much needed city centre homes and within a highly accessible location;
- Establishing a strong sense of place, enhancing the quality and visual permeability of the streetscape and the architectural fabric of the City Centre;
- Creating new jobs and delivering significant returns for the local economy alongside training and apprenticeships;
- Positively responding to the local character and historical development of the City Centre, delivering a high quality design which reflects and compliments the neighbouring heritage assets and local context;
- Contributing to sustained economic growth;
- Providing equal access arrangements for all into the building;
- Increasing activity at street level through the creation of an 'active' ground floor providing overlooking, natural surveillance and increasing feelings of security within the city centre.

The benefits of the proposal would outweigh the level of harm caused, are consistent with paragraph 196 of the NPPF and address sections 66 and 72 of the Planning Act in relation to preservation and enhancement.

The character and fabric of 32 -34 Laystall Street and setting of adjacent listed buildings would not be fundamentally compromised and the impacts would be outweighed by the public benefits.

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

This development and the reinstatement of the street frontages that the development would deliver, would enhance connections from Piccadilly Station and the Basin helping to create a strong sense of place. Improvements to the pedestrian environment would improve legibility and improve linkages to adjacent areas. The scheme would provide passive security on Pigeon Street, Laystall Street and Brock Street and improve safety and an enhanced sense of place. Improved lighting and CCTV would create a safer environment to the rear of 51-53 Ducie Street.

Architectural Quality

The key factors to evaluate are the buildings scale, form, massing, proportion and silhouette, materials and its relationship to other structures.

There are a variety of materials and building styles in the area with small-scale brick industrial buildings to converted brick former mill and warehouse buildings and more contemporary buildings in a mix of brick and metal cladding. It is envisaged that the new building would use simple, high quality materials that are durable and maintainable, which respond to their context.

The corner block would be visually separated from the listed building by a strip of glazing to the main elevation. This also provides a zone for the showroom's decorative terracotta features which return around the ends of the listed facade to terminate. The setting out of the proposed openings also picks up on this subtle grid, in form they also reflect the openings of the listed building. At first floor these take the form of tall, vertically proportioned, round headed windows. At second floor rectilinear windows are proposed that reflect the size of the openings on the

extremities of the showroom's Laystall St elevation.

The use of brickwork with natural mortar as the predominant external material would relate to the wider area and the use of a variety of brick bonding patterns would reflect the areas historic links with the textile industry and a terracotta rose detail would link to the former use of 32-34 Laystall Street. Further brick detailing would frame the curved corner of the new office element and windows to the Pigeon Street elevation would reduce the mass of the solid brick corner. Further visual interest is achieved through the use of recessed banding on level 01 and 02, striped buff and red brick (and a solid brick pier has been introduced which would run all the way to the ground.

These features would add richness to the façades. Buff / grey brick would contrast with the predominant red brick that characterises the sites wider context and it is considered on balance that this would be appropriate subtler backdrop to the extended red brick office element and robustly detailed Laystall Street façade of the listed building. The repetitive form of the fenestration and deep reveals to the principle elevations would relate to the robust architectural form and quality of the historic buildings in the wider area.

Coping/sills and header stones are proposed in pre-cast stone in a light buff colour to match the listed building's terracotta details. This will also match the proposed terracotta rose motif that is inset into the brickwork. Both will provide a clear contrast to the red brick.

The quality of the detail, including the corner interfaces, window recesses and interfaces between the different components are key to creating a successful development. The layering, detailing and highly modelled design should ensure that the building responds well to its context.,

The principle construction would involve traditional weight bearing bricks. A condition requiring samples of materials and details of jointing and fixing details and a strategy for quality control would be attached to any permission granted. This should result in high quality building that would be appropriate to its context.

The proposal would not compromise the development of adjacent plots and the gable walls would include brick patterning and modelling, to ensure that there is some visual interest pending their development.

The materials would deliver a high quality design subject to detailing and quality control mechanisms which can be controlled by a condition. Overall, it is considered that the contemporary approach is appropriate and would deliver the quality of building which the SRF and local and national planning policy requires.

Credibility of the Design

A range of specialist consultants have contributed to the scheme. Proposals of this nature are expensive to build so it is important to ensure that the design and architectural intent is maintained through the detailed design, procurement and construction process. The design team recognises the high profile nature of the proposal which is technically credible.

The proposal has been prepared by a design team familiar with the issues associated with developing high quality buildings in city centre locations, with a track record and capability to deliver a project of the right quality.

The design is considered to be of sufficient quality due to:

- Well considered design detailing and choice of materials;
- High quality materials and construction technology;
- Spacious layouts with good quality natural light, ventilation and acoustics; and
- Active ground floor facades, public realm and welcoming entrances and communal spaces;

Relationship to Transport Infrastructure and cycle parking provision

The site is close to all sustainable transport modes including mainline and local trains, trams and buses. The public realm improvement would enhance links to sustainable transport choices. Residents would be able to walk to jobs and facilities in the City Centre.

There are multi storey car parks nearby and leaseholds for residents can be arranged with operators to secure contract spaces for those who wish to have a car. There are 3,532 parking spaces are available within 750-metres (around 10-minutes walking time) of the site at several locations. The nearest is at Citi Park opposite the site on Tariff Street. Additionally, it is noted that there is a Chargeyourcar vehicle charging station located adjacent to the site frontage along Laystall Street in addition to a GMEV charging station also located along Laystall Street approximately 31-metres to the west of the site frontage.

A communication strategy in the Travel Plan would make residents aware of sustainable options. The Transport Statement concludes that the proposal would not adversely affect the operation of the highway or transport network and meets the criteria set out in national and local policy for sustainable development and that overall impact of the development on the local transport network would be minimal.

The cycle store would be well-lit and secure. The total number of spaces would be 89 spaces resulting in 100% provision. 1 disabled car club space would also be delivered as part of the development.

Sustainability including Sustainable Construction Practices and Circular Economy

A Whole Life Carbon Analysis would be undertaken to establish the carbon emissions and a more detailed Analysis would be carried as part of detailed design development and prior to commencement. The proposals aim to go beyond the requirements of the current Core Strategy to contribute towards the City's 2038 Net Zero Carbon target.

There is an economic, social and environmental imperative to improve the energy efficiency of domestic and commercial buildings. Larger buildings should attain high standards of sustainability because of their high profile and impact. An Energy Statement (ES) and Environmental Standards Statement (ESS) assesses physical, social, economic and other environmental effects and considers this in relation to sustainability objectives. It sets out measures that could be incorporated across the lifecycle of the development to ensure high levels of performance and long-term viability and ensure compliance with planning policy.

Energy use would be minimised through good design in accordance with the Energy Hierarchy, improving the efficiency of the fabric and using passive servicing methods.

As per the requirements of policy EN6 of the Core Strategy, developments must achieve a minimum 15% reduction in CO2 emissions (i.e. a 15% increase on Part L 2010). Since the Core Strategy was adopted, Part L 2010 has been superseded by Part L 2013 which has more stringent energy requirements. The 15% requirements translates as a 9.6% improvement over Part L 2013. Non domestic areas of the building would target a BREEAM 'very good' rating.

The new build energy strategy incorporates an enhanced 'fabric led' material specification, an element of renewable energy generation plus high-quality design and construction standards to improve the energy efficiency of the building. The apartments would use direct electric radiators which can follow the decarbonisation of the grid and support the 2025 Future Homes and Future Building requirement that all homes constructed post 2025 shall not require any retrofitting to achieve Zero Carbon, this also follows MCC's Climate Emergency declaration to be Zero Carbon by 2038.

The energy strategy for the listed building would include a significant improvement over the original baseline specification allied with efficient mechanical and electric servicing including the use direct electric radiators which can follow the decarbonisation of the grid and support the 2025 Future Homes and Future Building requirement that all homes constructed post 2025 shall not require any retrofitting to achieve Zero Carbon, this also follows MCC's Climate Emergency declaration to be Zero Carbon by 2038.

The new building would be thermally tight, with low energy systems such as LED lighting and high efficiency heat recovery. This represents a 30 % saving over current RIBA Benchmarks and the proposed scheme but will be verified during detailed modelling at the next design stage.

The design incorporates features that reduce energy demand and carbon emissions:
The lighting in common areas would include active sensors, time, temperature and zone controls on the space heating, high efficiency DHW generation and a large PV array on the roof would provide on site renewable energy.

The sites highly sustainable location should reduce its impact on the environment.
The development would take a fabric first approach to reduce operational (heating/cooling/ventilation) energy by having a low U-Value facade, low y-value thermal bridging, improved air tightness, use of mechanical vent heat recovery (MVHR), a very efficient form factor and optimized glazing ratio.

A net zero carbon built environment means addressing all impacts associated with the construction, operation and demolition of buildings and infrastructure in order to decarbonise the built environment value chain. The proposal would contribute to sustainable design and construction through the following measures:

A materials review would be carried out pre commencement regarding embodied carbon aimed at reducing the environmental and social impact of the material to compare the life cycle impact of different façade options and undertaking material efficiency appraisal to explore opportunities to design out waste through the life of building. Materials would be selected which have a low environmental impact throughout their life cycle through conducting a life cycle assessment and integrating its outcomes in the design decision-making process. An IMPACT compliant Life Cycle Analysis (LCA) tool would be utilised, and an assessment carried out to measure the environmental impact of the building. The design team will use this tool to measure reductions in the lifecycle impact of materials used in construction would be achieved through the following:

- Selection of materials which have a low environmental impact throughout their life cycle for the main building elements.

- Responsible Sourcing of Materials – All timber used on the project would be responsibly sourced in accordance with the UK Government's Timber Procurement Policy (FSC sourced timber, for example); Materials will be selected which have a low environmental impact throughout their life cycle; Suppliers and manufacturers who operate Environmental Management Systems would be prioritised; Consideration will be given to local sourcing of construction materials where feasible; The use of thermal insulation

which has a low embodied environmental impact relative to its thermal properties would be specified throughout the development to reduce the construction phase impact of this scheme upon climate change.

- Material Efficiency – At the Preparation, Brief and Concept Design RIBA stages; targets would be set, opportunities identified, and methods put in place to optimise the use of materials. This is to avoid unnecessary materials use arising from over specification without compromising structural stability, durability or the service life of the building.

Where practical, where new materials are used, they shall be selected so their waste impact is considered and be where possible be of low embedded energy, and the developer will work with the Main Contractor to support this where practical. This is further demonstrated by the retention and use of repurposing of the existing building on the site in lieu of demolition.
A Construction Resource Management Plan would be produced to limit on and off-site environmental impacts of construction. The waste management strategy would also include the following: Pre-demolition/Pre-refurbishment audit of all existing buildings, structures or hard surfaces to promote resource efficiency via the effective management and reduction of construction waste; Procedures to reduce construction waste related to on-site construction and off-site manufacture/ fabrication; Diverting non-hazardous construction (on-site and dedicated off-site manufacture/ fabrication), demolition and excavation waste from landfill.

Effect on the Local Environment/ Amenity

This examines the impact that the scheme would have on nearby and adjoining occupiers and includes the consideration of issues such as impact on microclimate, daylight, sunlight and overshadowing, air quality, noise and vibration, construction, operations and TV reception.

<u>Daylight, Sunlight and Overshadowing</u>

The nature of high density City Centre development means that amenity issues, such as daylight, sunlight and the proximity of buildings to one another have to be dealt with in a manner that is appropriate to their context

An assessment of daylight, sunlight and overshadowing has been undertaken, using specialist computer software to measure the amount of daylight and sunlight available to windows in neighbouring buildings. The assessment made reference to the BRE Guide to Good Practice – Site Layout Planning for Daylight and Sunlight Second Edition BRE Guide (2011).

This assessment is not mandatory but is generally accepted as the industry standard and helps local planning authorities consider these impacts. The guidance does not have ‘set’ targets and is intended to be interpreted flexibly. It acknowledges that there is a need to take account of locational circumstances, such as a site being within a town or city centre where higher density development is expected and obstruction of light to buildings can be inevitable.

