

32-34 Laystall Street
Planning Statement

December 2020

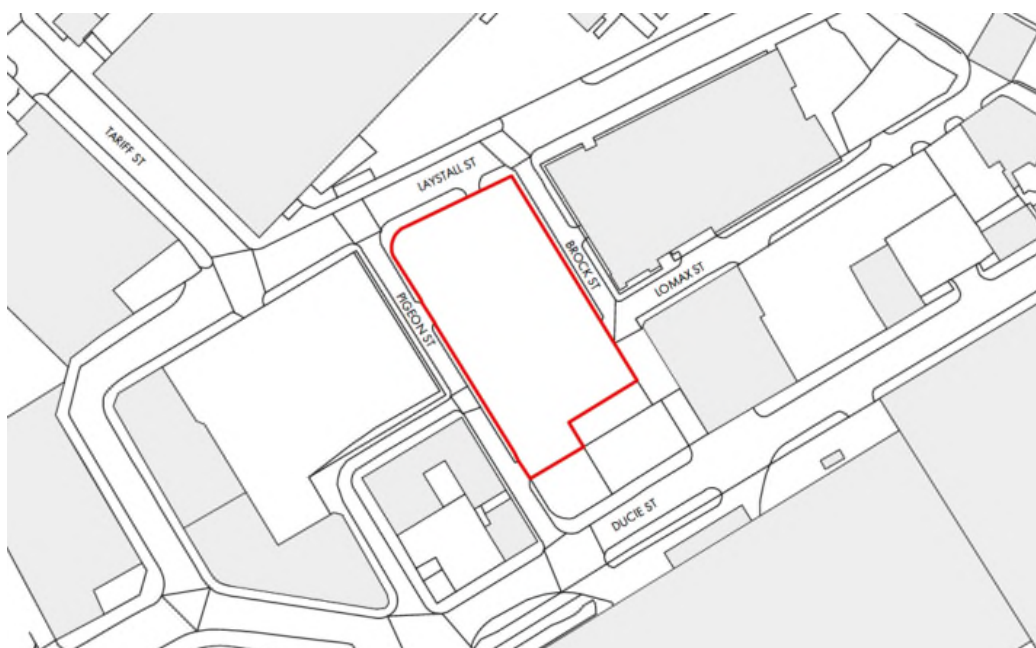
Contents

Contents	1
1 Introduction	2
2 Strategic Economic and Regeneration Context	8
3 Site Description and Context	19
4 The Development Proposals	26
5 Development Plan and Material Considerations	32
6 Site Specific Planning Considerations	36
7 Summary and Conclusions	50
Appendix A: Planning Policy Review	52

1 Introduction

Introduction

- 1.1 This Planning Statement (the “Statement”) accompanies applications for Full Planning Permission and Listed Building Consent for 32-34 Laystall Street in Manchester City Centre. The proposals seek approval for the construction of two new buildings (one of three storeys and one of eight storeys) following demolition of existing structures, together with the repair and restoration of the Grade II listed building, securing its long term future use to provide as a mixed-use development comprising offices and residential apartments (the “Proposed Development”). The site is bound by Laystall Street to the north, Brock Street to the east, the Central Electrical building and Ducie Street to the south, and Pigeon Street to the west (“the Site”). The Applicant is McCauls Group Ltd.
- 1.2 This Statement assesses the Proposed Development against the requirements of the Development Plan and other material considerations that must inform the decision-making process.
- 1.3 The Site comprises four parts: a) the original building fronting Laystall Street; b) the existing outrigger to the rear; c) the 1950s extension to the outrigger, and, d) the 1990s outbuildings to the rear of the outrigger. 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.
- 1.4 The buildings are primarily vacant and in poor condition, with the interior of the Showroom requiring significant improvements to bring it into modern standards.
- 1.5 Figure 1.1 below indicates the Red Line Boundary for this Application.



About the Applicant

- 1.6 The Applicant, McCauls Group Ltd (“McCauls”), is a Manchester based developer and contractor who have led a number of high quality developments, including Warehaus Ancoats, which comprised restoration and conversion of an existing historic warehouse.
- 1.7 McCauls bring the knowledge and experience required in all phases of the development and construction process, which allows them to achieve an exceptionally high level of quality and efficiency throughout its developments.

Introduction to the Proposed Development

- 1.8 The Site is situated just outside of the Piccadilly Basin Strategic Regeneration Framework (SRF) area (see Figure 1.2) and falls within the boundary of the Manchester Piccadilly SRF 2018, where it falls within the mixed use ‘East Village’ area. The proposals are entirely consistent with ambitions of the Regeneration Framework documentation. The SRF area is a regeneration priority for Manchester City Council (“MCC”) and envisions a truly mixed-use area in a key city centre location. Once complete it will provide a vibrant linkage between Piccadilly, Ancoats/New Islington, and the Northern Quarter. Parts of the Piccadilly Basin SRF have already been delivered, including the Dakota Deluxe Hotel and Burlington House, and existing uses include the Urban Exchange retail park, offices, residential, hotels and car parking.

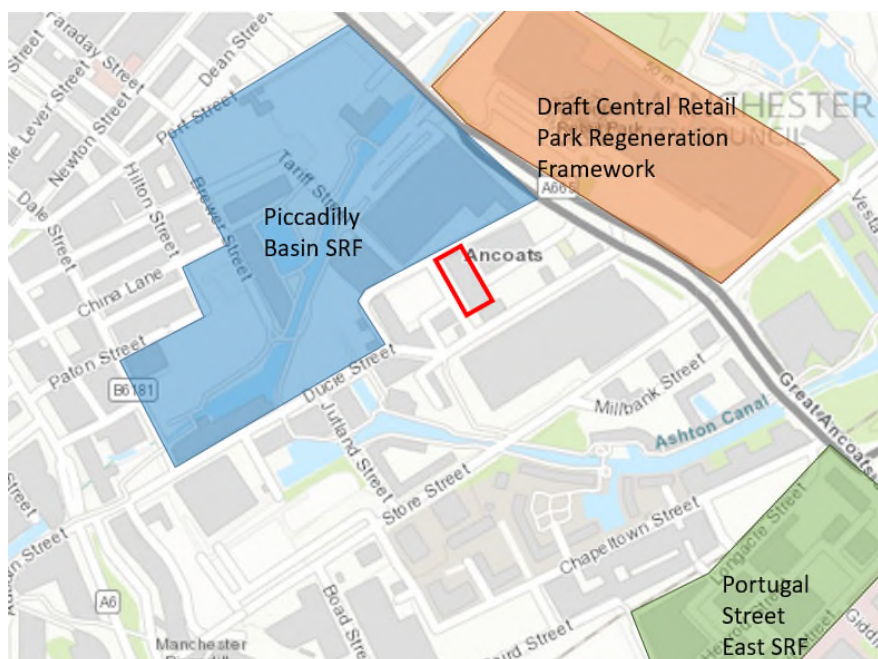


Figure 1.2: The Regeneration Context of the Site (outlined in red) (Adapted from MCC Local Development Framework Map, 2020)

- 1.9 In addition to the Piccadilly Basin SRF, there are a number of other regeneration priorities near to the site which include the residential neighbourhood of Portugal Street East, and the mixed use Central Retail Park.
- 1.10 The Proposed Development seeks to revitalise the Site through restoration of the Grade II listed 32-34 Laystall Street showroom, together with the construction of two sensitively designed new buildings providing a mix of residential and office use. Not only will the proposals see the positive re-purposing of the existing showroom building, it will also deliver the following additional public benefits:

- The viable and beneficial re-use of the Grade II listed building at 32-34 Laystall Street and therefore securing the long-term future of this designated heritage asset.
- Specific heritage benefits – restoring and refurbishing areas of high significance and allowing greater appreciation of heritage– this is a distinct and recognised heritage benefit
- The provision of 89 new homes within Manchester City Centre, of which 5% of the new residential units will be affordable 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 full-time equivalent jobs.
- Supporting the ongoing regeneration of the area, and acting as a catalyst for further regeneration in this part of the City Centre.

Description of the Proposed Development

- 1.11 The description of development as stated on the application form for Full Planning Permission is as follows:

Full Planning Permission for: the retention and refurbishment of 32-34 Laystall Street for use as offices (Use Class E); the construction of a three storey commercial extension; the demolition and redevelopment of the outrigger and associated structures for a nine storey residential building (Use Class C3); and, other associated works including access, servicing, landscaping and secure cycle parking.

- 1.12 The description of development as stated on the application form for Listed Building Consent is as follows:

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, plus the demolition of the outrigger and associated structures.

Pre-application Stakeholder Engagement

- 1.13 In light of the significant impact COVID-19 has had on the ability to undertake pre-application engagement in respect of development proposals, specifically the restrictions around physical consultation events due to social distancing measures, the main engagement platform has been digital.
- 1.14 Ward Councillors, and adjacent landowners and companies were contacted via email, to be briefed about the scheme and the forthcoming applications. Given the nature of the proposals and the location of the Site, which is not located in close proximity to existing residential / sensitive uses, a broader public engagement event was not considered to be necessary.
- 1.15 This engagement approach adhered to the requirements set out by national and local policy.

Environmental Impact Assessment (EIA) Screening

- 1.16 Local Planning Authorities will need to consider whether projects are likely to have significant environmental effects and require a screening opinion to be issued; as such projects can fall within Schedule 2 of the 2017 Regulations (particularly Schedule 2.10(b) - urban development projects). The enabling works set out in this Screening Request therefore relates to Class 10(b) (Urban

Development) of Schedule 2 of the Town and Country Planning EIA Regulations 2017, which states development should be screened if:

- i. The development includes more than 1 hectare of urban development which is not dwellinghouse development; or
- ii. the development includes more than 150 dwellings; or
- iii. the overall area of the development exceeds 5 hectares.

1.17 The Proposed Development comprises 89 dwellings and 709 sqm of commercial space all of which are accommodated on a site of circa 0.12 hectares. This site is previously developed land, and the works are considered appropriate for the urban environment in which they are situated, including for the retention and refurbishment of the high significance aspects of listed structures on the site. The proposed development does not fall within the definition of a sensitive area, as understood by the EIA Regulations.

1.18 On this basis, it is considered that the proposals do not meet the requirements for EIA Screening and an Environmental Impact Assessment is not required as part of this application.

Application Documentation

1.19 The application documentation has been prepared in accordance with MCC's Validation Criteria and agreed with MCC as Local Planning Authority in May 2020. It provides a comprehensive list of supporting documentation covering submission, determination and post determination stages of the applications as follows:

- Planning application form and ownership certificates prepared by Deloitte Real Estate;
- Application site plan; existing site plan and location plan prepared by OMI Architects;
- Planning application and Listed Building drawings, sections and elevations prepared by OMI architects;
- Design and Access Statement including Landscaping Strategy prepared by OMI architects;
- Accommodation schedule prepared by OMI architects;
- Materials Schedule & Quality Control Statement prepared by OMI architects;
- Air Quality Assessment prepared by Redmore Environmental;
- Archaeological Desktop Assessment prepared by Salford Archaeology;
- Broadband Connectivity Assessment prepared by Pager Power;
- Construction Management Plan (including Construction Waste Management Plan) prepared by McCaul's;
- Crime Impact Statement prepared by Greater Manchester Police;
- Flood Risk & Drainage Strategy prepared by Clancy;

- Ecology Survey including Bat Survey prepared by E3P;
- Environmental Standards Statement / Energy Statement / BREEAM Pre-Assessment prepared by Clancy;
- Heritage Statement prepared by Stephen Levrant Heritage Architects;
- Local Labour Agreement prepared by McCauls;
- M&E Statement, including Ventilation and Extraction prepared by Clancy;
- Noise Assessment prepared by E3P;
- Operational Waste Management Strategy prepared by OMI architects (included in DAS);
- Phase 1 Geo-environmental Assessment prepared by Earth Environmental and Geotechnical;
- Residential Management Strategy prepared by McCaul's;
- Servicing Strategy prepared by Eddisons/ OMI architects;
- Structural Statement prepared by Clancys;
- Sunlight and Daylight Assessment prepared by Watts;
- Transport Statement prepared by Eddisons;
- Travel Plan Framework prepared by Eddisons;
- TV Reception Survey prepared by Pager Power; and,
- Condition Survey prepared by Consurv.

Structure of Planning Statement

1.20 The remainder of this Statement is structured as follows:

- Section 2 sets out the strategic and economic context of the proposals;
- Section 3 provides a Site description and considers the wider context of the Site;
- Section 4 describes the proposals and their design evolution and sets out pre-application engagement which has taken place;
- Section 5 assesses the proposals against the Development Plan and relevant material planning considerations;
- Section 6 provides a broader planning assessment of the key site-specific planning considerations relevant to the determination of the applications; and
- Section 7 provides our conclusions in relation to the overall merits of the proposals.

- Appendix A: sets out a detailed review of the proposals against relevant planning policy.

2 Strategic Economic and Regeneration Context

Introduction

- 2.1 The Site presents an opportunity to secure the long-term viable reuse of the Grade II listed 32-34 Laystall Street building, as well as the delivery of high quality new buildings, providing new office floorspace and a residential offer in a city centre location, with a proportion of affordable housing. This section considers the Site's strategic economic and regeneration context in more detail.

Manchester - A Growing City

- 2.2 With a diverse population of close to 600,000 people, the City of Manchester is located at the heart of Greater Manchester, the largest conurbation outside of London¹.
- 2.3 Manchester is one of the fastest growing cities in Europe. By 2025, almost 650,000 people are expected to live in the City, with the wider City Centre population growing to 100,000 as expected new apartment-led residential development adds further capacity².
- 2.4 Manchester has experienced an exceptional increase in its population since the late 1990s and is the leading example in both Europe and the UK of a major urban centre reversing long-term population decline. While this level of population growth is exceptional, the City is still some way below its historical peak population of 766,311, achieved in 1931. Forecasts suggest that the total population will grow by 189,800 from 2016 to 2036³. New high quality and high-density development will allow Manchester to continue to increase its population without impinging on highly valued community and green space.
- 2.5 The Greater Manchester sub-region has a resident population of over 2.8⁴ million and a combined GVA of over £62.7 billion. GVA is forecast to grow at an average annual rate of 1.7% per year up to 2036, in line with the UK average. This is equivalent to an additional £36.8 billion of economic activity in GM's economy in 2036. In addition, a significant proportion of forecast employment growth is expected to occur in sectors with higher than average GVA⁵.
- 2.6 Manchester's enhanced economic performance has been underpinned by a move from its traditional manufacturing and industrial role towards a more knowledge intensive, service-based high-growth economy. Manchester's economy is continuing to strengthen and diversify with strong high added value growth forecast in Business, Financial and Professional Services, Science and Innovation, and Creative and Digital, as well as Sports and Culture, Leisure and Tourism sectors⁶.