The BRE Guide recommends that the cumulative impact of adjacent consented developments should be included as part of the assessment. Consented schemes and schemes under construction have been included and so a separate assessment of the cumulative impact is not required.

The neighbouring residential properties at the approved Lomax Street development (app ref no 120149/FO/2018) and the adjacent Stay City Apartments have been identified as receptors in terms of potential daylight and sunlight impacts including the cumulative impact.

The assessment has scoped out other residential properties due to the distance and orientation from the site. The BRE Guidelines suggest that residential properties have the highest requirement for daylight and sunlight and states that the guidelines are intended for use for rooms where natural light is required, including living rooms, kitchens and bedrooms. The StayCity building provides temporary accommodation, which, being transient in nature, has a lesser expectation of daylight than habitable rooms within more traditional residential accommodation

Only sensitive windows facing towards the site have been modelled. The baseline has been taken as the site in its current condition.

Daylight Impacts

The BRE Guidelines provides methodologies for daylight assessment. The methodologies are progressive and can comprise a series of 3 tests. 2 of these tests Vertical Sky Component (or VSC), Daylight Distribution (NSL) have been carried out in relation to this proposal.

VSC considers how much daylight is received at the face of a window by measuring the percentage of sky that is visible from the centre of a window. The less sky that can be seen means that less daylight would be available and the less well-lit the room would be. To achieve the daylight recommendations in the BRE, a window should attain a VSC of at least 27%.

The NSL assesses how light is cast into a room by examining the parts of the room where there would and would not be a direct sky view. Daylight may be adversely affected if, after the development, the area in a room which can receive direct skylight is reduced to less than 0.8 times its former value. Any reduction below this would be noticeable to the occupants.

The Guidance states that a reduction of VSC to a window of more than 20% or of NSL by 20% does not necessarily mean that the room would be inadequately lit, but there is a greater chance that the reduction would be more apparent. Under the Guidance, a scheme would comply if figures achieved are within 0.8 times of baseline figures as this would not be noticed by the occupier. For the purposes of the sensitivity analysis, this value is a measure against which a noticeable reduction in daylight and sunlight would be discernible and is referred to as the BRE target.

The density of development on site is unusually low for the City Centre. Buildings that overlook the site have received unusually high daylight levels in this context. The baseline situation does not represent a typical baseline situation of a densely developed urban environment.

The Guidance acknowledges that if a building stands close to a common boundary, a higher degree of obstruction may be unavoidable. This is common in urban locations. VSC levels diminish rapidly as building heights increase relative to separation. As such, the adoption of the ‘standard target values’ should not be the norm in a city centre as this would result in very little development being built.

Windows within the StayCity Apartments overlook the site and the BRE Guidance (section 2.2) states that the guidelines ‘may’ be applied in relation to hotels where occupants have a reasonable expectation of daylight. It is considered that within a city centre hotel, patrons will not typically be occupying the rom during the day, rather attending business functions or sight-seeing / shopping depending on the reason for their stay. It is considered therefore that it is not strictly necessary to consider impacts on the transient / occasional occupants of a hotel room, however as this data is available it is included for information.

Stay City

10/ 52 (19%) of windows assessed would meet the BRE target for VSC analysis.
12/26 (46%) of bedrooms assessed would meet the BRE Target for daylight distribution guidance.

Lomax Street

28/ 57 (49%) of windows assessed would meet the BRE target for VSC.
24/37 (65%) of rooms assessed would meet the BRE target for daylight distribution. (of the 24 rooms where levels are below the target, 11 are bedrooms which have a lower requirement for daylight and only 2 living room / kitchen / diners are below the target).

Sunlight Impacts

For Sunlight Impact assessment the BRE Guide sets the following criteria:

The BRE sunlight tests should be applied to all main living rooms and conservatories which have a window which faces within 90 degrees of due south. The guide states that kitchens and bedrooms are less important, although care should be taken not to block too much sunlight. The BRE guide states that sunlight availability may be adversely affected if the centre of the window receives less than 25% of annual probable sunlight hours, or less than 5% of annual probable sunlight hours between 21 September and 21 March; receives less than 0.8 times its former sunlight hours during either period; and has a reduction in sunlight received over the whole year greater than 4% of annual probable sunlight hours.

Where sunlight is reduced by over 20%, it does not automatically mean that sunlight would insufficient but the loss may be more noticeable. The BRE guide acknowledges that if an existing building stands close to the common boundary a higher degree of obstruction may be unavoidable, especially in urban locations.

Only living rooms with windows facing 90 degrees south are required to be considered in the assessment under the BRE Guidelines so the Leonardo Hotel is scoped out of this assessment.

StayCity

9/26 (35%) of bedrooms assessed 9 would meet the BRE guidance for Total APSH and 4 would meet the criteria for winter APSH.

Lomax Street

20/25 (80%) of rooms assessed would meet the BRE guidance for Total APSH and 19/25 (76%) would meet the guidance for winter APSH.

Additional Considerations

The following matters are however important in the consideration of this matter:

- Buildings that overlook the site have benefitted from conditions that are relatively unusual in a City Centre context;
- It is generally acknowledged that when buying/renting properties in the heart of a city centre, there will be less natural daylight and sunlight than could be expected in the suburbs;

- When purchasing or renting a property in any urban location, sited close to a derelict plot of land, the likelihood is that redevelopment will occur. This is increased in a city centre like Manchester where there is a shortage of city housing;
- The site is within the City Centre and designated for high density development;

It is considered that that the above impacts have been tested and perform reasonably against the BRE guidelines. Whilst there would be some minor to moderate adverse impacts, the majority of adverse impacts are to hotel bedrooms. It is considered that the above impacts are acceptable in a City Centre context.

Air quality

An air quality assessment (AQA) has considered whether the proposal would change air quality during the construction and operational phases. The site is located within an Air Quality Management Area (AQMA) where air quality is known to be poor as a result of emissions from surrounding roads. As such, residents could experience poor air quality and vehicles travelling to and from the site could increase pollution levels in this sensitive area.

The AQA confirms that mitigation measures are required during construction to minimise dust impacts. Good on site practices would ensure dust and air quality impacts are not significant. This should remain in place for the duration of the construction period and should be the subject of a condition.

In terms of embedded mitigation, the energy strategy is proposed to be entirely electrical based and there will be no additional emissions from CHP/boilers.

The impacts on air quality once complete would be negligible. Pollutant concentrations at the façades would be within the relevant health-based air quality objectives. On that basis, residents would be exposed to acceptable air quality and the site is deemed suitable for its proposed future use.

89 cycle spaces are proposed. An Interim Travel Plan includes measures that promote the use of sustainable transport modes. All these measures would contribute to reducing reliance on the private car and limiting air quality.

Noise and Vibration

Whilst the principle of the proposal is acceptable, the impact of adjacent noise on occupiers needs to be considered. A Noise Report concludes that with appropriate acoustic design and mitigation, the internal noise levels would be acceptable.

The level of noise and mitigation measures required for any externally mounted plant and ventilation should be a condition of any consent granted.

Access for deliveries and service vehicles would be restricted to daytime hours to mitigate any impact on adjacent residential accommodation.

During the operational phase the proposal would not produce noise levels or vibration that would be significant. Disruption could arise during construction. The applicant and their contractors would work and engage with the local authority and local communities to seek to minimise disruption. A Construction Management Plan should be a condition of any consent granted and would provide details of mitigation methods. Construction noise levels have been

estimated based on worst case assumptions to be of moderate temporary adverse effect. Following mitigation construction noise is not likely to be significant.

Acceptable internal noise levels can be achieved with relatively standard thermal glazing. An assessment of ground-borne vibration levels at the site due to tram movements close to the perimeter of the site has shown that residential amenity would not be affected by tram movements

Telecommunications (TV and Radio reception and Broadband provision)

A Baseline TV Reception Report has been prepared based on technical modelling in accordance with published guidance.

Due to the existing excellent coverage and the robust nature of reception conditions in any theoretical signal shadow zone, the proposed development is not expected to impact the reception of digital terrestrial television (also known as 'Freeview') services.

Due to lack of viewers and satellite dishes in any theoretical signal shadow zone, the proposed development will not cause any interference to local digital satellite television reception, such as Freesat and Sky services.

The proposed development is unlikely to adversely impact the reception of VHF(FM) radio broadcasts due to the existing good coverage in the survey area and the technology used to encode and decode radio signals
Overall, the proposed development is unlikely to cause any interference to the reception of any television or radio broadcast platform. As no interference is expected, no mitigation measures are required to restore the reception of any broadcast service

Should there be any post construction impact any necessary mitigation measures could be controlled by a condition.

The location of the site is such that it is 'high speed' ready with the infrastructure is in place for the development to be connected into superfast broadband.

Conclusions in relation to CABE and English Heritage Guidance and Impacts on the Local Environment.

On balance, it is considered that the applicant has demonstrated that the proposal would meet the requirements of the CABE and EH guidance as well as the policy on Tall Buildings within the Core Strategy and as such the proposal would provide a building of a quality acceptable.

Crime and Disorder

The increased footfall, additional residents and the improved lighting would improve security and surveillance particularly to the ginnel between this site and 51-53 Ducie Street. Greater Manchester Police have provided a crime impact assessment and the scheme should achieve Secured by Design accreditation. A condition is recommended.

Archaeological issues

Greater Manchester Archaeological Unit believe that there is a high probability that substantial foundations of the range of early 19th century back-to-back workers' housing, many of which

were cellared and the late 18th century Welsh Harp pub and two groups of terraced houses will survive under the current ground surface. They accepts that the archaeological remains will not be of national importance and require preservation in situ but require that a scheme of archaeological excavation and recording is carried out prior to the destruction of the archaeology by development ground works. A condition is proposed.

Biodiversity and Wildlife Issues/ Contribution to Blue and Green Infrastructure (BGIS)

According to the Bat Survey submitted in support of the application based on information from South Lancashire Bat Group, species present within the local area include: common pipistrelle, soprano pipistrelle, nathusius' pipistrelle (*Pipistrellus nathusii*), noctule (*Nyctalus noctula*), brown long eared (*Plecotus auritusis*), daubenton's (*Myotis daubentonii*), whiskered/brandt's bats (*Myotis mystacinus*)/(*Myotis brandtii*), and natterer's bat (*Myotis nattereri.*

An initial Bat Survey identified a series of potential roosting features, externally. Buildings 1 and 2 were assessed as having High bat roosting potential and Building 3 was assessed as having Low bat roost potential. A further nocturnal bat survey was then carried out comprising a single dusk survey. An emergence of a single common pipistrelle was recorded as such the roost is likely to be a non-breeding summer roost (it was not clear from which building the bat emerged but was most likely B2 or B3). Subsequent, low levels of foraging were recorded within proximity to the buildings.

It is noted that the proposed works require the demolition, and/or renovation works, of all buildings and structures on-site. In the absence of suitable mitigation, the works would result in a high probability of injuring and/or killing bats and destruction of known bat roosts.

Given the above results a Natural England European Protected Species Licence will be required in order to demolish/refurbish the on-site buildings. This can only be applied for once full planning permission, or the relevant consents, have been obtained. The submitted Bat Survey concluded that in order to obtain the Licence a full set of three surveys between May to August will be required on all on-site buildings (B1, B2 and B3). and to inform the licence application. These surveys will characterise the roost present and inform further details of roost provisions within the proposed buildings and the necessary mitigation.

The applicants state that should consent be granted works, where they affect bats and their roosts, will be carried out between 1st October and 1st May (inclusive), as per Bat Mitigation Guidelines (Mitchell-Jones 2004). Restrictions to this period would avoid the summer roosting period.

Any final mitigation requirements will be predicated on what is identified to be present by the further surveys. If there is only a small number of common bat species, installation of a few bat boxes would provide the level of mitigation required for a NE licence, with some integrated into the building where possible. If a maternity roost was found, for example, of brown long eared bat, mitigation could be provided in the form of a roof void built into the design of the development. The roof voids are towards the worst case scenario.

Paragraph 99 of Circular 06/05: Biodiversity and Geological Conservation – Statutory Obligations and their Impact within the Planning System states –

"It is essential that the presence or otherwise of protected species, and the extent that they may be affected by the proposed development, is established before the planning permission is granted, otherwise all relevant material considerations may not have been addressed in making the decision. The need to ensure ecological surveys are carried out should therefore ***only be left to coverage under planning conditions in exceptional circumstances****, with the result that the surveys are carried out after planning permission has been granted*"

The Protected species and development: advice for local planning authorities (2014) recommends that where it is not possible to avoid harm, suitable mitigation measures should be discussed with the applicant. The LPA must be satisfied that if a licence is needed it's likely to be granted by Natural England or Defra before you
give planning permission. For this the LPA is required to check that:

- the activity is for a certain purpose, for example it's in the public interest to build a new residential development

- there's no satisfactory alternative that will cause less harm to the species

- the development does not harm the long term conservation status of the species.

There is a need to provide good quality housing in sustainable location to support Manchester's economic growth and to enable the City Council Manchester's Residential Growth Strategy. In addition the existing listed building on the site is on the City Council's Buildings at Risk List and in dire need of the investment which this development would unlock. The wider development and the benefits to be derived from it can only be realised by the demolition of buildings 2 and 3 and the refurbishment of the Building at Risk (building 1).

It is considered possible to design potential mitigation into the scheme dependent on the results of the carrying out of appropriate surveys which could be a pre-commencement requirement as part of the full material consideration of any impacts.

Whilst it would be possible to delay the granting of any consent until the additional assessments are carried out the condition of the at risk listed buildings continues and the investment required to start to arrest that situation is dependent on consent being granted as soon as possible. It has been agreed with the applicant (pre-commencement condition) that they will not be able to proceed with the development if the pre-commencement condition cannot be discharged and this is a risk that they are willing to take rather than delay a decision. The period of due diligence, design development and contractual procurement prior to commencement of development can then all be used for carrying out the surveys and agreeing final mitigation.

Whilst noting that survey work may reveal a particular area or feature of a building which as a valuable roost which should be retained, which may require alterations to a scheme (either in delivery or design) this scenario could be dealt with through amendments to the scheme which would have to be agreed before the pre-commencement condition could be discharged.

The desk top analysis development has identified the likely bat species which would be present within the site and it is considered that either appropriate mitigation in terms of roof voids / bat boxes can be put in place or the LPA could not discharge the condition and this would ensure that there would not harm to long term conservation.

For the reasons set out above it is considered that the statutory requirements to protect Bats can be met through the following:

- A requirement through a planning condition that requires that the additional surveys identified above are carried out and that suitable mitigation including the installation of roof voids / bat boxes and any necessary programming of that installation within the development programme, is agreed prior to commencement of development.

- The requirement for a Natural England Licence as an extra level of protection.

As bats are known to be present, it is noted that the LPA has a legal duty to consider if the proposals would be harmful to the conservation status of the species as well as other tests of the habitats directive. With the above mitigation in the form of the requirements of the above pre-commencement condition in place and for the reasons set out above in support of the need for the development in the public interest it is considered that the exception test is met in this instance.

Notwithstanding that there is currently not full information on the status of the roosts (for example if a maternity roost is present or not) it is considered on balance that the LPA in meeting the exception test above is able to support the application on the basis that the full investigative works required will be carried out and necessary mitigation agreed prior to any development commencing. It is not possible to agree that mitigation then the development will not be able to proceed and the existing level of protection will remain in situ.

Tree planting and soft landscaping would improve biodiversity and form corridors which enable natural migration through the site. This would increase opportunities for habitat expansion leading to an improved ecological value locally. A condition would require details to be agreed.

Waste and Recycling, Servicing, Deliveries and Vehicle Movements

At each end of the residential block a vertical refuse chute is provided which discharges into a refuse store within the lower ground floor. At the base of the chute, a tri-separator allows residents to select the type of waste before depositing it down the chute, the waste is then automatically directed to the correct waste/recycling container in the refuse room. Residents will not need to travel greater than 30m from their apartment to the refuse chute.

On collection days, building operators will bring out the full waste containers, via the access ramp for collection on Brock Street. An area for marshalling of full waste containers is included within the courtyard the head of the ramp.

Commercial waste would be held within a compound area in the open space between the rear of the listed showroom and the new residential block, screened from view by a brick wall. Similarly, on collection days the building management would wheel the waste containers out to Brock Street via the courtyard gate. The refuse collection vehicles will manoeuvre down Brock St via the one-way system and stop for a kerbside collection.

The type and number of bins has been designed in accordance with Manchester City Council's 'Waste Storage and Collection Guidance in New Developments' the proposed residential component of the development would require the following no. of refuse bins, based on 1 collection per week.
The level of bin provision within the commercial component of the development would require 1 collection per week.

Deliveries to the commercial uses should be limited to small delivery vans, which would pull up outside the entrance on Laystall Street. Deliveries to the residential block would be from either Pigeon Street or Brock Street depending on which part of the residential block the delivery is for.

Conditions would require a service management strategy and off-site highways works, including pavement reinstatements and finishes. The Head of Highways has no objections on this basis.

Fire Safety

An outline Fire Safety Strategy has been submitted in support of the application. This confirms that Fire Service access to the residential building will be via Brock St. A gate would be openable upon Fire Service arrival so they can access directly into the firefighting stair. An existing fire hydrant location is suitably located within 90m of the dry riser inlet. In addition the following is noted:

- The Fire Service require 15% perimeter access with a pump appliance. The Fire Service have c.80% perimeter access and therefore a fire main is not needed
- As the apartments would be sprinklers protected, and all areas of the floor plate could be reached within 60m from the dry riser outlet,
- A Firefighting corridor would be ventilated via a smoke shaft on all floors.

Flood Risk and Sustainable Urban Drainage Strategy (Suds)

The site is in Flood zone 1 and is low risk site for flooding. It is in the Core Critical Drainage Area in the Council Strategic Flood Risk Assessment and requires a 50% reduction in surface water run-off as part of brownfield development. The Ashton Canal is 90m to the south west of the site.

The development, with the exception of the highways and the drainage system, would cope with intense storm events up to and including the 1 in 100-year storm return period, which includes an allowance of 40% additional rainfall for climate change. The hard standing would convey water away from the building. Surface water run-off would be minimised and reduced to a greenfield rate if practical, and the post development run-off would be reduced to 50% of predevelopment rates.

Surface water discharges from the site would be restricted to 5.0l/s representing an 86% improvement in the current calculated worst case 1 in 100 year storm event, with no calculated increase for climate change.

Flow rates would be aligned with the betterment requirements for the SRFA. Following assessment by calculation using initial layouts, initial proposed levels, and using the restricted flow of 5.0l/s, a surface water attenuation storage tank approximately 47m³ will be required to prevent flooding of the site in all storm durations up to and including the 1 in 100year +40% climate change event. This is currently a theoretical design based on the information provided to date and will require confirmation of assumptions made which will be undertaken during detailed design and be controlled by a suitably worded planning condition.

New connections will be required from the development into the existing combined sewer at the boundary, with details shown on the Drainage Strategy drawing appended to the Flood Risk and Drainage Strategy prepared by Clancy. From the information provided, it is unlikely that any sewer diversions or road closures will be required in order to form the connections to the north of the site.

The proposed system will be designed to control surface water run-off for all storms up to and including the 100 year plus 40% climate change event. Water will be stored on site below ground before being discharged at a flow rate in accordance with LLFA requirements. Final run-off rates will be dependent on approval by United Utilities.

The initial SUDS assessment demonstrates that surface water run-off can be drained effectively in accordance with the relevant policy principles. The mitigation measures which manage surface and foul water run off during the lifetime of the development.
Risk during construction would be managed though industry standard techniques.

Contaminated Land Issues

A phase 1 Geo- environmental Report (Desk Study) has assessed geo-environmental information based on desktop / published sources, a site walkover survey.

Potential on-site sources of contamination were identified to be Made Ground, ground gases and asbestos associated with former and present structures. Potential off-site sources include made ground from constant development of the area and associated ground gases.

Based on the above the site is considered to be at a moderate to low risk for all sources of contamination. Mitigation measures may be required but with these in place, the site would present a low risk to people in the future. A condition would require a full site investigation and remediation measures to be submitted and agreed.

Disabled access

The building would be accessible to all. The apartments could be adapted to meet the changing needs of occupants over time, including those of some older and disabled people.

27no apartments within in the development comply with Approved Document Part M(2) requirements meaning that they are accessible and adaptable dwellings.

The building and all areas would be fully accessible and have a high level of compliance with DFA2 standards including provisions for adaptation, lifts, lobbies and corridors, toilets, internal stairs, Design and fitting of doors and Entry System, reception areas, lighting, signage and wayfinding and public realm.

Local Labour

A condition would require The Council's Work and Skills team to agree the detailed form of the Local Labour Agreement.

Construction Management

Measures would be put in place to minimise the impact on local residents such as dust suppression, minimising stock piling and use of screenings to cover materials. Plant would also be turned off when not needed and no waste or material would be burned on site. Provided appropriate management measures are put in place the impacts of construction management on surrounding residents and the highway network can be mitigated to be minimal.

Response to Victorian Society Comments – The comment about the brick types are dealt with above.

Legal Agreement pre Minded to Approve 31.03.2021

It is recommended that the proposal would be subject to a legal agreement under section 106 of the Planning Act to secure a non-contributory commitment to delivering 20% on site affordable housing as required for policy compliance.

Post Minded to Approve discussions and determination

The scheme was originally being brought forward by McCaul's on the basis of restoring the Grade II listed building for offices and redeveloping the balance of the site for medium rise housing, at a density originally appraised as being necessary to bridge the conservation deficit. The site in total relates to land owned by McCauls and an area of surface car parking owned by Manchester City Council. This land is now being purchased by Great Places who will deliver the housing element of the consent with McCauls delivering the offices. Great Places a registered housing provider (of social housing) have confirmed that they have the funding and internal approvals in place to deliver.

If a registered provider such as Great Places had brought forward an application on the basis of delivering 100% affordable housing, then there would normally be no requirement to undertake a viability appraisal because the requirements of Policy H8 would have been satisfied, and they would not be applying for an exemption based on viability. However because McCauls is the applicant and the scheme is in theory capable/ more likely in theory capable of being sold as an open market housing scheme (until such time as it has been formally transferred to Great Places), and, because the viability discussions to date with Savills, based on an open market scheme, support a 5% affordable housing contribution should be applicable. For this reason the 5% affordable housing and reconciliation agreement in respect of the remaining 15% would usually be secured via a S106 agreement.

Great Places is not able to commit to the scheme until planning permission is granted and cannot accept a planning permission with a requirement to deliver 5% affordable housing because, it would impact on their funding arrangements with Homes England. To overcome this impasse, an approach has been agreed which reflects a 100% affordable housing scheme (with no viability contribution) but only on the basis that the parties agree to sign all three agreements simultaneously (to overcome GP's point about not wanting to agree a deal to buy the land unconditionally from McCauls until Planning Permission is in place). The three agreements in this case would be MCC's purchase contract, McCauls purchase contract and the planning permission also simultaneously released. Securing the policy compliant affordable housing will now be done via an additional condition (see condition 54 below) and the fact that Great Places would become owners of the parts of the site which are to be developed for the residential element of the consent at the point that the permission is issued de-risks the City Council not securing the 20% affordable housing for policy compliance via a condition rather than legal agreement.

Conclusion

Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that applications should be determined in accordance with the development plan unless material considerations dictate otherwise. The proposals have been considered in detail against the policies of the current Development Plan and taken overall are considered to be in compliance with it.

The HS2 SRF's supports additional housing in this neighbourhood and the development would align with its overarching objectives of improving the attractiveness of the area to investment; improving physical connections and permeability; and increasing density to support sustainable growth and long term economic competitiveness. The proposal would fully align with and contribute to the process of fulfilling those objectives

The proposals would be consistent with a number of the GM Strategy's key growth priorities. It would deliver a high quality building and regenerate a site which is principally characterised by a poor quality environment. The development would provide a policy compliant 20% affordable

housing and should, subject to grant funding from Homes England deliver an additional 80% affordable shared ownership units and Social / Affordable Rent units.