¹ Office for National Statistics, 2011 Built Up Areas – accessed August 2020

² Manchester City Council Forecasting Model 2018 - accessed August 2020

³ GMCA Economic Forecast for Greater Manchester 2019- accessed August 2020

⁴ Invest in Manchester, *Access to Talent*, <https://www.investinmanchester.com/why-manchester/talent> - accessed August 2020

⁵ GMCA Economic Forecast for Greater Manchester 2019- accessed August 2020

⁶ Manchester City Council, *State of the City Report 2018*, https://www.manchester.gov.uk/downloads/download/6964/state_of_the_city_report_2018_whole_document - accessed August 2020

Manchester – Encouraging the Growth of a Dynamic Private Sector

- 2.7 With a thriving private sector, the City is a leading business location and remains a top place in Europe for foreign direct investment outside of London⁷. Increasingly businesses are looking for benefits from agglomeration. Business sectors which are influenced by agglomeration (where entrepreneurs, companies, and talented workers from disparate economic growth sectors are keen to cluster in locations that can provide business and networking opportunities) are attracted to locations where there are deep labour markets offering an exceptional range of highly qualified and skilled staff.
- 2.8 Manchester's existing business base ensures that it is in prime position to attract such companies that benefit from clustering. This is particularly prevalent in the digital and creative industries, as well as life sciences and advanced manufacturing.

Manchester - A Thriving City Centre

- 2.9 Over the last twenty years, MCC has driven the physical and economic renewal of the City Centre through the development and implementation of strategic frameworks for sustained regeneration, investment and service improvement to ensure that Manchester maintains its position as the nation's leading City Centre location. The success of this approach sees Manchester successfully compete as an international investment location and visitor destination today.
- 2.10 Given Manchester's economic growth, its universities and buoyant leisure and cultural sector, it is not surprising that the largest population increases are within the age bands that are typically considered to fuel economic growth. Across Greater Manchester, the 2011 Census identified that the 20-24 age band experienced the greatest level of growth, with the 25-29 age band also witnessing a significant increase of just fewer than 30,000 over the same period⁸. Equally, research by Centre for Cities in July 2018 highlighted that, from 2002 to 2015, Manchester experienced population growth of 149% in the City Centre and jobs growth of 84% from 1998 to 2015.

Manchester - A Mobile and Skilled Workforce

- 2.11 The city region offers a high quality and growing workforce of some 7.2 million people within a one hour commute of the City⁹. Manchester's quality of life offer has led it to becoming second in the world for attracting talent (passing London) – only New York City attracts more people per year. There is access to a pool of skilled people across a wide range of industries, and over 100,000 students in four universities across Greater Manchester¹⁰.
- 2.12 A feature of the City's economy and its employment growth has been the ability to attract an international workforce from Europe and beyond. International migration has contributed to economic growth in both high skilled occupations, such as health and digital, and also in the leisure and care economies. The residential property market has a considerable effect in making the City an attractive destination. Its success has seen an increased birth rate of international migrants' families, which has further contributed to employment growth and housing demand.

Manchester – National, Regional and City Region Connectivity

- 2.13 Manchester has continued to invest significantly in its transport infrastructure, delivering major improvements in terms of accessibility to and within the Regional Centre. This increases the City's

⁷ Ernst and Young (EY), *European Investment Monitor 2017*, cited in *EY UK Attractiveness Survey (May 2017)*, [http://www.ey.com/Publication/vwLUAssets/2017-UK-Attractiveness-Survey/\\$FILE/EY-UK-Attractiveness-Survey-2017.pdf](http://www.ey.com/Publication/vwLUAssets/2017-UK-Attractiveness-Survey/$FILE/EY-UK-Attractiveness-Survey-2017.pdf) - accessed August 2020

⁸ Manchester City Council, *Public Intelligence 2011 Census*, http://www.manchester.gov.uk/downloads/download/5154/public_intelligence_2011_census - accessed August 2020

⁹ Invest in Manchester, *Universities in Manchester Access to Talent*, <https://www.investinmanchester.com/why-manchester/talent> - accessed August 2020

¹⁰ Ibid

capacity of its travel to work area (and therefore its pool of labour), and enhances connectivity between businesses. It also makes the City Centre easier to get around and a better place to live.

- 2.14 Laystall Street sits at the edge of the City Centre, in an area benefitting from a major transformation of connectivity in Manchester, bringing local, regional and even international connections closer than ever. With Manchester Piccadilly Station and Metrolink a five to ten minute walk, the Site's centrality is a key advantage in this respect. Furthermore, over the next few decades Manchester Piccadilly Station will benefit from the arrival of High Speed Rail 2, making connections to other key economic hubs in London and Birmingham ever more accessible from the Site.
- 2.15 In addition, accessibility improvements in terms of enhanced infrastructure to promote walking and cycling, continue to be delivered as part of major regeneration programmes. This enhances connectivity to jobs, education and recreational opportunities for the local workforce and residents.

Emerging Residential and Commercial Trends

- 2.16 Developing socio-economic trends, as described above, are driving changes in how people chose to live and work.

Office Market Demand

- 2.17 The outbreak of COVID-19, declared by the World Health Organisation as a "Global Pandemic" on 11 March 2020, has impacted global financial markets and travel restrictions have been implemented by many countries. Market activity is being impacted in many sectors and in ways which are currently not fully known.
- 2.18 Whilst there is no current tangible evidence to point to any specific impact on pricing, other than a market pause, it is clear that the situation needs to be monitored closely. It is acknowledged that there will be an inevitable impact in the short-term from the COVID-19 pandemic. The Bank of England's Monetary Policy and Financial Stability Report, August 2020, reports that the economic impact of COVID-19 has been less severe than was first anticipated (9.5% versus an initial estimate of 14%) and that the recovery phase of the pandemic has arisen earlier than expected, supported by new fiscal and business support packages coming forward. Whilst the recovery period is expected to be slower than first forecast, the estimate is for the economy to get back to pre-COVID-19 levels by the end of 2021. Manchester has strong foundations and market experts believe the market will rebound robustly when business is able to get back to some level of normality. More recent forecasts have taken a more pessimistic view and instead focus on a recovered economy by 2022. In either case, both prior to when the Proposed Development would likely be operational.
- 2.19 Businesses are attracted to the City due to the agglomeration benefits, a growing population and a readily available talent pool from the higher education institutions, as well as the excellent national and international connectivity.
- 2.20 Manchester has one of the largest office centres outside of London with slightly in excess of 20 million sq.ft of total built floorspace. The Manchester office market continues to grow, with over 2.1 million sq.ft of office floorspace under construction in 2019 (up by 19,000 sq.ft from the previous year). 2019 was another strong performing year for the Manchester City Centre office market, as it saw the second highest recorded take-up figure, securing over 1.4 million sq.ft of commercial workspace, let across 254 transactions.
- 2.21 In April 2020, the Manchester Office Agent's Forum (MOAF) highlighted that during Q1 2020 a total 306,492 sq.ft of offices was transacted in Manchester City Centre, representing the third consecutive year that Q1 activity has exceeded 300,000 sq.ft. Manchester's office market continued

to perform robustly, according to MOAF, despite the political uncertainty and a diminishing lack of readily available Grade A supply¹¹. Pricing remains largely influenced by strength of location, building quality and income profile and when an asset ticks all of these boxes then pricing become very competitive.

- 2.22 The shortage of premium office floorspace has put upward pressure on headline rents and on prime yields. In addition to the pent-up Grade A office demand, there is also demand for smaller floorplates. These smaller floorplates appeal to smaller businesses and start-ups, typically in the Professional, Financial and Business Services and the Creative, Digital and Tech sectors.
- 2.23 The good quality refurbished office market has also seen significant activity over the past 3 years. There has also been an increase in 'flexible' workspace within the City Centre. The rise in the demand for flexible workspace has been attributed to the arrival of millennials in the work place who have contributed to a shift in working culture and practices, including the increase in start-ups, freelancing, self-employment and small and medium enterprises (SME). It is anticipated that the proposals will appeal to these sort of markets in line with a high quality refurbishment in a well-connected area of the City Centre.

Residential Market

- 2.24 Manchester's ongoing economic and population growth will continue to drive the need for new high quality residential accommodation across a range of tenures.
- 2.25 As reported in Deloitte's Manchester Crane Survey 2020, whilst the number of new units under construction in 2019 (12,178) is down on the previous year (14,480 in 2018), the number of units completed last year is 3,619. This represents the highest delivery since 2006 (4,169). Delivery in 2020 and beyond will therefore continue to address the chronic levels of undersupply experienced since 2008¹².
- 2.26 As outlined above, the growing strength of the residential market is underpinned by the City's resilient economic growth, investment in infrastructure and employment sector diversification. Retail, leisure and world class cultural institutions based in the City Centre support the lifestyle aspirations and focused growth on City Centre living.
- 2.27 Whilst noting that a large amount of homes being delivered fall within the build to rent tenure, it is considered that it will continue to be important within a more general mix of residential choice within the city. This reflects the trend towards this type of tenure both in Manchester and nationally. It is a form of development that, if delivered well, can assist in both dealing with supply issues as well as raising the bar around quality management, maintenance and flexibility.
- 2.28 In particular, the growth of the Manchester economy and continued demand for City Centre living has brought some challenges. The Affordable Housing Report to the Manchester Council Executive in September 2019 outlined that *"The strength of demand for housing - particularly in the private rented sector combined with welfare reforms has seen some private landlords switching to tenant profiles not in receipt of benefits. At the same time the expansion by the Government of Right to Buy policies has seen more social and affordable rented properties lost. The higher rents, limited security and poorer quality of much of the private rented sector has exacerbated the challenges, leading to increasing levels of homelessness and an increasing reliance on temporary accommodation, some of it outside the City boundaries. All of these drivers has meant that fewer properties are available for Manchester residents on lower incomes. Manchester's Housing Register has been increasing for*

¹¹Commercial News Media, 'Q1 2020 deals in Manchester City Centre total 306,492 sq ft'. April 2020. <http://www.commercialnewsmedia.com/archives/100290>

¹² Deloitte, Manchester Crane Survey 2020

years and now has just over 15,000 live households on it of these, almost 5,000 are classed as in housing need".

- 2.29 The Report confirmed a revised target to deliver 32,000 new homes, including a minimum of 6,400 affordable homes, between 2015 and 2025. Forms of affordable homes include social rent, affordable rent and shared ownership. MCC defines affordable house as one which must *"cost no more, in rent or mortgage, than 30% of the current average gross household income of a Manchester resident of £27,000 (both earned or through benefits). This equates to up to £675 per month for rent and up to £121,500 (excluding deposit) to buy a home.*
- 2.30 Given Laystall Street's location in the city, it is geographically well-placed to play a role in satisfying this demand for new dwellings to support population and economic growth, and will provide 5% affordable residential units onsite. The setting offers many of the ingredients sought by residents in terms of location, accessibility to public transport, and employment given its close proximity to the city centre. The Site is also a short walk from Manchester Piccadilly Train Station, offering connections further afield, and the emerging neighbourhoods of Ancoats and New Islington, which boast a range of cultural and leisure facilities.

Regeneration

- 2.31 The Site is located in an area undergoing significant economic investment and material change, driven by a number of growth and regeneration strategies, which are summarised below:

Piccadilly Basin SRF

- 2.32 The site is situated near to the Piccadilly Basin SRF. The SRF area is a regeneration priority for MCC and envisions a truly mixed-use area in a key city centre location. Once complete it will provide a vibrant linkage between Piccadilly, Ancoats and New Islington, and the Northern Quarter.
- 2.33 The framework seeks to create a 'best in class' City Centre neighbourhood community with a vibrant mix of office, residential, retail and leisure accommodation offering a place to live, work, relax and play; and a place that fosters enterprise and innovation. Parts of the SRF have already been delivered include the Dakota Deluxe Hotel and Burlington House, and existing uses include the Urban Exchange retail park, offices, residential, hotels and car parking.
- 2.34 The SRF framework seeks to promote a well-designed environment that is well managed, safe, accessible, sustainable and resilient to climate change, where people will want to live and which fosters long term sustainable communities. It is considered that the proposals for Laystall Street will help to contribute to these aims through provision of new commercial space, in addition to 89 new homes.
- 2.35 This includes a place with a strong identity supported and enhanced by new development which reinstates and celebrates Piccadilly Basin's richly layered history and associated assets based around mills and canal infrastructure; aims to which the Proposed Development will contribute, through the careful restoration of the Grade II listed building.
- 2.36 Whilst the site is just outside of the Piccadilly Basin SRF, there are a number of key design principles which are of relevance. It states that, *"New development should take maximum advantage of the area's heritage assets, canal side settings and public spaces. The area's key character features can combine to create a unique sense of place as part of a positive conservation, regeneration and place-making approach".* It is also noted that, *"New buildings should be designed to support active frontages, particularly around key public spaces and pedestrian desire lines, to promote street life and enhanced animation to the street scene. This may be in the form of ground floor active*

commercial uses or, where commercial uses are not appropriate, active frontages can still be maximised through good design”.

- 2.37 In this regard the Proposed Development seeks to celebrate the heritage asset on the Site and in this way will seek to enhance the tapestry of new and old within the area. In future the Proposed Development will bring new animation and activity to the area and enhance the connections between Piccadilly Basin and Ancoats/New Islington.
- 2.38 The Piccadilly Basin SRF also suggests that the nearest sites ‘Plot J’ to be nine storeys, alongside the Eider House development which is 8 to 10 storeys. In this regard the Proposed Development is in keeping with the surrounding scale and massing.