The site is considered to be capable of accommodating a building of the scale and massing proposed whilst avoiding any substantial harm to the setting of 32-34 Laystall Street and other adjacent listed buildings.

There would be a degree of less than substantial harm but the proposals represent sustainable development and would deliver significant social, economic and environmental benefits. It is considered, therefore, that, notwithstanding the considerable weight that must be given to preserving the setting of the adjacent listed buildings and the character of the conservation area as required by virtue of S66 of the Listed Buildings Act within the context of the above, the overall impact of the proposed development including the impact on heritage assets would meet the tests set out in paragraphs 193 and 196 of the NPPF and that the harm is outweighed by the benefits of the development.

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 a right to a fair hearing and to this end the local planning authority 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 polices of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the recommendation given is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendations: 128911/FO/2020 and 128904/LO/2020

MINDED TO APPROVE: subject to a legal agreement in respect of securing a non-contributory 20% affordable housing (5% Social or Affordable Rent (5 units) and 15% Shared Ownership (intermediate housing) (13 units)) on site provision within the development.

Article 35 Declaration

Officers have worked with the applicant in a positive and pro-active manner to seek solutions to problems arising in relation to dealing with the planning and listed building consent applications. This has included on going discussions about the form and design of the developments and pre application advice about the information required to be submitted to support the application.

Condition(s) to be attached to decision for approval OR Reasons for recommendation to refuse

128911/FO/2020

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:

a) L0001 Site Location Plan (August 2020) and L0002 (Jan 21);

b)L0029 Demo List Build Basement Rev A (September 2020); L0030 Demo List Build Ground Rev A (September 2020); L0031 DEMO List Build First (September 2020); L0032_DEMO List Build Second (September 2020); L0033 DEMO List Build Roof (September 2020);

c)Proposed GA listed building - L0075Showroom Build Basement Plan (September 2020); L0076_Showroom Build Ground Plan (September 2020); L0077 Showroom Build First Floor Plan (September 2020); L007 Showroom Build Second Plan (September 2020); L0079 Showroom Build Roof Plan (September 2020);

d)Proposed GA of the new build - L0050 Basement Floor Plan (September 2020); L0051 Ground Floor Plan (September 2020); L0052 First Floor Plan (September 2020); L0053 Second Floor Plan (September 2020); L0054 Third Floor Plan (September 2020); L0055 Fourth-Seventh Floor Plans (September 2020); L0055-56 Fourth-Seventh Floor Plans (September 2020); L0055-57 Fourth-Seventh Floor Plans (September 2020); L0057 Eighth Floor Plan (September 2020); L0058 Roof Plan;

e)Proposed listed building elevations- L0079 Proposed List Build Roof (September 2020); L0087-Proposed Listed Buildings Section AA (September 2020); L0088-Proposed Listed Buildings Section BB (September 2020); L0083-SHOWROOM PROPOSED ELEVATION LAYSTALL (September 2020); L0084- SHOWROOM PROPOSED ELEVATION PIGEON (September 2020); L0085- SHOWROOM PROPOSED ELEVATION BROCK (September 2020); L0086-SHOWROOM PROPOSED ELEVATION BACK (September 2020);L0080 Showroom Proposed Reflective Ceiling Plan 00 (September 2020); L0081 Showroom Proposed Reflective Ceiling Plan 01 (September 2020); L0082 Showroom Proposed Reflective Ceiling Plan 002 (September 2020).

f) Proposed new build elevations - L0060 Proposed Elevations (September 2020); L0061_Proposed Elevations (September 2020), L0062_Proposed Elevations (September 2020); L0063 Proposed Elevations (September 2020); L0064_Proposed Elevations (September 2020); L0065-Proposed Courtyard Elevations (September 2020); L0066-Proposed Context Elevations (September 2020); L0067-Pigeon St Context (September 2020); L0068-Proposed Context Elevations (September 2020); L0069-Proposed Context Elevations (September 2020); L0070_Proposed Site Sections (September 2020); L0071_Proposed Site Sections (September 2020);

g)A 0019-WINDOW SCHEDULE (October 2020); A 0020-WINDOW SCHEDULE (October 2020);

h) Details A 0001-BAY AXO (October 2020); A 0002-BAY ELEV CGI (October 2020); A 0003 - Pigeon St Terrace (October 2020); A 0003-PIGEON ST TERRACE (October 2020); A 0004-COURTYARD GATE (October 2020; A 0010-HISTORIC GATE (October 2020); A 0011_GLAZED SCREEN (October 2020); A 0012-AXO OF LOBBY AND CORRIDOR (October 2020); A 0014-WINDOW DETAILS (October 2020); A 0015-PROPOSED LISTED ROOF BUILD

UP (October 2020); A 0016-PROPOSED FLOOR BUILD UPS (October 2020); A 0017-PROPOSED FLOOR DIFFUSERS (October 2020); A 0018-WINDOW SEATING (October 2020); L 0120-COURTYARD BAY STUDY (February 2021); L 0121_SECONDARY ELEVATION BAY STUDY (February 2021); L 0122-DUCIE STREET BAY STUDY (February 2021); L 0123SECONDARY PIGEON BAY STUDY (February 2021); L 0124-CORNER BLOCK BAY STUDY (February 2021).

i) L0090 Proposed Showroom Internal Elevations Room A (September 2020); L0091_Proposed Showroom Internal Elevations Room B (September 2020); L0092 Proposed Showroom Internal Elevations Room B (West) (September 2020); L0093 Proposed Showroom Internal Elevations Room C (September 2020); L0094 Proposed Showroom Internal Elevations Room D (September 2020); L0095 Proposed Showroom Internal Elevations Room E (September 2020); L0096_Proposed Showroom Internal Elevations Room F (September 2020); L0097 Proposed Showroom Internal Elevations Room G (North, East) (September 2020); L0098_Proposed Showroom Internal Elevations Room G (South, West) (September 2020); L0099 Proposed Showroom Internal Elevations Room H (North, East) (September); L0100 Proposed Showroom Internal Elevations Room G (South, West) (September

(j) OMI PROPOSED REFUSE STRATEGY and Section 5.3 and Section 8.0 -Appendix A of the Design and Access Statement by OMI November 2020;

(k) Recommendations in sections, 3, 4, 5, 6 of the Crime Impact Assessment VERSION A: 26.08.20 as amended by Deloittes e-mails dated 25-01-21 and 09-03-21.

(l) OMI Design and Access Statement November 2020 Accommodation Schedule p22;

(m) OMI Design and Access Statement November 2020 Section 4 HISTORIC FABRIC METHOD STATEMENT;

(n) Former J. Armitage & Son's works, 32-34 Laystall Street, Manchester,Heritage Statement: Significance and Impact by SLHA 23rd November 2020 (Building Record);

(o) Inclusions of measures and targets set out in ENERGY STRATEGY AND ENVIRONMENTAL STANDARDS STATEMENT Rev 3 by Clancy 05/12/2020;

(p) Implementation of Broadband installation in accordance with GTech Surveys Limited, Broadband Connectivity, Assessment
32-34 Laystall Street, 02/11/2020

(q) OFR Fire Strategy 17-03-21;

(r) Redmore Environmental, Air Quality Assessment, Laystall Street, Manchester, Client: McCauls, Reference: 3884r2 Dated: 26th October 2020;

(s) GTech Surveys Limited, Television and Radio Reception, Impact Assessment, 32-34 Laystall Street, 21/10/2020; and

(t) Phase 1 GeoEnvironmental Desk Study by Earth Environment and Geotechnical Laystall Street Manchester August 2020 by Earth Environmental and Geotechnical Ltd.

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to Core Strategy SP1, CC3, H1, H8, CC5, CC6, CC7, CC9, CC10, T1, T2, EN1, EN2,

EN3, EN6, EN8, EN9, EN11, EN14, EN15, EN16, EN17, EN18, EN19, DM1 and PA1 saved Unitary Development Plan polices DC19.1, DC20 and DC26.1.

3) No development of the residential element shall commence unless and until all pre-commencement conditions in respect of the listed building and office element have been have been discharged (including evidence of a contract for these implementation of those works) and evidence of commencement of works, has been submitted to and approved in writing by the City Council as local planning authority.

Reason: To ensure that the refurbishment of the at risk listed building is prioritised within the development as the acceptability of the demolition of the rear outrigger and 1950's extension is only supported in planning terms on the basis of the public /heritage benefits benefits that would be realised from its refurbishment pursuant to NPPF sections 193 and 196, policies DM1, SP1, EC9 , EN3 and saved UDP Policy DC19.1 (Listed Buildings)

4) The demolition of the existing buildings on the site shall not commence unless and until a Demolition Method Statement including the boundary treatment to the site during and following demolition has been submitted to and approved in writing by the City Council as Local Planning Authority.

The approved Method Statement shall be adhered to throughout the Demolition period.

For the avoidance of the doubt the demolition of the buildings would not constitute commencement of development.

Reason: In the interests of the amenity of the area, pursuant to policies EN15, EN16, EN17 and EN18 of the Core Strategy and Guide to Development 2 (SPG)

5) The demolition hereby permitted shall not be undertaken before a contract for the carrying out of the building works for the redevelopment of the site has been made, and evidence of that contract has been supplied to the City Council as local planning authority.

Reason - In the interests of visual amenity and for the avoidance of doubt, and to ensure that redevelopment of the site takes place following demolition of the existing building pursuant to saved policy DC18 of the Unitary Development Plan for the City of Manchester, policies SP1, EN3 and DM1 of the Core Strategy and the National Planning Policy Framework.

6) LISTED BUILDING - Before any works necessary to implement the approval commence a methodology and specification for any associated scaffolding and support structure for the listed building including its location, means of affixing to the building, location of any associated fixings to the building, details of how the building fabric would be protected from potential damage as a result of the erection of the scaffolding and details of making good to the building fabric following removal shall be submitted to and approved in writing by the City Council as local planning authority. No development in relation to the listed building shall commence unless and until the above details have been agreed.

Reason - In the interests of visual amenity and because the proposed works affect a building which is included in the Statutory List of Buildings of Special Architectural or Historic Interest and careful attention to building work is required to protect the character and appearance of this building and to ensure consistency in accordance with policies CC9 and EN3 of the Core Strategy and saved policy DC19.1 of the Unitary Development Plan for the City of Manchester.

7) NEW BUILD -Notwithstanding the details submitted with the application, prior to the commencement of the residential element of the development the following shall be submitted for approval in writing by the City Council, as Local Planning Authority:

a) New Build - Final drawn sectional details of the recesses within the bays to the Brock Street, Laystall Street and Courtyard elevations, samples and specifications of all materials to be used on all external elevations including the brick vents, drawings to illustrate details of full sized sample panels that will be produced. The panels to be produced shall include jointing and fixing details between all component materials and any component panels , details of external ventilation requirements, details of the drips to be used to prevent staining and details of the glazing and frames, a programme for the production of the full sized sample panels and a strategy for quality control management; and

b)Submission of a Construction Environmental Management Plan (CEMP) (Materials) to include details of the strategy for securing more efficient use of non-renewable material resources and to reducing the lifecycle impact of materials used in construction and how this would be achieved through the selection of materials with low environmental impact throughout their lifecycle;

c) The sample panels and quality control management strategy shall then be submitted and approved in writing by the City Council as local planning authority in accordance with the programme and dwgs as agreed above.

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

8) LISTED BUILDING -Notwithstanding the details submitted with the application, prior to the commencement of the office element of development / the refurbishment of the listed building the following shall be submitted for approval in writing by the City Council, as Local Planning Authority Listed Building --

(a)a programme for providing details of all internal and external materials including the new entrance gates (fabrication Dwgs).

(b) Submission of a Construction Environmental Management Plan (CEMP) (Materials) to include details of the strategy for securing more efficient use of non-renewable material resources and to reducing the lifecycle impact of materials used in construction and how this would be achieved through the selection of materials with low environmental impact throughout their lifecycle;

(c) The sample panels and quality control management strategy (New build) and details of internal and external materials (Listed Building) shall then be submitted and approved in writing by the City Council as local planning authority in accordance with the programme and dwgs as agreed above.

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

9) LISTED BUILDING - Notwithstanding the drawings approved in condition 2, prior to the commencement of development on the listed building, details of the following shall be submitted to and agreed in writing by the City Council as local planning authority in relation to the retained listed building:

(a) A schedule of any intrusive investigations and mitigation/ repair including details of the need for the works, the number, sizes, locations and method statement for each task including building protection works and a programme for reinstatement should the full implementation of the approved scheme not proceed;

(b) Method statement for demolition works to ensure that there is no damage structurally or otherwise to the retained fabric at 32-34 Laystall Street;

(c)Method statement for removal of any fabric as part of any strip out works (including original floor, wall, ceiling finishes) exposed during strip out works within the listed building (which shall be subject to a watching brief) and for any proposals to repair fabric or structural works / repairs;

(d) Method statement for all proposed structural works (including floor strengthening), fire treatment and floor protection;

(e) Detailed schedule of works and specification for the careful dismantling and reuse of the original terracotta sample panel;

(f) Full scaled drawn details of M & E (Air conditioning and other internal and external plant) including elevations, sections and reflective ceiling plans;

(g) (i) An inventory and record of remnants of original fabric and previously removed original fabric; and (ii) a programme for the submission of a schedule of how these items are being reused or reinstated; and the Final details shall be submitted in accordance with the approved programme and reuse / reinstatement fully implemented prior to occupation.

Reason - In the interests of visual amenity, and because the proposed works affect a building which is included in the Statutory List of Buildings of Special Architectural or Historic Interest so careful attention to building work is required to protect the character and appearance of this building in accordance with saved policy DC19.1; of the Unitary Development Plan for the City of Manchester and policies SP1, EN3 and DM1 of the Core Strategy

10) LISTED BUILDING - Notwithstanding the details within condition 2 (f) and the OMI Design and Access Statement November 2020 Section 4 HISTORIC FABRIC METHOD STATEMENT no development shall commence in relation to each item within sections 4 of the Strategy (and any other repair works) unless and until final details or a repair methodology, technique and specifications (including where appropriate specification and method statement) have been submitted to and approved in writing by the City Council as Local Planning Authority subject to validation on site:

All of the above shall be implemented in accordance with the approved details before the development is first occupied:

Reason - In the interests of visual amenity and because the proposed works affect a building which is included in the Statutory List of Buildings of Special Architectural or Historic Interest and careful attention to building work is required to protect the character and appearance of this building and to ensure consistency in accordance with policies CC9 and EN3 of the Core Strategy and saved policy DC19.1 of the Unitary Development Plan for the City of Manchester.

11) LISTED BUILDING - Notwithstanding the details as set out in condition 2 above no development shall commence in relation to the following work and installations on the listed building unless and until final details (including where appropriate specification and method

statement) of the following have been submitted to and approved in writing by the City Council as Local Planning Authority:

(a)Details of any plaster renovation plaster (for the avoidance of doubt) this should match the original specification

(b)Details of making good fabric following (a) structural interventions; (b)removal of fabric and (c) formation of new openings;

(c) A schedule of removal of redundant signs and external fixtures and fittings and details and including method statements for repair work and making good to external elevations;

(d) Details of any proposed damproofing;

(e) Treatment of a retained exposed area of lath and plaster ceiling within basement

(f) A strategy for the location and detailing of all building services (other than M&E services) including electrics and plumbing, telecommunications, fire/security alarms, any aerials and CCTV cameras (and associated cabling and equipment) along with final details of these items; and

(g) Any building lighting scheme;

All of the above shall be implemented in accordance with the approved details before the development is first occupied:

Reason - In the interests of visual amenity and because the proposed works affect a building which is included in the Statutory List of Buildings of Special Architectural or Historic Interest and careful attention to building work is required to protect the character and appearance of this building and to ensure consistency in accordance with policies CC9 and EN3 of the Core Strategy and saved policy DC19.1 of the Unitary Development Plan for the City of Manchester.

12) No demolition of the outrigger or below ground works shall take place until the applicant or their agents or successors in title has secured the implementation of a programme of archaeological works. The works are to be undertaken in accordance with a Written Scheme of Investigation (WSI) submitted to and approved in writing by Manchester Planning Authority. The WSI shall cover the following:

1. A phased programme and methodology of investigation and recording to include:
i) evaluation through trial trenching
ii) dependent on the above, more detailed excavation (subject to a separate WSI)
2. A programme for post investigation assessment to include:
- production of a final report on the investigation results
3. Deposition of the final report with the Greater Manchester Historic Environment Record.
4. Dissemination of the results of the archaeological investigations commensurate with their significance.
5. Provision for archive deposition of the report and records of the site investigation.
6. Nomination of a competent person or persons/organisation to undertake the works set out within the approved WSI.

Reason: In accordance with NPPF Section 16, Paragraph 199 - To record and advance understanding of heritage assets impacted on by the development and to make information about the archaeological heritage interest publicly accessible

GMAAS will monitor the implementation of the recording on behalf of Manchester City Council.

13) NEW BUILD - Prior to commencement of the residential element of the development, an Embodied Carbon Strategy Report shall be submitted to and approved in writing by the City Council as Local Planning Authority. The report shall describe the strategy for the reduction and limiting of embodied carbon and how material circularity will be embedded within the process of design, material sourcing, construction and stewardship/ building management and how this will be monitored as part of the life cycle analysis. The development shall aim for a lifecycle embodied carbon target of 600kgCO2e/m 2(A1-C4) which is in accordance with The RIBA 2030 Climate Challenge interim date net zero carbon target metrics for the development.

Within 6 months of the completion of the development an Embodied Carbon Monitoring Report shall be submitted to the City Council. The report should include as-built embodied carbon life cycle analysis model results, assess the performance of the Embodied Carbon Strategy and include details of constraints, lessons learnt and guidance for future management of the building.

Reason - In order to minimise the environmental impact of the development, pursuant to policies SP1, DM1, EN4 and EN8 of Manchester's Core Strategy, and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework

14) LISTED BUILDING Prior to commencement of the office element of the development, an Embodied Carbon Strategy Report shall be submitted to and approved in writing by the City Council as Local Planning Authority. The report shall describe the strategy for the reduction and limiting of embodied carbon and how material circularity will be embedded within the process of design, material sourcing, construction and stewardship/ building management and how this will be monitored as part of the life cycle analysis. The development shall aim for a lifecycle embodied carbon target of 600kgCO2e/m 2(A1-C4) which is in accordance with The RIBA 2030 Climate Challenge interim date net zero carbon target metrics for the development.

Within 6 months of the completion of the development an Embodied Carbon Monitoring Report shall be submitted to the City Council. The report should include as-built embodied carbon life cycle analysis model results, assess the performance of the Embodied Carbon Strategy and include details of constraints, lessons learnt and guidance for future management of the building.

Reason - In order to minimise the environmental impact of the development, pursuant to policies SP1, DM1, EN4 and EN8 of Manchester's Core Strategy, and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework

15) NEW BUILD - Prior to commencement of the residential element of the development, an Operational Energy Strategy Report shall be submitted to and approved in writing by the City Council as Local Planning Authority. The report shall the strategy for the reduction and limiting of operational energy consumption and how this will be embedded within the process of design construction and stewardship/ building management and monitoring. The development shall aim for an energy use intensity of 206kWh/m2/yr or lower which is in accordance with The RIBA 2030 Climate Challenge interim date net zero carbon target metrics for the development.

Within 15 months of the completion of the development an Operational Energy Monitoring Report shall be submitted to the City Council. The report should include 12 months metered energy use data, assess the performance of the Operational Energy Strategy and include details of constraints, lessons learnt and guidance for on going improvement (reduction of energy use) for the building users/managers.

Reason - In order to minimise the environmental impact of the development, pursuant to policies SP1, DM1, EN4 and EN8 of Manchester's Core Strategy, and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework

16) LISTED BUILDING Prior to commencement of the office element of the development, an Operational Energy Strategy Report shall be submitted to and approved in writing by the City Council as Local Planning Authority. The report shall the strategy for the reduction and limiting of operational energy consumption and how this will be embedded within the process of design construction and stewardship/ building management and monitoring. The development shall aim for an energy use intensity of 206kWh/m2/yr or lower which is in accordance with The RIBA 2030 Climate Challenge interim date net zero carbon target metrics for the development.

Within 15 months of the completion of the development an Operational Energy Monitoring Report shall be submitted to the City Council. The report should include 12 months metered energy use data, assess the performance of the Operational Energy Strategy and include details of constraints, lessons learnt and guidance for on going improvement (reduction of energy use) for the building users/managers.

Reason - In order to minimise the environmental impact of the development, pursuant to policies SP1, DM1, EN4 and EN8 of Manchester's Core Strategy, and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework

17) LISTED BUIDING - Prior to the commencement of the office element 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;
*Sheeting over of construction vehicles;
*Details of how measures in relation to safe working near to Metrolink will be complied with;
*Communication strategy with residents which shall include details of how there will be engagement, consult and notify residents during the works;

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

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

18) NEW BUILD Prior to the commencement of the residential element 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;
*Sheeting over of construction vehicles;
*Details of how measures in relation to safe working near to Metrolink will be complied with;
*Communication strategy with residents which shall include details of how there will be engagement, consult and notify residents during the works;

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

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

19) a) No demolition of buildings 1,2 and 3 (as detailed within the Preliminary Roost Assessment and Bat Survey Report Laystall street, Manchester Reference:80-399-R1-1 Date: October 2020 by e3p) shall take place until dusk emergence and/or dawn re-entry surveys to establish the presence / likely absence of roosting bats have been undertaken within the bat active period (May to September, inclusive) and the results, along with any associated mitigation measures, have been submitted for approval in writing by the City Council, as Local Planning Authority.

(b) Any agreed mitigation shall be implemented within a timescale to be agreed with the City Council, as Local Planning Authority, and verification of the implementation of the mitigation shall be submitted for approval for in writing within one month of implementation.

Reason - In order to determine the presence of bats and ensure appropriate mitigation is agreed in order to mitigate against the impact on bat habitats pursuant to policy EN15 of the Manchester Core Strategy (2012).

20) Prior to the commencement of above ground works a programme for submission of final details of the public realm works and highway works as shown in dwgs numbered L0050 (Lower Ground Floor) and L0051 (Ground Floor).

shall be submitted and approved in writing by the City Council as Local Planning Authority. The programme shall include an implementation timeframe and details of when the following details will be submitted:

(a)Full details of the content and design of the proposed interpretation on the Lomax Street entrance;
(b) Details of (a) all hard (to include use of natural stone or other high quality materials) and (b) all soft landscaping works;

(c)(a)Details of the materials, including natural stone or other high quality materials to be used for the footpaths and for the areas between the pavement and the line of the proposed building on all site boundaries;
(d) Details of measures to create potential opportunities to enhance and create new biodiversity within the development to include, the choice of planting species within the public realm, bat boxes and brick, bird boxes to include input from a qualified ecologist and which demonstrates Biodiversity Net gain across the site ;
(e) Details of how surface water from the public realm would be managed within the public realm though Suds interventions such as infiltration, swales, soakways, rain gardens and permeable surfaces; and
(f) A building cleaning schedule;

The detailed scheme shall demonstrate adherence to the relevant sections of DFA2 and MCC-recommended guidance in relation to Age Friendly Public Realm including Age-Friendly Seating and Sense of Place and the Alternative Age-Friendly Handbook.

and shall then be submitted and approved in writing by the City Council as local planning authority in accordance with the programme as agreed above.

The approved scheme shall be implemented not later than 12 months from the date the proposed building is first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place,

Reason - To ensure a satisfactory development delivered in accordance with the above plans and in the interest of pedestrian and highway safety pursuant to Section 170 of the NPPF 2019, to ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies R1.1, I3.1, T3.1, S1.1, E2.5, E3.7 and RC4 of the Unitary Development Plan for the City of Manchester and policies SP1, DM1, EN1, EN9 EN14 and EN15 of the Core Strategy.