Manchester Piccadilly SRF (2014, 2018)

- 2.39 Manchester Piccadilly SRF, most recently endorsed in March 2018, seeks to respond to the opportunities presented by HS2 and the Northern Hub. The SRF area is located immediately to the south west of the Site. The arrival of HS2 and Northern Powerhouse Rail (NPR) into Manchester will be the catalyst for a ‘once-in-a-century’ opportunity to transform and regenerate the eastern side of the city centre.
- 2.40 It is essential that full advantage is taken of this opportunity to maximise growth benefits for the Piccadilly area, wider city and UK as a whole. Fundamental to this, is that Manchester Piccadilly Station is appropriately designed such that it forms a gateway to the city, seamlessly connects into the surrounding townscape, and fully integrates all transport modes.
- 2.41 The SRF offers a structured approach to capturing these regeneration and growth benefits. The 2018 SRF builds on the 2014 SRF, but incorporates key changes such as the realignment of HS2 and the advent of NPR, as well as strengthening the sense of place and adding detail.
- 2.42 Due to the Site’s location close to the SRF area, there is a clear positive synergy to be capitalised upon that would allow for an excellent walking route to and from Manchester Piccadilly Station and the vibrant new neighbourhoods to be created in Piccadilly. This also includes the Portugal Street East SRF area, described below, which forms part of the overall HS2 area and is located directly opposite the Site on Great Ancoats Street.
- 2.43 More specifically, the Manchester Piccadilly SRF identified the Site as being in the East Village. This area is appropriate for mixed-use area and with residential development focused around the canals. In particularly at 4.1 it is noted that, *“Apartments, townhouses, smaller office floor plates, retail, cafes and bars would be contained in a series of squares: some public, some private. The squares will be connected by bridges, lanes and portals and each would have an individual identity. The intensity and diversity generated by this kind of urban fabric makes areas such as The Lanes in Brighton, Canal Street in Manchester, Soho Square in London and the Nine Streets in Amsterdam so vibrant and attractive. The permeability of the area offers greatly improved connectivity between New Islington and the City Centre.”*
- 2.44 The Proposed Development is caters to the SRF’s vision with smaller office floorplates, apartments and potentially a ground floor café in the corner extension. It is envisioned that the delivery of this scheme will act as a catalyst and bring forward further regeneration in East Village. In addition, as noted above, the activity and animation to the streetscape created as a result of the Proposed Development will enhance the permeability of the area to other regeneration priorities.

Portugal Street East SRF (2018)

- 2.45 The Portugal Street East SRF, endorsed in 2018, supports residential and commercial development and will act as a catalyst for further investment in the Piccadilly area, with the first phase of 488 residential units granted Planning Permission in December 2019.
- 2.46 Provision of high quality public space in the SRF area has 'been identified as a key ingredient to the successful regeneration of this area', and is therefore central to the masterplan. This new space and mixture of uses will bring increased footfall to the area and flow into the Piccadilly Basin area as well as forming part of the Manchester Piccadilly regeneration.

Former Central Retail Park Framework (2020)

- 2.47 The former Central Retail Park has been a longstanding regeneration priority for MCC. The revised SRF was endorsed by the Executive in October 2020, meaning it is now a material consideration when considering planning applications for the site. The SRF sets the vision for "*an exemplary net zero commercial district*" which could comprise 1 million sq.ft of offices, including a 30 storey tower element. It may also include a residential uses and a hotel. In this way the Proposed Development, an office and residential use, will complement the vision for the Former Central Retail Park Framework.

Our Manchester Strategy 2016-25

- 2.48 The Our Manchester Strategy was adopted by MCC in January 2016 and sets the ambitions for the City for the next decade. The Strategy sets out a vision for Manchester to be in the top flight of world-class cities by 2025, when the City will:
- have a competitive, dynamic and sustainable economy that draws on our distinctive strengths in science, advanced manufacturing, culture, and creative and digital business – cultivating and encouraging new ideas;
 - possess highly skilled, enterprising and industrious people;
 - be connected, internationally and within the UK;
 - play its full part in limiting the impacts of climate change;
 - be a place where residents from all backgrounds feel safe, can aspire, succeed and live well; and;
 - be clean, attractive, culturally rich, outward-looking and welcoming.
- 2.49 The Our Manchester Strategy also commits to giving the local community and other stakeholders the opportunity to be involved in decision making, with a primary focus on a continuous approach to engagement.

Playing our Full Part in Climate Change

- 2.50 There is increasing evidence of global temperature rises and the prospect therefore of increasing incidences of extreme weather as well as risk of water and food shortages and flooding, all causing increasing insecurity. Whilst Manchester may not feel these effects as severely as other areas globally, there is an identified urgent need for all cities to consider what they need to do to play their full part in addressing climate change.

- 2.51 In November 2018, MCC made a series of commitments, informed by the Manchester Climate Change Agency's (MCCA) work with the world renowned Tyndall Centre for Climate Research based at University of Manchester. The key commitments are as follows:
- To becoming zero carbon by 2038, significantly accelerated from the original target of 2050;
 - To adopt a carbon budget and emit only a maximum of 15 million tonnes CO₂ for the period 2018-2100. This has been transposed from a global carbon budget which has been calculated as "likely" to maintain global temperature change within 2°C as agreed in the Paris Agreement;
 - To achieve a 13% year-on-year reduction in citywide CO₂ emissions from 2018 to achieve this carbon budget.
- 2.52 On 10 July 2019, a motion asking MCC to formally declare a climate emergency was unanimously agreed. The motion declares that climate change is a serious risk to Manchester's future and committed to embedding the issue as an integral part of council decision-making - making sure that all key decisions are taken with the city's target of becoming zero-carbon by 2038 in mind.
- 2.53 In March 2020 the Executive adopted the Manchester Climate Change Framework 2020-2025. The five year framework sets out measures that MCC will take in order to reduce carbon emissions from its buildings, energy use and transport. The measures include retrofitting buildings to improve energy efficiency, increasing the use of Electric Vehicle Vehicles, and seeking 100% renewable energy. Whilst this has also not been formally adopted into planning policy, it is a key consideration for future development proposals.

'Greater Manchester's Walking and Cycling Investment Plan (2020)

- 2.54 This plan is an update on the 'Made to Move' strategy (2018) and Bee Network launch (2019) and focuses on how the Bee Network, a 1,800 mile network of walking and cycling routes across Greater Manchester will be delivered.
- 2.55 The Bee Network will support the delivery of 'Our Network': Greater Manchester's plan for an integrated, simple and convenient London-style transport system. It will allow people to change easily between different modes of transport, with simple affordable ticketing and an aspiration to have a London-style cap across all modes. This would include orbital routes that allow people to travel around the city-region, as well as in and out of the centres. These activities will all work to deliver the Greater Manchester Transport Strategy 2040, which sets out a vision for at least 50% of all journeys in Greater Manchester to be made by walking, cycling and public transport by 2040.
- 2.56 The overall objective is toward encouraging sustainable, active modes of transport as the primary choice for residents and visitors in the city. In addition, it sets out to provide 1,400 new crossings that again remove physical barriers dividing communities, and provide safer walking routes through the city. Much of these changes are to be primarily community led.
- 2.57 The strategy addresses problems with connectivity, air quality, and propensity for cycling in addition to supporting other alternative modes of transport to reducing commuter parking in the area. It also presents the possibility to deliver new temporary street improvements to trail new schemes for local communities, and public realm improvements with walking and cycling routes integrated.

Manchester's Green and Blue Infrastructure Strategy

- 2.58 MCC recognises that green and blue infrastructure is an essential part of creating a successful, liveable city. Parks, river valleys, gardens, street trees, green roofs, canals and many other components all form part of a rich network that is integrated with the built environment in the world's most popular cities.
- 2.59 The vision for green and blue infrastructure in Manchester over the next ten years is that by 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The City's communities will be living healthy, fulfilled lives, enjoying access to parks and green spaces and safe green routes for walking, cycling and exercise throughout the City. Businesses will be investing in areas with a high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models will be in place, ensuring progress achieved by 2025 can be sustained and provide the platform for ongoing investment in the years to follow.
- 2.60 Manchester's Green and Blue Infrastructure (G&BI) Strategy, together with its Stakeholder Implementation Plan, was approved in July 2015. The strategy is founded on the basis that attractive, multi-functional green and blue infrastructure is a key component of shaping and delivering the quality of life people expect and enhancing the City's global image as a place in which to live, work and invest.

Revised City Centre Transport Strategy

- 2.61 MCC is also in the process of reviewing their City Centre Transport Strategy (CCTS) 2020, which is expected to establish an ambitious target for 50% of all journeys in Greater Manchester to be made on foot, by bike or using public transport by 2040. This would equate to one million more sustainable journeys per day.
- 2.62 To achieve it will be necessary to consider City Centre streets, highways and transport networks in a new way to identify how to reduce the negative impacts of vehicles, how to make the environment a more pleasant place for pedestrians and cyclists, and consider how to best make use of highly valuable city centre space, whilst ensuring the City Centre continues to thrive as the hub for economic growth. At this early stage, MCC is proposing ten ambitions to shape the forthcoming revised CCTS, which are:
1. Public transport services underpin city centre growth.
 2. Our city centre streets are more people friendly.
 3. More people choose to walk and cycle.
 4. Public transport is frequent, reliable and easy to use.
 5. A cleaner, less congested city centre.
 6. Smarter parking for all modes.
 7. People feel safe and secure at all times of the day and night.
 8. Neighbouring areas are better connected with the City Centre.
 9. Goods are moved and delivered sustainably and efficiently.
 10. Innovation is embraced where it delivers community benefits.

- 2.63 The Council's Executive agreed in October 2019 to undertake an engagement and co-design exercise on the revised CCTS with key stakeholders, starting in November 2019. In February 2020 the Executive moved for the strategy to be issued for wider public consultation which took place in October 2020, closing on 4 November 2020.

Manchester City Centre Strategic Plan (2017)

- 2.64 Manchester city centre has changed dramatically over the past 15 years and is now one of the most dynamic centres in Europe. To capture the pace and scale of change and to reinforce the strategic direction for the City Centre as a whole, the City Council produced the City Centre Strategic Plan.
- 2.65 The Strategy identifies the expansion of the City Centre boundary to include areas to the north and east, including Ancoats and New Islington. In addition, it identifies a number of priorities for the expanded city centre:
- For the city centre to act as driver of economic growth and a major employment centre. The city centre accounts for over 40% of Manchester's total employment base, and is a significant driver of regional economic growth, hosting more than 10% of all jobs in Greater Manchester.
 - Provide an increasingly popular residential centre by creating neighbourhoods of choice that seek a growth in employment and leisure opportunities and creating an attractive, vibrant and welcoming environment. The growth is directly related to the city's economic growth, which has been driven by the considerable expansion of the key employment sectors.
 - Support Manchester's reputation as a visitor destination for both residents of the UK and abroad and create high-quality public realm that is essential to the character and appeal of the city centre for residents, visitors and workers alike.
- 2.66 The Strategic Plan will 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.

Conclusion

- 2.67 Manchester continues to be one of the fastest growing cities in Europe. Alongside the population increase, the City's buoyant economic growth has been underpinned by a shift from its traditional manufacturing and industrial role toward a service-based, high growth economy.
- 2.68 Whilst the current pandemic has clearly had an impact on the city, overall the evidence base, including recent reports from Bank of England¹³, suggests that the economy will have returned to pre-Covid levels by late 2021 to early 2022. This is well in advance of the proposed completion of this project which is anticipated to begin construction in 2022. In the context of the current health crisis therefore, the project is timely and will support the City's economic recovery.
- 2.69 Planning policy and strategic regeneration initiatives at all levels seek to respond to these trends and unlock the hidden potential within the City. There is a shared consensus that economic growth is closely tied to the ability to attract and retain the most talented individuals. It is understood at all

¹³ <https://www.ft.com/content/2c9d168b-99d2-46e8-8952-0a89bdf64cd0>

levels that for Manchester, efforts should be focused on improving the attractiveness of the City as a place to live, study, work, invest and do business.

3 Site Description and Context

Site Description

- 3.1 As outlined in Section 1, the Site is bounded by Laystall Street, Pigeon Street and Brock Street. Laystall Street connects from the adjacent Ducie Street into Great Ancoats Street; however, neither road is particularly heavily trafficked due to the proximity to Great Ancoats Street, which is the preferred vehicular route. Brock Street and Pigeon Street are smaller, quieter side streets. Lomax Street sits perpendicular to the Site and terminates on the Site boundary.
- 3.2 The Site comprises four parts: a) the original building fronting Laystall Street; b) the existing outrigger to the rear; c) the 1950s extension to the outrigger, and, d) the 1990s outbuildings to the rear of the outrigger. 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 covered element to the western elevation of the showroom relates to where the Welsh Harp Pub was in 1820 until its demolition in the 1960s.
- 3.3 The rest of the Site historically comprised residential dwellings from the 1840s to the 1940s, when the eastern part of the Site became a clothing factory. In the 1970s the rest of the housing was demolished, which left the western part of the Site as vacant land. From 2003, this area has been used as a public surface car park.
- 3.4 Images of the existing buildings on the Site are presented at Figure 3.1. The buildings have been vacant for a number of years.



Figure 3.1 Photographs of the Site, left being the decorative frontage of the showroom, and the right image showing the original outrigger (Source: OMI, 2020)

Environmental Designations

Flood Risk and Drainage

3.5 The Site is located within Flood Zone 1 and is not at risk of groundwater flooding.

3.6 The Site is located in a Critical Drainage Area.

Ecology and Trees

3.7 The Site is not located within a statutory or non-statutory nature conservation site. There is evidence of a bat within the Showroom and outrigger elements as part of the Bat Survey undertaken in October 2020 and which will be mitigated through the provision of bat boxes, as set out in the report prepared by e3p.

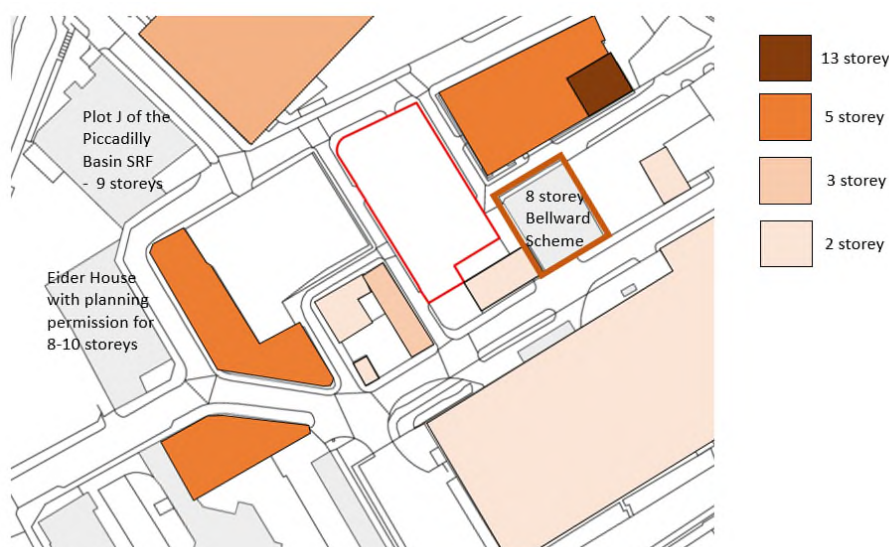
3.8 Other than this bats, there is no record of protected species on the Site. There are two trees on the perimeter of the site which will need to be removed as part of the proposals.

Air Quality

3.9 The Site is within the Greater Manchester Combined Authority Air Quality Management Area, as designated in 2001 and most recently amended in 2016.

Surrounding Area

3.10 The Site is situated within a mixed-use area. To the east of the site is the StayCity Aparthotel comprising between 5 and 13 storeys. To the south-west, there is an extant planning permission to deliver 45 new apartments in an 8 storey building, beyond which is the light industrial Presbar Diecastings operation. To the south is the Jolly Angler public house, accommodated in a three storey building.



3.11 Directly opposite the Site to the north east sits the rear of the Urban Exchange development, a large retail space that is primarily accessed from Great Ancoats Street. The Site is faced by the servicing yard and deliveries' access to Urban Exchange. To the south of the Site, across Ducie

Street, sits the large industrial unit of the Presbar Diecastings, which spans between Ducie Street and Store Street.

3.12 Further east of the site is Ancoats and New Islington, two ex-industrial areas that have been transformed into mixed-use, residential-led neighbourhoods, typified by historical canal infrastructure and warehousing.

3.13 Further north and to the west is Piccadilly Basin, which is characterised by a mix of refurbished warehouses and significantly taller, modern developments – many of these comprising hotels catering to the city centre location.

Transport and Accessibility

3.14 The Site benefits from a high level of pedestrian and vehicular accessibility, and offers exceptional linkages to a variety of multi-modal public transport connections.

3.15 The Site is close to Great Ancoats Street, forming part of the City's inner ring road. Metrolink and Bus Services to other parts of the city and further afield are easily accessible as described below.

Cycle/ Pedestrian Routes

3.16 Cycling is an increasingly popular mode of transport and is an effective mode for short trips. There are a number of designated cycle routes and facilities in the area. The 'Beelines' project will also encourage a new route through the Northern Quarter. Given the City Centre location of the Site, pedestrian accessibility to the surrounding area is very good. Existing pedestrian links are present around the Site which leads to the primary routes towards the centre of Manchester along Great Ancoats Street and Ducie Street. These routes are currently in the process of being improved as part of an enhancement programme by MCC Highways.

Metrolink

3.17 The nearest Metrolink stops are at New Islington and Piccadilly (700-metres), served by trams running between Ashton-under-Lyne, media City and Eccles, Piccadilly and Bury and Piccadilly and Altrincham. Additional stops are located at Piccadilly Gardens (750-metres), Market Street (950-metres) and at Shudehill (1,100-metres), served by Bury to Piccadilly services and Victoria to Manchester Airport tram services.

Rail

3.18 The nearest railway station to the site is Manchester Piccadilly, located approximately 700-metres from the site and accessible by an 8-minute walk from the site. Services to destinations across the UK are accessible from Manchester Piccadilly Rail Station. It offers regular services both throughout Greater Manchester, and beyond to cities across the UK.

3.19 Manchester Victoria is located approximately 1,300-metres (around 17-minutes walking time) from the Site and also provides regular services throughout Greater Manchester and beyond.

Bus

3.20 The nearest bus stops to the site are located along the A665 (Ducie Street), approximately 190-metres walking distance (around 2-minutes walking time) to the northeast and northwest of the site. These stops consist of steel and glass shelters with seating at both the east and westbound stops.

- 3.21 Additional bus stops are located throughout the city centre area including the Piccadilly Gardens Bus/Tram Interchange located approximately 750-metres to the southwest of the site (approximately 9-minutes walking time) and Shudehill bus/tram interchange, located approximately 1,100m (approximately 12-minutes walking time) to the west of the site.
- 3.22 The nearest bus stops to the site currently provide access to up to twenty-two bus services per hour throughout the day to destinations including Piccadilly Gardens, Ashton-under-Lyne and Wythenshawe Hospital. Furthermore, additional bus services can be accessed at Piccadilly Gardens, Piccadilly station, and Shudehill Interchange, within a 700 to 1,100-metre walking distance (approximately 8 to 14-minute walking time of the Site).
- 3.23 There is a Free Bus system in operation within the City Centre, and Route 1 and 2 calls at bus stops located by Manchester Piccadilly. This bus calls at both Piccadilly and Victoria Station, and provides an alternative connection to the other rail stations across the city for those unable to walk the full distance from the Site.

Heritage

The Site

- 3.24 There is one Grade II listed building located within the Site: 32 to 34 Laystall Street. The listing for this building reads as follows:

Garment warehouse. Dated 1838; altered. Red brick in Flemish bond with dressings of moulded buff and white terracotta; roof not visible. Rectangular plan. Eclectic style with Romanesque elements. Three storey 5-window facade, symmetrical, centre bay breaking forwards. Centre has segmental-headed waggon doorway with terracotta surround enriched with shafts, keystone, etc., 1st-floor oriel with window of 2 round-headed lights, Tudor-flower band, arcaded 3-light window at 2nd floor and above this attached lettering "ESTABLISHED 1838". Flanking the centre, round-headed doorways at ground floor, round-headed windows at 1st floor, square-headed windows at 2nd floor, and beyond these coupled windows on all floors, those at ground and 2nd floors square-headed, and those at 1st floor round-headed and set in large round-headed blank arches (Tudor-flower sill-bands to these); all these windows with much moulded terracotta enrichment, including twisted shafts with foliated caps. Enriched bracketed eaves. Unusual degree of High Victorian decoration on relatively small building.

- 3.25 As set out above, the building can be considered in four parts which are discussed below. An immediate point to note is that the listing is factually incorrect in that the 'Established 1838' refers to the establishment of Armitage's company not the construction of the building.
- 3.26 The existing condition of the building has been assessed by Consurv as part of their Condition Survey and also within the Structural Condition report prepared by Clancy. It is outlined that there are areas of significant water ingress into the property which 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.

- 3.27 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.

The Showroom

- 3.28 The original building 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 and is therefore considered to be of high heritage significance. The original architect of the c1879 building is unknown, but it may have been Matheus Seanor & Son, who undertook other minor extension works to the rear of the building later in 1897. The Significance Assessment prepared by Stephen Levrant Heritage Architecture sets out the following areas of high significance in the showroom:

- 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;
- All remaining areas of plater 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.

- 3.29 It should be noted that the interior of the second floor of the showroom is of low significance as it retains none of its original features as a result of the 1927 fire. In addition the modern mezzanine level and covering the west elevation are of no heritage significance. The covering relates to the location of where the Welsh Harp Pub which opened in the 1820s used to be until its demolition in the 1960s.

- 3.30 The proposals seek to take a conservation-led approach to the showroom and will allow its successful conversion extending the use and lifespan of the building and therefore preserving its historical and architectural significance. This is particularly important in the context of the extent of the damage incurred to the building are a result of the water ingress, and the crucial need for the

repairs. Further detail regarding its architectural and historical significance is discussed in Section 6 of this statement detailed within the Heritage Statement.

The Original Outrigger

- 3.31 To the rear of the showroom is the outrigger which has undergone significant changes, partially caused by fires in 1927 and 1954. The remaining terracotta rusticated blocks to the ground floor are of high significance and where possible will be re-used as part of the restoration of the Showroom. The remaining elements of the original outrigger are considered to be of moderate heritage significance.

The Amended Outrigger

- 3.32 In the 1950s the outrigger was extended to the east to accommodate additional factory space. This more modern intervention is considered to be of no significance.

The Modern Outbuilding

- 3.33 To the south of the site was an additional extension build in the 1990s and is considered to be of no heritage significance.
- 3.34 The significance of these areas is summarised on the Significance Plans prepared by Stephen Levrant Heritage Architecture. Red is of high heritage significance, purple of considerable heritage significance, yellow of moderate heritage significance; blue of low heritage significance and green of no heritage significance.

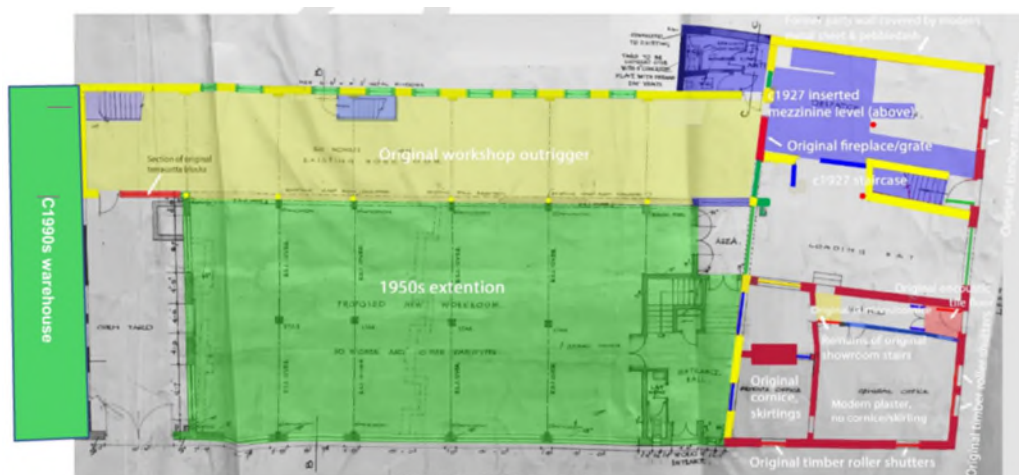


Figure 3.0.1: Significance Plan of the Listed Building (Source: Stephen Levrant Heritage Architecture, 2020)

Other Identified Heritage Assets

- 3.35 An initial search of the Historic England database when using a notional 150m radius has shown there are 6 listed buildings and assets in the vicinity of the Site:

- Rochdale Canal Lock Number 83, To The East Of Tariff Street - Grade II
- Store Street Aqueduct – Grade II*
- Rochdale Canal Towpath Footbridge And Associated Ramps Opposite Brownsfield Mill – Grade II

- Former Junction Works At Paradise Wharf – Grade II
- Stable Block To South East Of Junction Works At Paradise Wharf – Grade II
- Brownsfield Mill – Grade II*

3.36 Stephen Levrant Heritage Architecture have reviewed the proposals in this context, and identified that these assets are unlikely to be impacted by the Proposed Development. Two of the assets are considered in further depth in the Heritage Statement, these being the Former Junction Works and Paradise Wharf and the Stables Block to the South East of Junction Works at Paradise Wharf.

3.37 The Site is not within a conservation area, nor is it within 150m of a designated conservation area.



Figure 3.0.2: 150m radius from the Site with listed buildings indicated by blue triangles (Source: Historic England, 2020)

Planning History

3.38 A Planning History search of the Site has been undertaken using the Local Planning Authority's Public Access system. The historic applications are as follows:

- Closure of Binns Place to form access to mill premises and car-park (LPA ref. 019453 , approved Fri 24 Jun 1983);
- CITY COUNCIL DEVELOPMENT Permanent landscaping of car parking areas (LPA ref. 026616, approved Wed 23 Apr 1986); and,
- Retention of a boundary fence and continuance of use of land for the parking of company vehicles. (LPA ref. F08264 , approved Mon 27 Feb 1978).

3.39 As such, there have been no recent planning applications of interest on the Site.

4 The Development Proposals

- 4.1 This Section should be read in conjunction with the submitted application drawings and Design and Access Statement prepared by OMI Architects. It provides a summary description of the key elements of the Proposed Development.

Design Brief

- 4.2 The design brief was to restore the showroom and bring it into back into a viable use. After a review of options, it was considered that office use lent itself to the most sensitive, conservation led refurbishment and reuse of the building.
- 4.3 To support the restoration of the Showroom it is necessary that the proposals are viable and deliverable, and it is therefore necessary to include an element of residential development. To facilitate the residential element it is proposed to demolish the outrigger and outbuildings and in their place, a 9 storey residential building is to be built comprising 89 apartments. The Heritage Statement by SHLA has indicated that these elements are of less heritage significance. The heritage considerations of the demolition of the outrigger and outbuildings is discussed in depth at Section 6.
- 4.4 The massing of the residential block refers to the initial concept of maximising the potential of the site without impacting detrimentally on the listed building or the adjacent street scape. The intention is that the residential element will complete urban grain of the area and to reactivate Brock St, Laystall St and Pigeon St.

Use and Quantum

Commercial (the Showroom)

- 4.5 The proposals seek to re-purpose the highly-decorative showroom for an office use. As part of this the external elevations will be repaired and restored, as well as the restoration of the internal areas of high-significance. A corner block extension will also be constructed and restore the historic location of the Welsh Harp pub and improve the setting of the showroom.
- 4.6 The proposed office use (use class E) for the showroom has been carefully chosen due to it requiring the least modifications to the listed building in order to bring it back into a viable, long-term use. The conservation-led approach to the showroom has been facilitated by the residential element to the south of the showroom, discussed below.
- 4.7 Further details are found within the Design and Access Statement, but in summary the proposals for the existing Listed Building will deliver 497sq. m of office use and the corner block will deliver 206 sqm of new floorspace which includes the 44 sq.m café/ co-working space at the ground floor (use class E).

Residential

- 4.8 The new build provides 89 apartments (use class C3), off which 5% will affordable rent housing apartments which equates to 5 affordable apartments. There are c.10 apartments per floor which follows a repeating layout, and cycle parking and plant located at lower ground.

- 4.9 The apartment sizes range from a minimum of 50 sq.m to a maximum of 78sq.m and as such either meet or exceed the Manchester Residential Space Standards and the National Described Space Standards (NDSS).
- 4.10 An overall unit mix of 31.5% 1 bedroom apartments and 68.5% of 2 bedroom apartments, which meets with MCC requirement that no more than 33% of apartments in a development should be 1 bedroom. The breakdown is as below:

Bedroom Numbers	Quantum
1 bed	28 (31.5%)
2 bed	61 (68.5%)
Total	89

Layout

- 4.11 The site fronts onto 3 streets; Laystall, Pigeon and Brock and can be discussed as 2 halves. The first is the listed building and corner block which form a commercial front to the site. The second, the residential block, is set back a minimum of 2m from the rear elevation of the listed building and fronts onto Pigeon St and Brock St. There are 3 site entrances to the two internal site courtyards between the blocks – the first entrance sits on Pigeon St between the corner block and the residential block, from here the northern half of the residential scheme can be accessed. This entrance also provides access to the court between the 2 blocks, this separation space runs across the site and links onto a second entrance from Brock St. This space is secured to both sides by fobbed entry.
- 4.12 Because of the levels across the site, the external ground level corresponds to either the upper or lower ground level within the residential block.
- 4.13 The third and final entrance to the site is via Brock St and leads into the courtyard which sits at the termination of Lomax St. The courtyard provides gentle ramped and stair access down to the lower ground floor and the second residential entrance to the scheme. This entrance will be utilised by residents on cycles, who can access the cycle storage located on the lower ground floor.
- 4.14 The elevation facing towards the Ducie Street, and adjacent to the Central Electric site has been carefully considered by the design team in consideration that this could be a future development site. On this basis the Ducie Street elevation has deliberately limited windows to both minimise overlooking and privacy onto the site, as well as minimise any impacts a future development could have in terms of daylight and sunlight.
- 4.15 For further, more in depth details on the layout please refer sections 3.3.2 and 3.3.3 of the Design and Access Statement.