21) (a) The measures for investigating the site identified in the Site Investigation Proposal (set out within the Phase 1 GeoEnvironmental Desk Study by Earth Environment and Geotechnical Laystall Street Manchester August 2020 by Earth Environmental and Geotechnical Ltd) shall be carried out, before any below ground works commence and a report prepared outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy) which shall be submitted to and approved in writing by the City Council as local planning authority.

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

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

In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on the site at any time before the development is

occupied, then development shall cease and/or the development shall not be occupied until, a report outlining what measures, if any, are required to remediate the land (the Revised Remediation Strategy) is submitted to and approved in writing by the City Council as local planning authority and the development shall be carried out in accordance with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.

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

22) Prior to development commencing the following shall be submitted and agreed in writing by the City Council as Local Planning Authority:

(a) An investigation of opportunities to plant street trees within the pavements on Pigeon Street and the junction of Pigeon Street and Laystall Street including details comprising at a minimum service plans and a ground penetrating radar survey (but preferrably the digging of trail holes) and information derived from these investigations to illustrate within scaled plans the location of any services (including their depth) relative to the pavement edge and building line.

(b) Details of the of overall numbers, size, species and planting specification (which for the avoidance of doubt should meet with the City Centre Tree Planting Specification Standards) and details of on going maintenance shall be submitted to and approved in writing by the City Council as local planning authority in accordance with the planting scheme as agree above.

Any approved scheme shall be implemented not later than 12 months from the date the proposed building is first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place,

Development Plan for the City of Manchester and policies SP1, DM1, EN1, EN9 EN14 and EN15 of the Core Strategy.

23) Notwithstanding the details as set out within condition 2 no above ground works shall commence until surface water drainage works have been submitted in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacements national standards and details that have been submitted to and approved in writing by the Local Planning Authority.

this shall include:

Full justification on why of green SuDS solution (such as blue/green roof systems) have not been included within the drainage layout where practicable.

The drainage layout should show all drainage elements including systems used to control surface water run-off on site at ground level and should also include the drainage for the refurbished listed building and the Northern areas of the site.

Evidence that groundwater monitoring has taken place on site to identify the average groundwater level and where required mitigation measures must be put in place to ensure that the proposed basement level is not at risk of groundwater flooding.

Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur in any part of a building during the critical 1 in 100 year rainfall event with allowance for 40% climate change and a maximum pass flow of 5l/s.

Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements). Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site.

Where surface water is connected to the public sewer, agreement in principle from United Utilities is required that there is adequate spare capacity in the existing system taking future development requirements into account. An email of acceptance of proposed flows and/or new connection will suffice.

Hydraulic calculation of the proposed drainage system;

Construction details of flow control, attenuation features and SuDS elements.

The development shall be constructed in accordance with the approved details within an agreed timescale.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution. This condition is imposed in light of national policies within the NPPF and NPPG and local policies EN08 and EN14.

24) NEW BUILD - No part of the residential element permitted shall be occupied until details of the implementation, maintenance and management of the sustainable drainage scheme have been submitted to and approved by the local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:

(a)Verification report providing photographic evidence of construction as per design drawings;
(b)As built construction drawings if different from design construction drawings;
(c)Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

Reason: To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development. This condition is imposed in light of national policies within the NPPF and NPPG and local policies EN08 and EN14.

25) LISTED BUILDING No part of the office element of the development hereby permitted shall be occupied until details of the implementation, maintenance and management of the sustainable drainage scheme have been submitted to and approved by the local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:

a) Verification report providing photographic evidence of construction as per design drawings;

b) As built construction drawings if different from design construction drawings;
c) Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

Reason: To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development. This condition is imposed in light of national policies within the NPPF and NPPG and local policies EN08 and EN14.

26) The residential element of the development hereby approved shall be carried out in accordance with the ENERGY STRATEGY AND ENVIRONMENTAL STANDARDS STATEMENT Rev 3 by Clancy 05/12/2020;

A post construction review certificate/statement shall be submitted for approval, within a timeframe that has been previously agreed in writing by the City Council as local planning authority.

A post construction review certificate/statement shall be submitted for approval, within a timeframe that has been previously agreed in writing by the City Council as local planning authority.

Reason - In order to minimise the environmental impact of the development, pursuant to policies SP1, DM1, EN4 and EN8 of Manchester's Core Strategy, and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

27) LISTED BUILDING The office element of the development hereby approved shall be carried out in accordance with the ENERGY STRATEGY AND ENVIRONMENTAL STANDARDS STATEMENT Rev 3 by Clancy 05/12/2020;

A post construction review certificate/statement shall be submitted for approval, within a timeframe that has been previously agreed in writing by the City Council as local planning authority.

Reason - In order to minimise the environmental impact of the development, pursuant to policies SP1, DM1, EN4 and EN8 of Manchester's Core Strategy, and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

28) NEW BUILD- Prior to occupation of the residential accommodation a scheme for the acoustic insulation of any externally mounted ancillary equipment (including any Mechanical Ventilation Heat Recovery (MVHR) systems associated with the development to ensure that it achieves a background noise level of 5dB below the existing background (La90) at the nearest noise sensitive location shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the equipment. The approved scheme shall be completed before the premises is occupied and a verification report submitted for approval by the City Council as local planning authority and any

non compliance suitably mitigated in accordance with an agreed scheme prior to occupation.The approved scheme shall remain operational thereafter.

Reason - To secure a reduction in noise in order to protect future residents from noise nuisance, pursuant to policies SP1, H1 and DM1 of the Core Strategy

29) LISTED BUILDING - Prior to occupation of the office accommodation a scheme for the acoustic insulation of any externally mounted ancillary equipment (including any Mechanical Ventilation Heat Recovery (MVHR) systems associated with the development to ensure that it achieves a background noise level of 5dB below the existing background (La90) at the nearest noise sensitive location shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the equipment. The approved scheme shall be completed before the premises is occupied and a verification report submitted for approval by the City Council as local planning authority and any non compliance suitably mitigated in accordance with an agreed scheme prior to occupation.The approved scheme shall remain operational thereafter.

Reason - To secure a reduction in noise in order to protect future residents from noise nuisance, pursuant to policies SP1, H1 and DM1 of the Core Strategy

30) NEW BUILD- Before the development commences a scheme for acoustically insulating and mechanically ventilating the residential accommodation against noise from adjacent roads shall be submitted to and approved in writing by the City Council as local planning authority.

The approved noise insulation scheme and vibration and reradiated noise mitigation measures shall be completed before any of the dwelling units are occupied.

The following noise criteria will be required to be achieved:
Bedrooms (night time - 23.00 - 07.00) 30 dB LAeq (individual noise events shall not 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

Prior to occupation a post completion report to verify that all of the recommended mitigation measures have been installed and effectively mitigate any potential adverse noise impacts in the residential accommodation shall be submitted and agreed in writing by the City Council as local planning authority. Prior to occupation any non compliance shall be suitably mitigated in accordance with an agreed scheme.

Reason - To secure a reduction in noise in order to protect future residents from noise nuisance, pursuant to policies SP1, H1 and DM1 of the Core Strategy.

31) NEW BUILD -Notwithstanding the TV reception survey prepared by GTech Surveys Limited dated 21/10/2020, , if following commencement of construction of the hereby approved development, any interference complaint received by the Local Planning Authority shall be investigated to identify whether the reported television interference is caused by the Development hereby permitted. The Local Planning Authority will inform the developer of the television interference complaint received. Once notified, the developer shall instruct a suitably qualified person to investigate the interference complaint within 6 weeks and notify the Local Planning Authority of the results and the proposed mitigation solution. If the interference is deemed to have been caused by the Development, hereby permitted mitigation will be installed as soon as reasonably practicable but no later than 3 months from submission of the initial

investigation to the Local Planning Authority. No action shall be required in relation to television interference complaints after the date 12 months from the completion of development.

Reason - To ensure terrestrial television services are maintained In the interest of residential amenity, as specified in Core Strategy Polices DM1 and SP1

32) NEW BUILD a) Prior to the commencement of the residential element of the development, details of a Local Benefit Proposal, in order to demonstrate commitment to recruit local labour for the duration of the construction of the development, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved document shall be implemented as part of the construction of the development.

In this condition a Local Benefit Proposal means a document which includes:

i) the measures proposed to recruit local people including apprenticeships

ii) mechanisms for the implementation and delivery of the Local Benefit Proposal

iii) measures to monitor and review the effectiveness of the Local Benefit Proposal in achieving the objective of recruiting and supporting local labour objectives

(b) Within one month prior to construction work being completed, a detailed report which takes into account the information and outcomes about local labour recruitment pursuant to items (i) and (ii) above shall be submitted for approval in writing by the City Council as Local Planning Authority.

Reason - The applicant has demonstrated a commitment to recruiting local labour pursuant to policies SP1, EC1 and DM1 of the Manchester Core Strategy (2012).

33) LISTED BUILDING - Prior to the commencement of the office element of the development, details of a Local Benefit Proposal, in order to demonstrate commitment to recruit local labour for the duration of the construction of the development, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved document shall be implemented as part of the construction of the development.

In this condition a Local Benefit Proposal means a document which includes:

i. the measures proposed to recruit local people including apprenticeships

ii. mechanisms for the implementation and delivery of the Local Benefit Proposal

iii. measures to monitor and review the effectiveness of the Local Benefit Proposal in achieving the objective of recruiting and supporting local labour objectives

(b) Within one month prior to construction work being completed, a detailed report which takes into account the information and outcomes about local labour recruitment pursuant to items (i) and (ii) above shall be submitted for approval in writing by the City Council as Local Planning Authority.

Reason - The applicant has demonstrated a commitment to recruiting local labour pursuant to policies SP1, EC1 and DM1 of the Manchester Core Strategy (2012

34) No externally mounted telecommunications equipment shall be mounted on any part of the building hereby approved, including the roofs other than with express written consent of the Local Planning Authority.

Reason - In the interest of visual amenity pursuant to Core Strategy Policies DM1 and SP1

35) LISTED BUILDING Prior to implementation of any proposed lighting scheme on the office accommodation details of the scheme including a report to demonstrate that the proposed lighting levels would not have any adverse impact on the amenity of residents within this and adjacent developments shall be submitted to and agreed in writing by the City Council as local planning authority:

Reason - In the interests of visual and residential amenity pursuant to Core Strategy policies SP1, CC9, EN3 and DM1 of the Core Strategy.

36) NEW BUILD- Prior to implementation of any proposed lighting scheme on the residential accommodation details of the scheme including a report to demonstrate that the proposed lighting levels would not have any adverse impact on the amenity of residents within this and adjacent developments shall be submitted to and agreed in writing by the City Council as local planning authority:

Reason - In the interests of visual and residential amenity pursuant to Core Strategy policies SP1, CC9, EN3 and DM1 of the Core Strategy.

37) NEW BUILD Prior to first use of the residential element of the development hereby approved, a detailed Residential Management Strategy including:

Details of how 24 hour management of the site in particular in relation to servicing and refuse (storage and removal), parking of maintenance vehicles, noise management of communal areas shall be submitted to and agreed in writing by the City Council as Local Planning Authority.

shall be submitted to and agreed in writing by the City Council as Local Planning Authority.

The approved management plan shall be implemented from the first occupation of the residential element and be retained in place for as long as the development remains in use.

Reason - In the interests of residential amenity, the promotion of a sustainable and inclusive community within the development, 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.

38) NEW BUILD The residential element of the development hereby approved shall be carried out in accordance with Section 6 of the Proposed Mixed-use Residential and Office Development, Laystall Street, Manchester, MCCAULS, Transport Statement August 2020 In this condition a travel plan means a document that includes the following:

In this condition a travel plan means a document that includes the following:

i) the measures proposed to be taken to reduce dependency on the private car by residents and those [attending or] employed in the development;

ii) a commitment to surveying the travel patterns of residents during the first three months of use of the development 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;
vi) measures to identify and promote walking routes connecting Piccadilly Station, the Metrolink, the City Centre and areas towards the Etihad Campus and New Islington;
vii) details of cycle parking within the public realm

Within six months of the first use of the residential element of the development, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted to and approved 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 and to secure a reduction in air pollution from traffic or other sources in order to protect existing and future residents from air pollution. , pursuant to policies SP1, T2 and DM1 of the Core Strategy, the Guide to Development in Manchester SPD (2007) and Greater Manchester Air Quality action plan 2016.