Scale and Massing

Showroom and Corner Block

- 4.16 The vertical massing of the showroom will remain as current. However, a side extension is proposed to the western elevation.
- 4.17 Whilst this part of the Site is currently vacant, during pre-application discussion with senior officers at the local planning authority it was considered that it presented an opportunity for sensitive new development at an appropriate scale. The re-introduction of a building to the corner will re-instate the showroom's immediate context, enhancing the setting of the heritage asset.
- 4.18 The concept behind the corner block is to allow the completion of the urban block frontage onto Laystall Street. The massing of the front corner block is in keeping with and informed by the listed building. Historically the corner was held by the Welsh Harp pub which pre-dated the showroom. The intention is to re-form the massing of the Pub which sat on the corner, which is also understood to have been 3 storeys in height (see Figure 24 of the Heritage Statement).
- 4.19 This new block on the corner will be integrated with the listed building, and will 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.



Residential block

- 4.20 The key design principles steering the residential block are based on its direct relationship to the showroom. In order to maximise the potential of the site whilst avoiding a scheme that would be detrimental to the listed building or the wider street context of the site, the proposal seeks to build to the street edges, with shifts in the massing composition and modelling at key moments to define entrances and to create animation at street level.
- 4.21 The 9 storey massing is in keeping with the surrounding uses with the StayCity Hotel and the proposed Bellward scheme and is appropriate for its context. Furthermore, the scale and massing is very similar to that envisioned in the indicative massing model included in the Piccadilly Basin SRF, and will further complement the forthcoming 8-10 storey Eider House development and the indicative scale of 9 storeys on Plot J.

Appearance and Materiality

Commercial Use

Showroom

4.22 The proposals include the following restoration and repair elements:

- fully restore 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.

4.23 Harmful elements such as the mezzanine and modern extensions will be removed.

Corner Extension

4.24 The Corner Block extension to the showroom will be clad in traditionally laid facing brickwork with a brick colour to match the existing. Whilst the design is contemporary, the scale of openings and some of the detailing is carried over. In particular, the Tudor rose motif evident on the listed facade will be incorporated into the extension sitting beneath the new window openings. The intent is to sit comfortably against, but not to dominate the Listed Building.

4.25 The corner block will be visually separated from the listed building by a strip of glazing to the main elevation. This also provides a zone for the decorative terracotta features that are reflective of the materiality of the listed building, which return around the ends of the listed facade to terminate.

4.26 The façade is set out to subtly pick up on the strong string courses of the listed building and tie them through and around the corner. At key points within this subtle grid, panels of brickwork that incorporate recessed bands will be used to add interest and detail.

New Build Residential block

4.27 The residential block will also be clad in traditionally laid brickwork. Two 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 Street elevation.

4.28 This will tie in with the materiality of the listed building and the corner extension; the multi-stock brick has also been chosen for the grid and infill panel in contrast to the red brick proposed to the rest of the scheme.

4.29 Pigeon Street is proposed as the primary elevation for the residential block. Here the stock brick is arranged to form a vertically emphasised grid with recessed panels of stack bonded brick set between the primary grid elements.

- 4.30 This vertical grid arrangement brings scale, proportion and interest to the main facade. A double height grid has been developed to reinforce the verticality of the façades which runs from the 1st floor to the 8th floor.
- 4.31 To the Brock Street courtyard, a new residential gate will be formed to create a secure line for the residents to access. To form a connection to the history of the site and to retain elements of key architectural interest from the removed outrigger, the gate will incorporate the rusticated terracotta blocks (which are identified within SLHA's Heritage Statement as having significance) that were hidden from view in the rear of the existing building's yard.
- 4.32 Using the blocks as a holding wall an expressed steel beam will rise and span across to rest on top, then a mild steel gate will secure the opening. An engraved terracotta panel to the right of the gate will carry a brief description of the site's history and inset below the secure access controls.

Vehicle and Cycle Parking

- 4.33 The proposals includes 89 secure cycle parking spaces, provided at a ratio of 100% for residential units, and located within the lower ground floor of the new build residential element, accessed via the courtyard ramp. From the cycle store access to either of the building cores is possible via secure doors.
- 4.34 It is not proposed to provide car parking spaces within the development, as there is limited external space and / or basement space available. However the building is situated in a city centre location and in close proximity to major public transport links (Bus, Tram and Train all within a maximum 10 minute walk). For those who do need to drive there are a number of dedicated car parking facilities within close proximity to the Site. Please refer to the Transport Statement submitted along with this application for further information.

Access and Servicing

- 4.35 The Waste Management Strategy is provided in the Design and Access Statement provided by OMI architects. This includes the completed MCC Waste Management pro-forma at Appendix A of the Design and Access Statement.
- 4.36 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.
- 4.37 Building operators will bring out the full waste containers, via the access ramp for collection on Brock Street.
- 4.38 Commercial waste is 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 operator will wheel the waste containers out to Brock Street via the courtyard gate.
- 4.39 In order to empty the bins, the refuse collection vehicles will manoeuvre down Brock Street via the one-way system and stop for a kerbside collection which is anticipated to occur on a once weekly basis.

- 4.40 Deliveries to the commercial uses should be limited to small delivery vans, which will 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.

5 Development Plan and Material Considerations

- 5.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 states, “*If regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise.*”
- 5.2 This Section details the relevant documents that make up the Development Plan and are material considerations in the determination of the applications.

The Local Development Plan

- 5.3 The Local Development Framework (LDF) is a collection of statutory Development Plan Documents (DPDs) that together set out the vision and spatial strategy for the future development of Manchester. To date only the Core Strategy DPD has been adopted by MCC.
- 5.4 Within this context, the Development Plan comprises:
- Manchester Core Strategy (2012) ('The Core Strategy'); and
 - Saved Policies of the Manchester Unitary Development Plan (1995) ('the UDP').
- 5.5 The Core Strategy was adopted in July 2012 and is the key overarching DPD within the LDF. The Core Strategy has replaced significant elements of the Manchester UDP as the document that sets out the long term strategic policies for Manchester's future development and forms the primary framework that planning applications will be assessed against. Despite being largely superseded by the Core Strategy, a number of UDP Policies have been “saved” and comprise part of the Development Plan.

Core Strategy (2012)

- 5.6 The Core Strategy was adopted on 12 July 2012. It sets the overall strategic direction for planning in Manchester over the plan period from 2012 to 2027. The policies of the Core Strategy establish where major development and other forms of investment should be located in order to be sustainable, meet local needs and take full advantage of opportunities.
- 5.7 The Core Strategy identifies broad development requirements and spatial locations for delivering new development over the plan-period. In particular, it identifies an opportunity for the City Centre as a major economic driver and centre of employment. It emphasises the importance of the City Centre in supporting the City's economic performance and the role it will place in spreading the benefits of economic growth.

Saved Policies of the Unitary Development Plan (1995)

- 5.8 The Unitary Development Plan was adopted in July 1995. Coinciding with the adoption of the Core Strategy in 2012 significant proportions of the UDP have been replaced, however, a number of

policies were saved on 11 July 2012 and remain extant. As set out in Appendix A, the proposals are fully in accordance with the relevant Saved Policies of the UDP.

Material Considerations

5.9 The following documents comprise material considerations in the determination of the application:

- National Planning Policy and Guidance
 - o National Planning Policy Framework (2019)
 - o National Planning Practice Guidance (2014 – continuously updated)
- Supplementary Planning Guidance
 - o Guide to Development in Manchester (2007)
- Greater Manchester Spatial Framework (Draft 2020)
- Manchester Residential Quality Guide (2018)

National Planning Policy Framework

5.10 The National Planning Policy Framework (NPPF) (revised version published June 2019), articulates the priorities of the Plan for Growth within planning policy.

5.11 The purpose of the planning system is to achieve sustainable development. Paragraph 8 of the NPPF states that to achieve this, there are three overarching objectives, which need to be pursued mutually. Firstly, the economic role should contribute to sustainable development by building a strong, responsive and competitive economy and ensuring the sufficient amount of and right type of development to support growth. Secondly, the social role is required to support communities by creating a high quality built environment with accessible local services to reflect the needs of the community. Lastly, the environmental role should protect and enhance the natural, built and historic environment.

5.12 Paragraph 10 of the NPPF outlines that, sustainable development should be pursued in a positive way, with a presumption in favour of sustainable development at the heart of the Framework. Paragraph 11 further clarifies that for decision taking, this means approving development proposals that accord with an up-to-date development plan without delay; or where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, planning permission should be granted unless the application of policies in this Framework that protect areas of assets of particular importance provides a clear reason for refusing the development proposed; or any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole.

5.13 The key elements within the NPPF relevant to this proposal are discussed in depth in Appendix A.

National Planning Practice Guidance (NPPG)

5.14 The National Planning Practice Guidance (NPPG) was published in March 2014 and sets out advice, information and best practice on a wide range of planning issues with the overall objective of becoming a single source for planning guidance which will be maintained as a live resource. The principle behind the NPPG fits in the wider objectives of the current government's attempt to make

the planning system simpler, clearer and easier for people to use. This guidance was developed following a detailed review of planning policy guidance through the Taylor Review between October and December 2012.

Guide to Development in Manchester SPD (2007)

- 5.15 The Guide to Development in Manchester was adopted in April 2007 and is a material consideration. The guide reflects the growing recognition of the importance of well-designed and well maintained neighbourhoods in supporting sustainable development and neighbourliness.
- 5.16 The guide places significant importance on new development creating a 'sense of place' under seven key principles as follows:
- character and context;
 - continuity and enclosure;
 - legibility;
 - ease of movement;
 - quality of the public realm;
 - diversity; and,
 - adaptability.
- 5.17 Developments should be informed, both in terms of design and layout, by the wider context. The character and identity of an area will determine appropriate form.

Draft Greater Manchester Spatial Framework (GMSF)

- 5.18 The draft GMSF was published for its first round of consultation in January 2019 and was recently endorsed for further consultation in October 2020. However, Stockport pulled out of the process in December 2020, prior to a round of public consultation starting in January. On this basis the next steps of the GMSF are unknown and it carries limited weight as a material consideration.
- 5.19 The document sets out Greater Manchester's plan for homes, jobs and the environment for the whole of the city region. It will enable an informed, integrated approach to be taken to strategic development planning across the City Region.
- 5.20 The purpose of the GMSF is to enable GM to manage land supply across the City Region in the most effective way to achieve the vision set out in the GM Strategy, based on a clear understanding of the role of places and the connections between them. Built on a robust analysis of projected employment growth, including a sectoral analysis of key growth sectors, and an assessment of demographic change and the housing requirements arising from such change, the GMSF will provide a clear perspective of land requirements, along with the critical infrastructure – transport, digital, energy, water and waste – required to support development.

Manchester Residential Quality Guide

- 5.21 The Manchester Residential Quality Guidance provides clear direction on what is required to deliver sustainable neighbourhoods of choice where people will want to live and also raise the quality of life across Manchester.

- 5.22 This includes appreciating, understanding and respecting that legacy is fundamental to the future success of the city through the sustainable re-use of its historic fabric. This is not confined to retaining or restoring fit for purpose buildings of historical significance. Respectful design can also contrast with historical buildings, amplifying both old and new.
- 5.23 The Guidance is noted to include all scales: from heritage that forms a distinctive neighbourhood identity, through to the finer nuances of architectural detailing that reference the history of a particular site.
- 5.24 The Guidance sets out nine components that when combined deliver high quality residential development. These nine components are:
- *Make it Happen* - ensure proposals are delivered as designed, well-constructed and sustainably built;
 - *Make it Home* – provide sufficient space, natural light and storage to allow people to settle down and flourish;
 - *Make it Future Proof* – anticipate the impacts and effects of climate change that can make residential design more efficient;
 - *Make it Practical* – dealing with the clutter of life;
 - *Make it work with the Landscape* – enhance and improve the connection with landscape and nature;
 - *Make it Easy to Get Around* – ensure that the development is accessible, well connected and easy to get around;
 - *Make it Animate Street and Spaces* – the interrelationship between buildings, streets and spaces in making a place feel safe and inviting;
 - *Make it Bring People Together* – encourage a sense of community and neighbourliness; and
 - *Make it Manchester* – understand the character and qualities of the various parts of the City.

Planning Policy Appraisal

- 5.25 Appendix A of this Statement demonstrates full compliance with the Development Plan and the NPPF. Sections 6 and 7 review the Proposed Development against the key planning considerations that have been derived from a review of the relevant planning policies contained within the Development Plan.

6 Site Specific Planning Considerations

- 6.1 This section assesses the key site-specific planning considerations relevant to the determination of the applications.

Principle of Use

Residential

- 6.2 Core Strategy Policy CC3 Housing states that the City Centre will see the most intensive development of housing in the City, with a minimum of 16,500 new units to be delivered between 2010 and 2027. It goes on to state that the residential development in the City Centre will comprise apartment schemes.
- 6.3 Core Strategy Policy H1 Overall Housing Provision states that Approximately 60,000 new dwellings will be provided for in Manchester between March 2009 and March 2027. High density developments (over 75 units per hectare) are considered appropriate in both the City Centre and parts of the Regional Centre given the accessible location. Within the City Centre there is a presumption towards high density housing development, within mixed use schemes which contribute to regeneration initiatives by providing sustainable, well designed accommodation which meets the needs of workers moving to Manchester.
- 6.4 The Proposed Development comprises 89 residential units within the City Centre, accommodated in the form of apartments. In this way the proposals are compliant with policy and the principle of residential use is acceptable in this location.

Commercial

- 6.5 Core Strategy Policy CC1 Primary Economic Development Focus: City Centre and Fringe states that within the City Centre and the fringe a variety of high quality accommodation types, sizes and footplates will be encouraged to boost investment by local, national and international businesses.
- 6.6 Core Strategy Policy EC1 Employment and Economic Growth in Manchester sets out that a minimum of 200 ha of employment land will be delivered between 2010 and 2027, and more specifically 140ha of office space. It goes on to set out a number of priorities for ensuring continued economic growth which includes improving access to jobs for all via public transport, walking and cycling; improving the portfolio of employment premises by providing a range of employment sites and premises for small, medium and large businesses; and ensuring the continued social, economic and environmental regeneration of the City.
- 6.7 On this basis the proposed office use in this location is compliant with planning policy and the principle of an office use is acceptable in this location. The proposed office use will complement the other uses in the area and support the agglomeration benefits of small and medium businesses in this part of the City Centre.

Affordable Housing

- 6.8 Core Strategy Policy H 8 states that new development will contribute to the City-wide target for 20% of new housing provision to be affordable. Developers are expected to use the 20% target as a starting point for calculating affordable housing provision. It is envisaged that 5% of new housing provision will be social or affordable rented and 15% will be intermediate housing, delivering affordable home ownership options. It goes on to note that, *“Either an exemption from providing affordable housing, or a lower proportion of affordable housing, a variation in the proportions of socially rented and intermediate housing, or a lower commuted sum, may be permitted where [either] a financial viability assessment is conducted and demonstrates that it is viable to deliver only a proportion of the affordable housing target of 20%”*.
- 6.9 A viability appraisal has been prepared by Cushman and Wakefield in support of the application which demonstrates that the scheme remains viable on the basis of a reduced 5% contribution towards affordable housing. It therefore follows that any contribution in excess of that level would render the whole scheme unviable. In this regard, it should be noted that the overall viability is influenced by the abnormal cost of restoring and refurbishing the listed Showroom. On this basis the proposals are considered to be policy compliant in that a lower contribution of affordable housing is permitted where it is demonstrated that it is financially not possible to meet the 20% requirement.
- 6.10 The Applicant is committed to the 5% on-site affordable housing and will enter into a planning obligation (Section 106) with MCC should Planning Permission and Listed Building Consent be granted for the scheme.

Scale and Density

- 6.11 Core Strategy Policy CC6 states that City Centre development will generally be high density in order to maximise its efficiency. It states that the appropriate scale, massing and height of development in the City Centre will significantly exceed what is appropriate elsewhere in the City.
- 6.12 Core Strategy Policy CC9 Design and Heritage states that the Council will support high density and mixed-use development in the City Centre, but developers must recognise the specific design challenges that must be overcome to ensure complementarity function and form.
- 6.13 It is considered that the proposed height of the 9 storey build is appropriate for the Site’s location at the edge of the city centre and in keeping with the surrounding uses. The scale and density has been carefully considered to ensure it does not overbear the showroom whilst also considering the higher density uses in the area such as the StayCity Aparthotel and the forthcoming Bellward scheme. On this basis the proposals are compliant with planning policy.

Architectural Design Quality

- 6.14 NPPF chapter 12: Achieving well-designed places sets out the importance of high-quality buildings, *“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”*.
- 6.15 Core Strategy Policy EN1 states that all development in Manchester will be expected to follow the principles of urban design and have regard to the strategic character in which the site is located. Opportunities to enhance the overall image of the City should be realised and all proposals for new development should be supported by a Design and Access Statement.

- 6.16 The proposals have been developed over an extensive time period to formulate an appropriate response to the context of the listed building and urban grain. The proposed design is a considered response which provides a high quality refurbishment and restoration and a sensitive new build to the rear of the site. The design and materiality has been chosen to reflect its setting, as set out in Section 4 of this Statement. A Design and Access Statement has been prepared by OMI Architects which sets out the design principles of the Proposed Development.

Inclusive Design

- 6.17 The design inclusivity of the Proposed Development is addressed in Section 5.1 of the Design and Access Statement.
- 6.18 Level access is available to all levels within the listed building with the exception of the small office in the eastern half of the ground floor, where existing levels make this impossible. Level access from the street is formed through a small local ramping of the pavement up the loading bay/foyer, where level access is then available through to the new internal lift in the corner block.
- 6.19 Level access is available to the residential block via a pair of Part M compliant ramps from Pigeon Street which lead up the lobby area in the northern wing. A further Part M Compliant ramp takes residents down to the lower ground floor which winds its way through the Brock Street courtyard.
- 6.20 27 apartments within in the development comply with Approved Document Part M(2) requirements meaning that they are accessible and adaptable dwellings. This makes up 24% of the total scheme.

Safety and Security

- 6.21 A Crime Impact Assessment has been prepared by Greater Manchester Police and accompanies the planning application.
- 6.22 It is considered that the proposals will help to continue the transformation of this part of the city centre into a vibrant, mixed-use neighbourhood, which ultimately, will feel safer for residents and those passing through. The scheme has been well designed from a crime prevention perspective.
- 6.23 Positive aspects of the scheme include: the mix of uses within the development - promoting street activity and informal surveillance; slight elevation of the residential entrance emphasises the distinction between public and private space; provision of secure entrances to the office and residential buildings in very public locations; controlled access into the two courtyards; a management presence in the residential building; mail boxes and parcel store located in a secure area of the apartment building; and, inclusion of secure cycle parking;
- 6.24 To improve the scheme from a crime prevention perspective, the following recommendations were made:
- ground floor windows on the Brock Street elevation must include additional, well-designed security measures;
 - to deter intruders, the gates allowing access to and from the courtyards must sufficiently tall and secure;
 - street level balconies must be secure;

- develop a comprehensive access control strategy, restricting access to the buildings' cores, cycle store and courtyard spaces to office staff and residents;
- external access to the basement should be secured with a security rated door; and,
- the development should be built to Secured by Design standards.

6.25 These suggestions have been taken on board and reflected in the final design.

Heritage

- 6.26 Section 16 (paragraphs 184 to 202) of the NPPF is titled 'Conserving and enhancing the historic environment'. Heritage assets are an irreplaceable resource and should be conserved in a manner appropriate to their significance. When determining a planning application the local planning authority should take account of the desirability of sustaining and enhancing the significance of heritage assets and consider if a new development makes a positive contribution to the local character and distinctiveness.
- 6.27 In determining planning applications, Paragraph 192 of the NPPF requires local authorities to take account of:
- the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
 - the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and,
 - the desirability of new development making a positive contribution to local character and distinctiveness.
- 6.28 Paragraphs 193-196 place great weight on the conservation of designated heritage assets, emphasising the need to avoid "substantial harm" in terms of demolition, significant alteration, or the compromise of setting unless that harm is clearly justified (via four specific tests) or there are substantial public benefits that outweigh that harm. Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.
- 6.29 The importance of the historic environment is also echoed in Core Strategy Policies CC 9 (Design and Heritage) and EN 3 (Heritage).
- 6.30 The significance of 32-34 Laystall Street is outlined above in Section 3 and detailed in depth in the Heritage Statement prepared by Stephen Levrant Heritage Architecture.
- 6.31 The conservation of heritage assets in a manner appropriate to their significance is a core planning principle. Heritage assets are an irreplaceable resource, and effective conservation delivers wider social, cultural, economic and environmental benefits.
- 6.32 A Heritage Statement has been prepared by Stephen Levrant Heritage Architecture which has independently assessed the impact of the Proposed Development in relation to heritage assets. The Statement concludes that the proposals retain the most significant elements of the building, i.e. the Showroom element. In particular there are a number of beneficial heritage impacts as a result of

the proposal which include the repair and restoration required as a result of the damage caused by long term water ingress into the building. The restoration includes:

- 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 shutter;
- the restoration of the original tiled entrance vestibule floor;
- the repair of the ground floor glazed partitions; and
- the replacement of inappropriate modern steel roller shutter to the original loading bay.

- 6.33 Instances of adverse impact, such as the demolition of the remains of the moderate significance original rear workshop wing, has been necessary in 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.
- 6.34 The construction of a new corner block and taller, new-build residential block to the middle and south of the Site has resulted in no visual impact on the settings of identified surrounding heritage assets, and a minor-moderate beneficial impact on the setting, and character of the Grade II listed 32-34 Laystall Street itself.
- 6.35 The Proposals demonstrably balance the degree of change, to deliver both an optimum and sustainable use which will see the listed building being converted into new office and residential uses, which allows for the retention and celebration of the buildings' most significant components, fixtures and fittings, whilst contributing to wider conservation objectives established in national and local policy.
- 6.36 Overall, it is considered that the limited instances of adverse physical alteration resulting from the proposed works to the listed building are necessary to improve and reverse previous unsympathetic alterations to the building (such as the mezzanine and the modern outrigger elements), thus securing an optimum viable use of the building. Whilst the Proposed Development will have an adverse impact as a result of the removal of the outrigger it is concluded by Stephen Levrant Heritage Architecture that the Proposals will not detract from the ability to understand and appreciate the heritage interest of the building, and will, 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.
- 6.37 In addition to the direct heritage impacts on the building, the Heritage Statement includes a Visual Impact Assessment which considers the impact of the proposals on other nearby heritage assets. The Proposed Development has been demonstrated to result in 2 instances of neutral impact, and 1 instance of minor/moderate beneficial impact.
- 6.38 Consequently, it is considered that the proposals will result in a minor/moderate beneficial impact overall and it is concluded that the proposals will result in "*less than substantial* harm" as defined within the NPPF and discussed below.

Public Benefits

- 6.39 As outlined above, paragraph 196 of the NPPF sets out that where a development proposal will lead to *less than substantial harm* it should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.
- 6.40 The proposals will restore the Grade II listed Showroom and bring it back into use whilst also removing a number of harmful interventions. Restoring an asset so that it can be appreciated by generations to come is a direct public benefit as well as a heritage benefit.
- 6.41 In addition the proposed office use will generate jobs and due to the size of the floor plates the space is likely to appeal to SMEs and creative industries typical of the area. It is estimated the office floor space could accommodate approximately 59 full-time equivalent jobs. This outcome represents a social and economic benefit.
- 6.42 In restoring the asset and the creation of a residential community the amenity of the area will be improved and help to facilitate the ongoing regeneration of the area. In particular the Site is within a key transition point between two SRFs (Piccadilly Basin and the Former Central Retail Park) and has the opportunity to enhance the amenity of the connection between the two areas. This is considered an environmental benefit as a result of the proposals.
- 6.43 The provision of 89 residential units, of which 5% will be affordable is a social and economic benefit. It will provide much needed city centre homes and within a highly accessible location, and it will include 5 on-site affordable units which will help facilitate people into city centre living and therefore in close proximity to an active labour market. The provision of this accommodation will also enhance the streetscape and amenity of the area, providing an environmental benefit.
- 6.44 Therefore there a number of public benefits associated with the proposals which are considered to outweigh the *less than substantial harm*. On this basis the proposals are compliant with the relevant heritage policies.

Residential Management

- 6.45 A Residential Management Strategy has been prepared by McCauls in relation to the residential element of the proposals. It outlines the management principles which will guide the day to day management of the building such as cleaning, ongoing maintenance and residential amenity.

Energy and Sustainability

- 6.46 An Energy Strategy and Environmental Standards Statement has been prepared by Clancys in relation to the Proposed Development. It considers Policies EN4 and EN6 of the Core Strategy, as well as the Guide to Development as set out in the Validation Checklist requirements.
- 6.47 The new build residential element will be 15.5% over Part L 2010, and is therefore in accordance with Planning Policy. As part of this 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:
- New build element:
 - o The proposals are in a highly sustainable location, within easy access of a wide range of sustainable transport measures and within walking distance to key areas of the City Centre.

- o The proposals are car free and will implement a Travel Plan which will encourage residents to use sustainable forms of transport. As part of this there will also be a 100% secure cycle storage provision.
- o The use of double glazing with solar protection to assist with solar gain. This will reduce solar gain in the summer months by almost one third when compared to standard clear double glazing.
- o The inclusion of an area of photovoltaics on the roof.
- o The use of electric heating throughout the scheme will seek to capitalise on the decarbonisation of the UK Power Grid.
- o The proposals have been designed to account for increased flooding as a result of climate change, and included an attenuation tank as a sustainable urban drainage system
- o Where new materials are used they shall be selected to minimise waste impact and where possible be of low embodied carbon.
- Showroom
 - o The inherent benefits associated with reutilising an existing Showroom building and bringing it back into use. The energy efficiency of this building will also be enhanced with a new roof but beyond this there is limited intervention to the fabric of the building in order to preserve historic fabric.
 - o The use of electric heating, which as above will seek to capitalise on the decarbonisation of the UK Power Grid.
 - o The repair and restoration of the existing windows, including the introduction of slimline double glazing to improve energy performance of the building.
 - o A new roof to improve the energy efficiency of the building.
 - o Where possible materials from the demolished outrigger to repair elements of the Showroom is a sustainable and low carbon approach.
 - o As above, the office is located in a highly sustainable location and seeks to capitalise on the good access via public transport.
 - o Where new materials for the Showroom extension are required these will be selected to minimise waste impact and where possible be of low embodied carbon.
 - o

6.48 In addition to the photovoltaics, a number of other alternative green energy sources were explored however these have been discount for either practical or technical reasons, as set out Appendix A of Clancy's Report.

6.49 The Applicant is committed to undertaking further analysis at a detailed design stage in order to enhance the sustainability credentials of the proposals and would accept a condition to this affect

Environmental Considerations

Noise Impact Assessment

- 6.50 Attended source noise measurements have been undertaken for the existing commercial premises around the Site. In addition, E3P have relied upon Department for Transport data for Great Ancoats Street.
- 6.51 The assessment has considered external and internal noise levels across the Proposed Development. Acceptable external noise levels are predicted for the proposed external areas (i.e. balconies). Furthermore, the assessment determined that standard thermal double glazing would be sufficient in controlling internal noise levels both within the residential element and also in the listed building (albeit a slim-line double glazing in line with heritage requirements).
- 6.52 In order to control internal noise levels when considering ventilation and mitigating overheating, whole dwelling ventilation systems have been recommended for certain apartments. However, these windows will remain openable for purge ventilation.
- 6.53 It is anticipated that office use will be ventilated using a mechanical ventilation, however where possible the windows will remain openable for purge ventilation.
- 6.54 Overall, there is no adverse impact is predicted day or night at the receptors due to commercial and road traffic sound.