39) LISTED BUILDING - The office element of the development hereby approved shall be carried out in accordance with Section 6 of the Proposed Mixed-use Residential and Office Development, Laystall Street, Manchester, MCCAULS, Transport Statement August 2020 In this condition a travel plan means a document that includes the following:

In this condition a travel plan means a document that includes the following:

viii. the measures proposed to be taken to reduce dependency on the private car by residents and those [attending or] employed in the development;
ix. a commitment to surveying the travel patterns of residentsemployees during the first three months of use of the development and thereafter from time to time;
x. mechanisms for the implementation of the measures to reduce dependency on the private car;
xi. measures for the delivery of specified travel plan services;
xii. measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car;
xiii. measures to identify and promote walking routes connecting Piccadilly Station, the Metrolink, the City Centre and areas towards the Etihad Campus and New Islington;
xiv. details of cycle parking within the public realm

Within six months of the first use of the office element of the development, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted to and approved 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 and to secure a reduction in air pollution from traffic or other sources in order to protect existing and future residents from air

pollution. , pursuant to policies SP1, T2 and DM1 of the Core Strategy, the Guide to Development in Manchester SPD (2007) and Greater Manchester Air Quality action plan 2016.

40) NEW BUILD -No part of the residential element of the development shall be occupied unless and until details of a parking management strategy for residents and visitors has been submitted to and approved in writing by the City Council as Local Planning Authority. All works approved in discharge of this condition shall be fully completed before the development hereby approved is first occupied

Reason - The development does not provide sufficient car parking facilities and in order to provide alternative arrangements (e.g. parking leases with car parking companies; car sharing; or car pool arrangement) for the needs of future residents whom may need to use a motorcar and Policies DM1 and T1.

41) LISTED BUILDING -No part of the office element of the development shall be occupied unless and until details of a parking management strategy for office tenants and visitors has been submitted to and approved in writing by the City Council as Local Planning Authority. All works approved in discharge of this condition shall be fully completed before the development hereby approved is first occupied.

Reason - The development does not provide sufficient car parking facilities and in order to provide alternative arrangements (e.g. parking leases with car parking companies; car sharing; or car pool arrangement) for the needs of future residents whom may need to use a motorcar and Policies DM1 and T1.

42) Deliveries, servicing and collections associated with the management of the building and ancillary uses within it including waste collections shall not take place outside the following hours:

07:30 to 20:00 Monday to Saturday
10:00 to 18:00 Sundays and Bank Holidays

Reason - In interests of residential amenity in order to reduce noise and general disturbance in accordance with saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

43) NEW BUILD -The apartments hereby approved shall be used only as private dwellings (which description shall not include serviced apartments/apart hotels or similar uses where sleeping accommodation (with or without other services) is provided by way of trade for money or money's worth and occupied by the same person for less than ninety consecutive nights) and for no 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 2010, 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: To safeguard the amenities of the neighbourhood by ensuring that other uses which could cause a loss of amenity such as serviced apartments/apart hotels do not commence without prior approval pursuant to Core Strategy policies SP1 and DM1 area,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 and to ensure the permanent retention of the accommodation for normal residential purposes

44) LISTED BUILDING -The offices hereby approved shall be used only as offices to carry out any operational or administrative functions as set out under Class E(c)(i) Financial services; E(c)(ii) Professional services (other than health or medical services); E(c)(iii) Other appropriate services in a commercial, business or service locality; E(g)(i) Offices to carry out any operational or administrative functions; E(g)(ii) Research and development of products or processes; and E(g)(iii) Industrial processes that can be carried out in any residential area without detriment to amenity and for no other purpose (including any other purpose in Class E of Schedule 2 of the Town and Country Planning (Use Classes) Order 1987, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason - To safeguard the amenities of the neighbourhood by ensuring that other uses which could cause a loss of amenity do not commence without prior approval pursuant to Core Strategy policies SP1 and DM1 and to ensure the permanent retention of the accommodation for office purposes.

45) The development hereby approved shall include for full disabled access to be provided to all areas of the building and courtyards via the main entrances and to the floors above.

Reason - To ensure that satisfactory disabled access is provided by reference to the provisions Core Strategy policy DM1

46) NEW BUILD - Prior to occupation of the residential element of development a servicing and access strategy for the building, shall be submitted to and approved in writing by the local planning authority to include evidence of consultation to seek agreement to the plan with the adjacent building owners and their agents.

Servicing shall be carried out in accordance with the approved strategy plan.

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

47) LISTED BUILDING -Prior to occupation of the office element of development a servicing and access strategy for the building, shall be submitted to and approved in writing by the local planning authority to include evidence of consultation to seek agreement to the plan with the adjacent building owners and their agents.

Servicing shall be carried out in accordance with the approved strategy plan.

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

48) COMPLIANCE -If any external 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

49) NEW BUILD Notwithstanding the details contained within condition 2 above , prior to the commencement of the residential element of the development a scheme of highway works and details of footpaths reinstatement shall be submitted for approval in writing by the City Council, as Local Planning Authority.

For the avoidance of doubt this shall include the following:

Footway reinstatement/resurfacing/widening/materials/dropped kerbs and tactiles, relocation of any parking bays (at the applicants expense) or payment of commuted sums and the provision of an accessible car club bay

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

Reason - To ensure safe access to the development site in the interest of pedestrian and highway safety pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012).

50) NEW BUILD- The residential element of development shall be carried out in accordance with the Crime Impact Statement Crime Impact Assessment VERSION A: 26.08.20 as amended by Deloitte's e-mails dated 25-01-21 and 09-03-21. The development shall only be carried out in accordance with these approved details. The residential element 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

51) LISTED BUILDING- The office element of development shall be carried out in accordance with the Crime Impact Statement Crime Impact Assessment VERSION A: 26.08.20 as amended by Deloitte's e-mails dated 25-01-21 and 09-03-21. The development shall only be carried out in accordance with these approved details. The office element of 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

52) Notwithstanding the General Permitted Development Order 2015 as amended by the Town and Country Planning (Permitted Development and Miscellaneous Amendments) (England) (Coronavirus) Regulations 2020 or any legislation amending or replacing the same, no further development in the form of additional upward extensions to the building shall be undertaken other than that expressly authorised by the granting of planning permission.

Reason - In the interests of protecting residential amenity and visual amenity of the area in which the development in located pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

53) In the event that the residential element of the development has not commenced on site prior to occupation of the office element details of any temporary access requirements and the temporary treatment to that plot and adjacent pavements including a delivery timetable shall be submitted to and approved in writing by the City Council as Local Planning Authority.The development shall thereafter be fully implemented in accordance with these details.

Reason - To ensure that a satisfactory temporary landscaping scheme for the area where the residential element is to be delivered is carried out that respects the character and visual amenities of the area, in accordance with Core Strategy policies SP1, DM1, EN1, EN3, EN9 and EN15 and saved UDP Policy DC19.1.

Prior to the occupation of the first unit, an Affordable Housing Statement to detail the final scheme for the provision of affordable housing (89 units) (numbers, type, tenure and location on site) as part of the development is to be submitted and approved in writing by the Local Planning Authority. The affordable housing shall be provided in accordance with the approved scheme and shall meet the definition of affordable housing in Annex 2 of the National Planning Policy Framework.

The scheme shall include:

i) The arrangements for the transfer of the affordable housing to an affordable housing provider;

ii) The arrangements to ensure that such provision is affordable for both first and subsequent occupiers of the affordable housing; and

iii) The occupancy criteria to be used for determining the identity of occupiers of the affordable housing and the means by which such occupancy criteria shall be enforced. PROVIDED THAT the provisions under (d) specified in the definition of NPPF requiring 'for any receipts to be recycled for alternative affordable housing provision, or refunded to Government or the relevant authority specified in the funding agreement' shall not bind mortgagees, chargees or receivers (however appointed) of the owners of the dwellings or their successors in title"

Reason - In order to provide affordable housing at the site in accordance with policy H8 of the Manchester Core Strategy (2012) and the National Planning Policy Framework.

Informatives

1) During demolition works, no artificial lighting shall be directed towards roost provisions. Roost provisions should be safeguarded from artificial lighting from any future potential development. Artificial lighting guidance should be consulted (Bat Conservation Trust, 2014

2) All of the works required to achieve the new accesses / egresses and associated TROs should be included as part of a S278 agreement to be funded by the applicant

3) Construction/demolition works shall be confined to the following hours unless otherwise agreed in writing by the City Council as local planning authority:
Monday - Friday: 7.30am - 6pm
Saturday: 8.30am - 2pm
Sunday / Bank holidays: No work

Workforce may arrive on site 30 minutes prior but no working outside these times, unless changed by prior agreement. Noise to be kept to a minimum in the first hour.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation during the construction phase.

4) Any materials approved for planning purposes should be discussed in full with Building Control. This is to ensure they meet the guidance contained in the Building Regulations for fire safety. Should it be necessary to change the external facade treatment due to conflicts with the Building Regulations you should discuss these with the Planning Service as soon as possible as this could materially effect your permission.

5) Should there be any basement excavations proposed adjacent to the highway structural drawings and calculations for the temporary and permanent support works must be submitted for checking (for a fee) to MCC Bridges/Structures Section.

6) The applicant is advised that commuted sums are payable for any non-standard materials (and street trees) used on the adopted highway.
It is expected that all modifications / improvements to the public highway are achieved with a maximum carbon footprint of 40%.
Materials used during this process must also be a minimum of 40% recycled and fully recyclable. Developers will be expected to
demonstrate that these standards can be met prior to planning conditions being discharged.
The developer is to agree the above with MCC's Statutory Approvals and Network Resilience Teams post planning approval and prior to construction taking place.

7) Notwithstanding the results of the assessment, best practice measures for safeguarding local air quality are recommended for this application for boiler emissions and reference should be made to IAQM/EPUK guidance at http://iaqm.co.uk/guidance.

Fresh air inlet and exhaust will be routed from the external façade via grilles / louvres and incorporated into the window / cladding system and will incorporate appropriate attenuation to meet acoustic requirements and proprietary NOx / Carbon filtration

128904/LO/2020

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 18 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

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

a) L0001 Site Location Plan (August 2020) and L0002 (Jan 21);

b)L0029 Demo List Build Basement Rev A (September 2020); L0030 Demo List Build Ground Rev A (September 2020); L0031 DEMO List Build First (September 2020); L0032_DEMO List Build Second (September 2020); L0033 DEMO List Build Roof (September 2020);

c)Proposed GA listed building - L0075Showroom Build Basement Plan (September 2020); L0076_Showroom Build Ground Plan (September 2020); L0077 Showroom Build First Floor Plan (September 2020); L007 Showroom Build Second Plan (September 2020); L0079 Showroom Build Roof Plan (September 2020);

d)Proposed GA of the new build - L0050 Basement Floor Plan (September 2020); L0051 Ground Floor Plan (September 2020); L0052 First Floor Plan (September 2020); L0053 Second Floor Plan (September 2020); L0054 Third Floor Plan (September 2020); L0055 Fourth-Seventh Floor Plans (September 2020); L0055-56 Fourth-Seventh Floor Plans (September 2020); L0055-57 Fourth-Seventh Floor Plans (September 2020); L0057 Eighth Floor Plan (September 2020); L0058 Roof Plan;

e)Proposed listed building elevations- L0079 Proposed List Build Roof (September 2020); L0087-Proposed Listed Buildings Section AA (September 2020); L0088-Proposed Listed Buildings Section BB (September 2020); L0083-SHOWROOM PROPOSED ELEVATION LAYSTALL (September 2020); L0084- SHOWROOM PROPOSED ELEVATION PIGEON (September 2020); L0085- SHOWROOM PROPOSED ELEVATION BROCK (September 2020); L0086-SHOWROOM PROPOSED ELEVATION BACK (September 2020);L0080 Showroom Proposed Reflective Ceiling Plan 00 (September 2020); L0081 Showroom Proposed Reflective Ceiling Plan 01 (September 2020); L0082 Showroom Proposed Reflective Ceiling Plan 002 (September 2020).