Construction Management

- 6.55 An Outline Construction Management Plan has been prepared by McCauls in relation to the Proposed Development. It is anticipated that the total build time will take around 92 weeks, with the first 7 weeks relating to site mobilisation, enabling works and demolition.
- 6.56 The Outline Construction Management Plan outlines a number of key measures that will be implemented during the construction phase in order to mitigate any amenity impacts such as noise and dust. Throughout the construction period neighbouring properties and residents will be continuously engaged as part of a community engagement strategy.
- 6.57 The Outline Construction Management Plan sets out that the intention to undertake the demolition works, and after this focus on the first instance on the repair and restoration of the listed building prior to commencing works on the new build residential element.
- 6.58 A detailed Construction Management Plan will be submitted prior to the commencement of any works on the Site.

Ecology

- 6.59 A Preliminary Risk Assessment for Roosting Potential was undertaken on 17 September 2020. The survey involved undertaking a systematic search of the buildings searching for signs of bats, and/or spaces where bats would be able to access. The methodology followed that described in Bat Surveys for Professional Ecologists, 3rd Edition (Collins, 2016).
- 6.60 Buildings 1 (the Showroom) and 2 (Outrigger) were assessed as having High bat roosting potential and Building 3 was assessed as having Low bat roost potential. The assessments were made due to a series of potential roosting features, identified externally. As such further nocturnal bat surveys were recommended.

- 6.61 A single dusk survey was undertaken. An emergence of a single common pipistrelle was recorded; subsequently, low levels of foraging were recorded within proximity to the buildings.
- 6.62 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. A full set of three surveys between May to August will be required to inform the licence application. It is recommended that the additional surveys are undertaken on all on-site buildings.
- 6.63 The 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). This period will avoid the summer roosting period.
- 6.64 It is noted that there are two trees on the otherwise developed site. These trees would be subject to a bird survey prior to any works to the trees in bird breeding season.

Air Quality

- 6.65 Redmore Environmental Ltd has prepared an Air Quality Assessment in support of the proposals. The potential for the exposure of future occupants to poor air quality was assessed based on the results of a desk-top study
- 6.66 It is considered that the proposals have the potential to cause air quality impacts as a result of fugitive dust emissions during construction. As such, an Air Quality Assessment was undertaken in order to determine baseline conditions and consider potential effects as a result of the scheme.
- 6.67 Potential construction phase air quality impacts from fugitive dust emissions were assessed as a result of demolition, earthworks, construction and trackout activities. It is considered that the use of good practice control measures would provide suitable mitigation for a development of this size and nature and reduce potential impacts to an acceptable level.
- 6.68 During the operational phase of the development there is the potential for air quality impacts as a result of traffic exhaust emissions associated with vehicles travelling to and from the site, for example servicing vehicles and deliveries. These were assessed against the relevant screening criteria. Due to the low number of anticipated vehicle trips associated with the proposals, road traffic impacts were predicted to be negligible. The existing air quality condition at the site has also been considered and it summarised that the likely pollutant concentrations are below the relevant guidelines and as such the site is suitable for the proposed use.
- 6.69 Based on the assessment results, air quality factors are not considered a constraint to planning consent for the development.

Flood Risk and Drainage

- 6.70 A Flood Risk and Drainage Strategy has been prepared by Clancy for the Proposed Development.
- 6.71 The proposed development provides an opportunity to reduce local area flood risk by controlling surface water on site. Following the SuDS and water disposal hierarchy it has been determined the most viable solution will be to control surface water using flow controls and stored on site before being discharged to the public combined sewer system.

- 6.72 Surface water discharges from the site shall be restricted to 5.0l/s which is the recommended minimum for the avoidance of blockages. This represents an 86% improvement in the current calculated worst case 1 in 100 year storm event, with no calculated increase for climate change.
- 6.73 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.
- 6.74 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.
- 6.75 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.
- 6.76 The proposed system will be designed to meet the Sustainable Drainage Systems Non-statutory technical standards for sustainable drainage systems, March 2015.

Archaeology

- 6.77 An Archaeological Assessment has been prepared by Salford Archaeology.
- 6.78 The assessment recognised that the area covered by the footprint for the new apartment building will necessitate ground-breaking works that will likely disturb any surviving buried archaeological remains within this area, specifically cellars associated with the early nineteenth-century back-to-back housing to the rear of 32-34 Laystall Street. It is not anticipated that the area of the Site covered by the footprint of the listed building will require any below-ground physical interventions, and therefore any below- ground archaeological remains within that part of the Site will not sustain any impact from development.
- 6.79 Any ground-breaking works to the rear of 32-34 Laystall Street required to deliver the design proposals have some potential to have an adverse impact on buried archaeological remains. This assessment has demonstrated that the Site has the potential to retain buried remains of the cellars of a block of nineteenth-century back-to-back housing, which were located to the rear of 32-34 Laystall Street, and that these remains may be disturbed by ground-breaking works required for the proposed new apartment building. These remains are likely to be of local significance and the unmitigated adverse impact of the proposed development on these remains is likely to be substantial. However this can be appropriately mitigated through an appropriate archaeological assessment (i.e. trial trenching) to establish the extent and condition of the cellar remains of the back-to-back houses that were located within the footprint of the proposed development.
- 6.80 Should any significant buried remains be encountered during the initial evaluation, it may be appropriate to implement an archaeological strategy that will ensure an archival record is compiled prior to construction on the area commencing.

- 6.81 The requirement for any further archaeological investigation in advance of, or during, development works will be determined by the Greater Manchester Archaeological Advisory Service (GMAAS), in their capacity as archaeological advisor to MCC.

Phase 1 Geo-environmental Assessment

- 6.82 A Geo environmental Report has been produced by Groundsure.
- 6.83 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.
- 6.84 The site is underlain by glacial deposits, comprising Diamicton (Secondary Undifferentiated Aquifer) and the solid geology of the Chester Pebble Beds Formation (Principal Aquifer). The property is not located in a Radon Affected Area, as less than 1% of the properties are above the Action Level.
- 6.85 Given the potential historic contaminative land uses, the overall risk from soil contamination to end users and construction workers is concluded to be moderate to low. The risk to controlled waters is concluded to be moderate to low based on the underlying superficial soils. The risk from ground gas to end users and construction workers is considered to be moderate to low given the anticipated extent of made ground.
- 6.86 The highest risk of groundwater flooding is low. An intrusive investigation should be undertaken to establish geotechnical parameters for the design of foundations, floor slabs and pavement construction for the proposed new structures and surrounding area. As part of the geotechnical investigation, it is recommended that samples of soil are recovered for contamination testing and to confirm whether there are any potential risks. This further investigation could be controlled via an appropriate condition attached to a decision notice.

Sunlight & Daylight Report

- 6.87 Watts have produced a Daylight and Sunlight report in relation to the Proposed Development. In accordance with the BRE guidance the nearest properties to the site has been considered. These two properties are the adjacent StayCity Hotel and the proposed Bellward scheme (Lomax St Development). The Jolly Angler and Ducie House are not considered as they are considered to not be a sensitive receptor in the BRE guidance.
- 6.88 The StayCity Aparthotel is considered a less sensitive use given that it is a transient population, however for completeness it has been included. In addition, the Bellward scheme has secured planning permission however it not currently under construction, nor has there been an indication that it will start on site imminently such as through the discharge of pre-commencement conditions. For this reason the Bellward scheme is also considered to be afforded less weight in a daylight and sunlight assessment. Furthermore the windows assessed are only those which are directly impacted by the Proposed Development and therefore does not include the windows on different elevations, and therefore represents only a proportion of the adjacent buildings.
- 6.89 As the site is currently of low density it is typical that when replacing with higher density development there will be reductions which exceed the national guidance offered by BRE. This is particularly common in City Centre developments where there is a tighter urban grain. All of these factors and the status of the adjacent development needs to be considered when reviewing the results.
- 6.90 Further detail is explained within the Daylight and Sunlight report, but in summary:

- Stay City
 - o Of the 52 windows assessed 10 will meet the BRE guidance for VSC analysis.
 - o Of the 26 bedrooms assessed 12 will meet the daylight distribution guidance.
 - o Of the 26 bedrooms assessed 9 will meet the BRE guidance for Total APSH and 4 will meet the criteria for winter APSH.
- Bellward:
 - o Of the 57 windows assessed 28 will meet the BRE guidance.
 - o Of the 37 bedrooms assessed 24 will meet the BRE guidance for daylight distribution.
 - o Of the 25 rooms assessed 20 will meet the BRE guidance for Total APSH and 19 will meet the guidance for winter APSH.

6.91 As set out at point 4.2.3 of the Daylight and Sunlight assessment these results are partially derived by the poor neighbourliness of the properties. The BRE guidance encourages consideration of the neighbourliness of not just the proposed development, but also the surrounding properties. A building that satisfies the good neighbour principle does not extend to the boundary of the land on which it stands but allows some open space between it and the boundary and does not take more than its fair share of the available daylight and sunlight. In the context of the Site, both the StayCity building and the proposed Bellward scheme are built very close to the boundary and therefore are considered to take more than their 'fair share'.

6.92 In addition, as can be seen in Appendix 2 of the Report a majority of the rooms affected in the Bellward scheme relate to bedrooms which are considered "less important" within the BRE guidance.

6.93 Overall the Report concludes that the impact is in keeping with what is expected for City Centre redevelopment.

Transport

6.94 Eddisons have prepared a Transport Statement which accompanies the submitted planning application.

6.95 A number of conclusions can be drawn from the report, namely:

- The proposed development will be accessed by safe access arrangements;
- The report has demonstrated that the proposed development would be highly accessible by non-car travel modes such as walking, cycling and public transport and therefore represent a highly sustainable development;
- The development proposals do not include the provision of car parking spaces, which is consistent with the objective of reducing travel by private car; the limited parking demand that is anticipated as a result of the proposals can easily be accommodated at existing city centre car parks located within a 750-metre (10-minute walking time) of the Site;

- These car parks include disabled parking provision in easy distances from the site;
- The development proposals will provide adequate servicing accessibility;
- The proposals will not have a detrimental impact on overall road safety; and,
- The traffic impact of the proposals would not be material.

- 6.96 It can therefore be concluded that the proposals are acceptable in highway terms and should be considered acceptable to the local highway authority.
- 6.97 A Travel Plan has also been prepared and details the proposals promote sustainable modes of travel and reduce the dependency of the private car, and additionally has presented a series of measures to be implemented to reduce the number of single car occupancy trips.
- 6.98 The information contained within the Travel Plan and details of sustainable modes of transport in the vicinity of the Site will be accessible to residents, office workers and visitors to the development.
- 6.99 A wide range of measures and actions will be used to encourage car sharing, public transport use, cycling and walking. The Travel Plan Co-ordinator will ensure the Travel Plan is implemented and is operating effectively for both the residential and commercial elements of the Proposed Development.
- 6.100 A detailed resident Travel Survey will be undertaken to establish travel modes of residents and office workers, and following this, specific targets will be set and agreed with the Travel Plan team at the Council.

TV Reception and Broadband Connectivity

- 6.101 A Television and Radio Reception Impact Assessment has been undertaken by GTech Surveys in relation to the Proposed Development. Due to the existing good coverage and robust technical nature of the broadcast radio network with respect to building-generated signal interference, the Proposed Development is not expected to affect the reception of VHF (FM) radio services.
- 6.102 Overall, the Proposed Development is not expected to cause any disruption to the reception of any television or radio broadcast platform. No interference is expected and no mitigation measures to restore reception are required.
- 6.103 As required by the MCC Validation Checklist 2018, a Broadband Connectivity Assessment has also been undertaken by GTech in relation to the residential element of the scheme. The assessment indicates that existing infrastructure and good connectivity is already available, with existing fibre installed along streets adjacent to the Proposed Development and therefore excellent download speeds are available for future residents.

Summary

- 6.104 The relevant parts of the NPPF, Development Plan and all material considerations are considered within the remainder of this document and at Appendix A. Our assessment demonstrates that the Proposed Development is in compliance with planning policy and guidance at both national and local levels.

- 6.105 It can be concluded that the proposals are considered to be largely consistent with the aims and objectives of the Development Plan taken as a whole. In addition, the proposals are supported by the assessment of other material considerations including the NPPF and it has been demonstrated that the proposed development will deliver the overarching economic, social and overarching objectives of sustainable development as a whole.

7 Summary and Conclusions

7.1 This Planning Statement accompanies application for Full Planning Permission and Listed Building Consent for the re-purposing and refurbishment of 32-34 Laystall Street and the construction of a 9 storey residential building. The proposals will secure the long term future use of the Showroom with full repair and restoration of the building and bring it into use as an office space. The proposed 89 residential units, of which 5% will be affordable, are necessary to ensure the restoration of the Showroom is a viable prospect. The Applicant is McCaul Group Limited.

7.2 The description of development as stated on the application form for Full Planning Permission is as follows:

Full Planning Permission for: the retention and refurbishment of 32-34 Laystall Street for use as offices (Use Class E); the construction of a three storey commercial extension; the demolition and redevelopment of the outrigger and associated structures for a nine storey residential building (Use Class C3); and, other associated works including access, servicing, landscaping and secure cycle parking.

7.3 The description of development as stated on the application form for Listed Building Consent is as follows:

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, plus the demolition of the outrigger and associated structures.

7.4 The proposals will retain and refurbish the highly significant and highly decorative original building and will re-purpose the building for office use, comprising 704 sq. m floor space. This will deliver significant heritage benefits including the repair and restoration of:

- the external elevations and original windows;
- all original plasterwork, cornice, architraves and floorboards;
- the remaining fire insert;
- the original timber security shutters; and,
- the original tiled entrance vestibule floor, along with the repair of the ground floor glazed partitions.

7.5 In addition, the proposals will:

- reinsert the missing panelled doors to the interior and exterior; and,
- repair and replace the inappropriate modern steel roller shutter to the original loading bay.
- The proposals will re-establish an important character building into this part of the city centre, making a positive contribution to the sense of place and the quality of the street scene.