f) Proposed new build elevations - L0060 Proposed Elevations (September 2020); L0061_Proposed Elevations (September 2020), L0062_Proposed Elevations (September 2020); L0063 Proposed Elevations (September 2020); L0064_Proposed Elevations (September 2020); L0065-Proposed Courtyard Elevations (September 2020); L0066-Proposed Context Elevations (September 2020); L0067-Pigeon St Context (September 2020); L0068-Proposed Context Elevations (September 2020); L0069-Proposed Context Elevations (September 2020); L0070_Proposed Site Sections (September 2020); L0071_Proposed Site Sections (September 2020);

g)A 0019-WINDOW SCHEDULE (October 2020); A 0020-WINDOW SCHEDULE (October 2020);

h) Details A 0001-BAY AXO (October 2020); A 0002-BAY ELEV CGI (October 2020); A 0003 - Pigeon St Terrace (October 2020); A 0003-PIGEON ST TERRACE (October 2020); A 0004-COURTYARD GATE (October 2020; A 0010-HISTORIC GATE (October 2020); A 0011_GLAZED SCREEN (October 2020); A 0012-AXO OF LOBBY AND CORRIDOR (October 2020); A 0014-WINDOW DETAILS (October 2020); A 0015-PROPOSED LISTED ROOF BUILD UP (October 2020); A 0016-PROPOSED FLOOR BUILD UPS (October 2020); A 0017-PROPOSED FLOOR DIFFUSERS (October 2020); A 0018-WINDOW SEATING (October 2020); L 0120-COURTYARD BAY STUDY (February 2021); L 0121_SECONDARY ELEVATION BAY STUDY (February 2021); L 0122-DUCIE STREET BAY STUDY (February 2021); L 0123SECONDARY PIGEON BAY STUDY (February 2021); L 0124-CORNER BLOCK BAY STUDY (February 2021).

i) L0090 Proposed Showroom Internal Elevations Room A (September 2020); L0091_Proposed Showroom Internal Elevations Room B (September 2020); L0092 Proposed Showroom Internal Elevations Room B (West) (September 2020); L0093 Proposed Showroom Internal Elevations Room C (September 2020); L0094 Proposed Showroom Internal Elevations Room D (September 2020); L0095 Proposed Showroom Internal Elevations Room E (September 2020); L0096_Proposed Showroom Internal Elevations Room F (September 2020); L0097 Proposed Showroom Internal Elevations Room G (North, East) (September 2020); L0098_Proposed Showroom Internal Elevations Room G (South, West) (September 2020); L0099 Proposed Showroom Internal Elevations Room H (North, East) (September); L0100 Proposed Showroom Internal Elevations Room G (South, West) (September

(j) OMI PROPOSED REFUSE STRATEGY and Section 5.3 and Section 8.0 -Appendix A of the Design and Access Statement by OMI November 2020;

(k) Recommendations in sections, 3, 4, 5, 6 of the Crime Impact Assessment VERSION A: 26.08.20 as amended by Deloittes e-mails dated 25-01-21 and 09-03-21.

(l) OMI Design and Access Statement November 2020 Accommodation Schedule p22;

(m) OMI Design and Access Statement November 2020 Section 4 HISTORIC FABRIC METHOD STATEMENT;

(n) Former J. Armitage & Son's works, 32-34 Laystall Street, Manchester,Heritage Statement: Significance and Impact by SLHA 23rd November 2020 (Building Record);

(o) Inclusions of measures and targets set out in ENERGY STRATEGY AND ENVIRONMENTAL STANDARDS STATEMENT Rev 3 by Clancy 05/12/2020;

(p) Implementation of Broadband installation in accordance with GTech Surveys Limited, Broadband Connectivity, Assessment
32-34 Laystall Street, 02/11/2020

(q) OFR Fire Strategy 17-03-21;

(r) Redmore Environmental, Air Quality Assessment, Laystall Street, Manchester, Client: McCauls, Reference: 3884r2 Dated: 26th October 2020;

(s) GTech Surveys Limited, Television and Radio Reception, Impact Assessment, 32-34 Laystall Street, 21/10/2020; and

(t) Phase 1 GeoEnvironmental Desk Study by Earth Environment and Geotechnical Laystall Street Manchester August 2020 by Earth Environmental and Geotechnical Ltd.

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to Core Strategy SP1, CC3, H1, H8, CC5, CC6, CC7, CC9, CC10, T1, T2, EN1, EN2, EN3, EN6, EN8, EN9, EN11, EN14, EN15, EN16, EN17, EN18, EN19, DM1 and PA1 saved Unitary Development Plan polices DC19.1, DC20 and DC26.1.

3) No development of the residential element shall commence unless and until all pre-commencement conditions in respect of the listed building and office element have been have been discharged (including evidence of a contract for these implementation of those works) and evidence of commencement of works, has been submitted to and approved in writing by the City Council as local planning authority.

Reason: To ensure that the refurbishment of the at risk listed building is prioritised within the development as the acceptability of the demolition of the rear outrigger and 1950's extension is only supported in planning terms on the basis of the public /heritage benefits benefits that would be realised from its refurbishment pursuant to NPPF sections 193 and 196, policies DM1, SP1, EC9 , EN3 and saved UDP Policy DC19.1 (Listed Buildings)

4) The demolition of the existing buildings on the site shall not commence unless and until a Demolition Method Statement including the boundary treatment to the site during and following demolition has been submitted to and approved in writing by the City Council as Local Planning Authority.

The approved Method Statement shall be adhered to throughout the Demolition period.

For the avoidance of the doubt the demolition of the buildings would not constitute commencement of development.

Reason: In the interests of the amenity of the area, pursuant to policies EN15, EN16, EN17 and EN18 of the Core Strategy and Guide to Development 2 (SPG)

5) The demolition hereby permitted shall not be undertaken before a contract for the carrying out of the building works for the redevelopment of the site has been made, and evidence of that contract has been supplied to the City Council as local planning authority.

Reason - In the interests of visual amenity and for the avoidance of doubt, and to ensure that redevelopment of the site takes place following demolition of the existing building pursuant to saved policy DC18 of the Unitary Development Plan for the City of Manchester, policies SP1, EN3 and DM1 of the Core Strategy and the National Planning Policy Framework.

6) LISTED BUILDING - Before any works necessary to implement the approval commence a methodology and specification for any associated scaffolding and support structure for the listed building including its location, means of affixing to the building, location of any associated fixings to the building, details of how the building fabric would be protected from potential damage as a result of the erection of the scaffolding and details of making good to the building fabric following removal shall be submitted to and approved in writing by the City Council as local planning authority. No development in relation to the listed building shall commence unless and until the above details have been agreed.

Reason - In the interests of visual amenity and because the proposed works affect a building which is included in the Statutory List of Buildings of Special Architectural or Historic Interest and careful attention to building work is required to protect the character and appearance of this building and to ensure consistency in accordance with policies CC9 and EN3 of the Core Strategy and saved policy DC19.1 of the Unitary Development Plan for the City of Manchester.

7) LISTED BUILDING -Notwithstanding the details submitted with the application, prior to the commencement of the office element of development / the refurbishment of the listed building the following shall be submitted for approval in writing by the City Council, as Local Planning Authority Listed Building --

(a)a programme for providing details of all internal and external materials including the new entrance gates (fabrication Dwgs).

(b) Submission of a Construction Environmental Management Plan (CEMP) (Materials) to include details of the strategy for securing more efficient use of non-renewable material resources and to reducing the lifecycle impact of materials used in construction and how this would be achieved through the selection of materials with low environmental impact throughout their lifecycle;

(c) The sample panels and quality control management strategy (New build) and details of internal and external materials (Listed Building) shall then be submitted and approved in writing by the City Council as local planning authority in accordance with the programme and dwgs as agreed above.

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

8) LISTED BUILDING - Notwithstanding the drawings approved in condition 2, prior to the commencement of development on the listed building, details of the following shall be submitted to and agreed in writing by the City Council as local planning authority in relation to the retained listed building:

(a) A schedule of any intrusive investigations and mitigation/ repair including details of the need for the works, the number, sizes, locations and method statement for each task including building protection works and a programme for reinstatement should the full implementation of the approved scheme not proceed;

(b) Method statement for demolition works to ensure that there is no damage structurally or otherwise to the retained fabric at 32-34 Laystall Street;

(c)Method statement for removal of any fabric as part of any strip out works (including original floor, wall, ceiling finishes) exposed during strip out works within the listed building (which shall be subject to a watching brief) and for any proposals to repair fabric or structural works / repairs;

(d) Method statement for all proposed structural works (including floor strengthening), fire treatment and floor protection;

(e) Detailed schedule of works and specification for the careful dismantling and reuse of the original terracotta sample panel;

(f) Full scaled drawn details of M & E (Air conditioning and other internal and external plant) including elevations, sections and reflective ceiling plans;

(g) (i) An inventory and record of remnants of original fabric and previously removed original fabric; and (ii) a programme for the submission of a schedule of how these items are being reused or reinstated; and the Final details shall be submitted in accordance with the approved programme and reuse / reinstatement fully implemented prior to occupation.

Reason - In the interests of visual amenity, and because the proposed works affect a building which is included in the Statutory List of Buildings of Special Architectural or Historic Interest so careful attention to building work is required to protect the character and appearance of this building in accordance with saved policy DC19.1; of the Unitary Development Plan for the City of Manchester and policies SP1, EN3 and DM1 of the Core Strategy

9) LISTED BUILDING - Notwithstanding the details within condition 2 (f) and the OMI Design and Access Statement November 2020 Section 4 HISTORIC FABRIC METHOD STATEMENT no development shall commence in relation to each item within sections 4 of the Strategy (and any other repair works) unless and until final details or a repair methodology, technique and specifications (including where appropriate specification and method statement) have been submitted to and approved in writing by the City Council as Local Planning Authority subject to validation on site:

All of the above shall be implemented in accordance with the approved details before the development is first occupied:

Reason - In the interests of visual amenity and because the proposed works affect a building which is included in the Statutory List of Buildings of Special Architectural or Historic Interest and careful attention to building work is required to protect the character and appearance of this building and to ensure consistency in accordance with policies CC9 and EN3 of the Core Strategy and saved policy DC19.1 of the Unitary Development Plan for the City of Manchester.

10) LISTED BUILDING - Notwithstanding the details as set out in condition 2 above no development shall commence in relation to the following work and installations on the listed building unless and until final details (including where appropriate specification and method statement) of the following have been submitted to and approved in writing by the City Council as Local Planning Authority:

(a)Details of any plaster renovation plaster (for the avoidance of doubt) this should match the original specification

(b)Details of making good fabric following (a) structural interventions; (b)removal of fabric and (c) formation of new openings;

(c) A schedule of removal of redundant signs and external fixtures and fittings and details and including method statements for repair work and making good to external elevations;

(d) Details of any proposed damproofing;

(e) Treatment of a retained exposed area of lath and plaster ceiling within basement

(f) A strategy for the location and detailing of all building services (other than M&E services) including electrics and plumbing, telecommunications, fire/security alarms, any aerials and CCTV cameras (and associated cabling and equipment) along with final details of these items; and

(g) Any building lighting scheme;

All of the above shall be implemented in accordance with the approved details before the development is first occupied:

Reason - In the interests of visual amenity and because the proposed works affect a building which is included in the Statutory List of Buildings of Special Architectural or Historic Interest and careful attention to building work is required to protect the character and appearance of this building and to ensure consistency in accordance with policies CC9 and EN3 of the Core Strategy and saved policy DC19.1 of the Unitary Development Plan for the City of Manchester.

Appendix 2 – Planning constraints

Article 4 Direction - City Centre PD Restriction - Class B1(c) To C3
Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Article 4 Direction - City Centre PD Restriction - Class B1(a) To C3
Aircraft Safeguarding Zone - Aircraft Safeguarding Zone - All Exceeding 90M
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Area Team Boundary - Name: CITY2