- 7.6 In order to balance the cost of conservation, the proposals include the demolition of low and negligible significance outrigger and outbuildings and the construction of a 9 storey residential building comprising 89 new homes, delivered to a high standard and fully consistent with Manchester's Residential Quality Guidance. A viability appraisal has been undertaken and the scheme capable of supporting 5% of the units, on site as affordable housing, alongside dealing with the 'conservation deficit' of restoring the listed building. This viability position will be independently tested and scrutinised during the formal consideration of the planning application.
- 7.7 Overall, the proposals are consistent with regeneration ambitions for the area and will deliver a number of important public benefits, as follows:
- 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 5% will be affordable 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.
- 7.8 A detailed assessment of the proposals has been undertaken against planning policy at all levels as set out within the body of this report and at Appendix A. Taking all of this into account, it can be concluded that the Proposed Development is considered to be largely consistent with the aims and objectives of the Development Plan taken as a whole. It is further supported by the assessment of other material considerations including the NPPF and it has been demonstrated that the Proposed Development will deliver the overarching economic, social and overarching objectives of sustainable development as a whole. As such, the Proposed Development therefore merits of the support of the Local Planning Authority and the grant of Planning Permission and Listed Building Consent.

Appendix A: Planning Policy Review

National Planning Policy

The Government is committed to a plan-led system of development control, which was given statutory force by Section 38(6) of the 2004 Planning and Compulsory Purchase Act. Where an adopted or approved development plan contains relevant policies, Section 38(6) requires that an application for Planning Permission or an appeal shall be determined in accordance with the plan, unless material considerations indicate otherwise.

National Planning Policy Framework (2019)

The National Planning Policy Framework (NPPF, 2019) sets out the Government's planning policies for England and how these are expected to be applied. It sets out the Government's requirements for the planning system only to the extent that it is relevant, proportionate and necessary to do so.

The NPPF must be taken into account in the preparation of local and neighbourhood plans, and is a material consideration in planning decisions.

Achieving Sustainable Development

The NPPF articulates the priorities of the Plan for Growth within planning policy. The NPPF introduces a 'presumption' in favour of sustainable development and supports proposals that are in accordance with policies in an up to date Development Plan. Sustainable development is about positive growth – making economic, environmental and social progress for this and future generations.

The NPPF goes on to advise that these roles should not be undertaken in isolation, because they are mutually dependent. Therefore, to achieve sustainable development, economic, social and environmental gains should be sought jointly and simultaneously.

Paragraph 10 of the NPPF outlines that a presumption in favour of sustainable development is at the heart of the Framework. Paragraph 11 further clarifies that for decision taking, this means approving development proposals that accord with an up-to-date development plan without delay; or where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, Planning Permission should be granted unless the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole

Paragraph 19 confirms the government's commitment to ensure the planning system does everything in its power to support economic growth and not act as an impediment to it. Paragraph 20 requires local planning authorities to plan proactively to meet the development needs of business to support the modern economy, and Paragraph 21 emphasises that planning should not over-burden investment in business and should seek to address potential barriers to investment.

The NPPF supports the commitment to ensuring economic growth in order to create jobs and prosperity, building upon the country's inherent strengths and meeting the challenges of a low carbon future. Section 6 (Paragraphs 80 to 82) discusses the need to 'build a strong, competitive economy'.

In particular, it identifies the need for local planning authorities to support existing business sectors, by helping to create "conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development" (Paragraph 80).

Paragraph 124 notes that good design is a key aspect of sustainable development and should contribute positively to making places better in which to live and work and helps to make development acceptable to communities.

The Proposed Development is fully in accordance with the policies supporting economic growth. The refurbishment of 32-34 Laystall Street, together with the new build elements of the scheme, will facilitate the ongoing regeneration of the area, delivering new homes as well as new jobs and opportunities. Given the current economic challenge the UK faces as a result of the COVID-19 pandemic it is even more vital that key economic sectors are well supported, in this way the office space created by the Proposed Development will support the economic recovery of the City Region.

Core Planning Principles

The NPPF establishes a set of core planning principles, which underpin both plan-making and decision-taking. These set out that planning should:

- a) be prepared with the objective of contributing to the achievement of sustainable development;
- b) be prepared positively, in a way that is aspirational but deliverable;
- c) be shaped by early, proportionate and effective engagement between planmakers and communities, local organisations, businesses, infrastructure providers and operators and statutory consultees;
- d) contain policies that are clearly written and unambiguous, so it is evident how a decision maker should react to development proposals;
- e) be accessible through the use of digital tools to assist public involvement and policy presentation; and
- f) serve a clear purpose, avoiding unnecessary duplication of policies that apply to a particular area (including policies in this Framework, where relevant).

Paragraphs 80 and 81 state that the Government is seeking to ensure that the planning system does everything possible to support sustainable economic growth, and Local Planning Authorities should plan proactively.

The proposals are a form of sustainable development which makes effective use of land, both through the refurbishment of an existing building to bring it back into viable use and through new development on previously developed land located within the city centre and close to employment and leisure amenities.

Delivering a sufficient supply of homes

Section 5 (Paragraphs 59 to 79) states the Government's objective of significantly boosting the supply of homes, and notes that it is important that a sufficient amount and variety of land can come forward where it is needed.

It notes in particular that the needs of groups with specific housing requirements should be addressed. Where major development involving the provision of housing is proposed, planning policies and decisions should expect at least 10% of the homes to be available for affordable home ownership.

The proposals for Laystall Street include provision of 89 new homes within Manchester City Centre, of which 5% will be affordable housing. The 5% provision of affordable housing has been tested through a viability appraisal and it is considered that any additional provision would result in the proposals being unviable. If it is demonstrated that a greater provision of affordable housing is not viable it is acceptable in planning policy terms to provide a lesser amount.

The provision of residential uses in the area is appropriate and support the mixed-use regeneration initiatives for the area whilst also complementing the adjacent ApartHotel and approved Bellward residential scheme on Lomax Street.

Building a Strong, Competitive Economy

Section 6 (Paragraphs 80 to 84) emphasises the Government's commitment to securing economic growth, and that significant weight should be placed on the need to support it through the planning system.

In particular, it identifies the need for Local Planning Authorities to support existing business sectors, taking account of whether they are expanding or contracting and, where possible, identify and plan for new or emerging sectors likely to locate in their area.

The proposal to refurbish the building and deliver office space in this part of the city provides an opportunity to provide space for SMEs, as detailed in Chapter 2. This will help provide space for developing businesses sectors of the City Region, which is of great importance on the road to recovery from the Covid-19 pandemic.

Achieving well-designed places

Section 12 (Paragraphs 124 to 132) states that the planning process is fundamental to creating high-quality buildings and places. Good design is key to sustainable development and contributes to creating better places in which to live and work. It outlines that developments should aim to:

- Add to the overall quality of the area and function well over the lifetime of the development.
- Be visually attractive as a result of good architecture, layout and appropriate and effective landscaping.
- Be sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities).
- Establish or maintain a strong sense of place, using arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit.
- Optimise the potential of the Site, create and sustain an appropriate mix of uses.
- Create safe, inclusive and accessible environments which promote health and well-being.

In line with NPPF design policy, the proposed refurbishment of 32-34 Laystall Street and the sensitive extension and new build has been the subject of significant design consideration and evolution. As evidenced in the Design and Access Statement, the sensitive approach to the redevelopment of the Grade II Listed Building will preserve and enhance the original features as much as possible; providing good quality office

accommodation together with 89 residential units – a mix which is considered to optimise the potential of the Site.

The Proposed Development will also enhance the overall quality of the streetscape, from which the poor condition of the outbuildings and the gap site adjacent to 32-34 Laystall Street currently detract. The enhanced amenity will contribute to the ongoing regeneration initiatives of the area to transform this area into a destination in the City Centre.

Meeting the Challenge of Climate Change

In respect of climate change, paragraph 148 of the NPPF advises that to support the move to a low carbon future, local planning authorities should:

- shape places in ways that contribute to radical reductions in greenhouse gas emissions;
- minimise vulnerability and improve resilience;
- encourage the reuse of existing resources, including the conversion of existing buildings; and,
- support renewable and low carbon energy and associated infrastructure.

Careful consideration has been given to the long term sustainability of the 32-34 Laystall Street and the new build extension. First and foremost, the Proposed Development seeks to repurpose an existing building which is currently underutilised and bring it back into full economic use. The re-use of buildings is a core tenet of sustainable development. Furthermore, where possible the materials derived from the demolition of the outrigger will be reutilized within the Site, in particular the terracotta details of the outrigger will be reutilized within the restoration of the Showroom.

In addition, central to its sustainability is the need to reduce its overall CO2 emissions and impact on climate change whilst also improving the building's thermal performance and overall energy efficiency.

Strategies through which energy use for the development has been minimised include the using of double glazing with a film element to reduce solar gain, the use of low carbon materials where possible, and the inclusion of photovoltaics. A fabric first approach has been undertaken to reduce the energy required by the building once it is operational but the exact credentials will be assessed at a more detailed design stage.

Conserving and enhancing the historic environment

Chapter 16 sets out that heritage assets are an irreplaceable resource and should be conserved in a manner appropriate to their significance. When determining a planning application the local planning authority should take account of the desirability of sustaining and enhancing the significance of heritage assets and consider if a new development makes a positive contribution to the local character and distinctiveness.

It sets out that in determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance.

As outlined in Section 5, the NPPF at Paragraph 196 sets out that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

Section 5 of this Statement and the accompanying Heritage Statement fully consider the impact on the identified designated heritage assets, in particular the Grade II listed building at 32-34 Laystall Street.

Great weight has been given to the conservation of the designated heritage assets and in accordance with Paragraph 196 it is demonstrated that the public benefits of the proposal outweigh any perceived harm to the identified heritage assets, as detailed in Chapter 7. Overall it is considered that the proposals will deliver many heritage benefits through the restoration of the Showroom and re-using the high significant parts of the outrigger. Whilst the demolition of the remaining element of the outrigger does constitute as harm it should be seen in the context that the outrigger has undergone significant alterations and is therefore of less significance than the Showroom. The demolition will also remove the harmful modern additions, and in its place provide a residential building which is key in making the restoration of the Showroom viable.

Local Planning Policy

Manchester Core Strategy (July 2012)

The Site is situated within the administrative boundary of MCC and is subject to the provisions of the Manchester Core Strategy, which was adopted by the Council on 11 July 2012.

The Core Strategy sets the overall strategic direction for planning for Manchester over the plan period from 2012 to 2027, and is in line with national policies. The policies of the Core Strategy establish where major development and other forms of investment should be located in order to be sustainable, meet local needs and take full advantage of opportunities.

The application Site is located within Manchester City Centre, and is subject to the City Centre policies.

The Core Strategy policies that have been considered are as follows:

Core Strategy Policy (2012)	Contribution and Benefits
Policy SP1 – Spatial Principles: The Regional Centre will be the focus for economic and commercial development, retail, leisure and cultural activity, alongside high quality city living. Development in all parts of the City should make a positive contribution to neighbourhoods of choice including: Improving access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision. As well as creating well designed places that enhance or create character; making a positive contribution to the health, safety and wellbeing of residents considering the needs of all members of the community; protect and enhance the built and natural environment; minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible.	The Proposed Development is located within the Regional Centre and City Centre, where the focus is to support economic growth and access to job opportunities. The proposal is clearly aligned with this vision. It will provide office accommodation within a highly sustainable area, improving access to jobs. The proposals will also include 89 residential units together with a 5% contribution towards affordable housing. Furthermore, the proposal seeks reuse of a partially vacant building and to deliver a high quality new building to improve the built environment and local character as detailed in both the Heritage Statement and Design and Access Statement.
Policy EC1 - Employment and Economic Growth in Manchester: The provision of approximately 200 ha of employment land for B1, B2 and B8 uses by 2027 will be provided within the City. 33ha of land within the City Centre is identified to	The building is located within the City Centre and Regional Centre where a large of amount of land has been identified for employment generating uses. Using the Employment Density Guide 3rd Edition (2015) it is estimated that the office floorspace could support 59 full-time equivalent jobs. The proposal to refurbish 32-34 Laystall Street and the corner extension will together provide c. 703 sq. m of

Core Strategy Policy (2012)	Contribution and Benefits
support employment and economic growth. Priorities for ensuring continued economic growth include: • Improving access to jobs for all via public transport, walking and cycling. • Demonstrating that employment-generating development has fully considered opportunities to provide jobs for local people. • Improving the portfolio of employment premises by providing a range of employment sites and premises for small, medium and large businesses. • Improving digital infrastructure delivery. • Creating business destinations by enhancing the primary business use with ancillary commercial facilities. • Ensuring the continued social, economic and environmental regeneration of the City. • Ensuring connectivity to, and competitiveness in, international markets.	office floorspace in a highly accessible area of the city and will position the building appropriately within the market and help attract quality employment opportunities for local people. The applicant has signed a Local Labour Agreement which sets out their commitment to work with the Council's Work and Skills Team to ensure that employment opportunities resulting from this development are made available to Manchester residents through existing recruitment offer and allow hard to reach groups equal opportunity to be successful in applying.
Policy EC3 – The Regional Centre Within the Regional Centre development for employment generating uses including offices and other commercial development will be encouraged.	The proposal is in line with the policy, providing new office floorspace within the City Centre and the Regional Centre.
Policy H1 – Overall Housing provision Approximately 60,000 new dwellings will be provided for in Manchester between March and March 2027. The city centre is expected to provide 16,500 of these. New housing will be predominantly in the North, East, City Centre and Central Manchester, these areas falling within the Regional Centre and Inner Areas of Manchester. High density developments (over 75 units per hectare) are appropriate in both the City Centre and parts of the Regional Centre given the accessible location. Within the City Centre there will be a presumption towards high density housing development, within mixed use schemes which contribute to regeneration initiatives or niche housing markets by providing sustainable, well designed accommodation which meets the needs of workers moving to Manchester.	The proposal is in line with the policy, provision of 89 new homes in a high density new apartment building within Manchester City Centre, supporting the ambition to deliver a minimum of 970 city centre homes per year.
Policy H 8 - Affordable Housing	The proposal seeks to include 5% affordable housing. This proportion of on-site affordable has been considered as

Core Strategy Policy (2012)	Contribution and Benefits
New development will contribute to the City-wide target for 20% of new housing provision to be affordable. Developers are expected to use the 20% target as a starting point for calculating affordable housing provision. It is envisaged that 5% of new housing provision will be social or affordable rented and 15% will be intermediate housing, delivering affordable home ownership options. Affordable housing units will be inclusively designed to reflect the character of development on the site. Either an exemption from providing affordable housing, or a lower proportion of affordable housing, a variation in the proportions of socially rented and intermediate housing, or a lower commuted sum, may be permitted where either a financial viability assessment is conducted and demonstrates that it is viable to deliver only a proportion of the affordable housing target of 20%; or where material considerations indicate that intermediate or social rented housing would be inappropriate.	part of the viability appraisal and it is not possible to provide additional provision. As set out in the planning policy where material considerations, such as viability, are present then it is acceptable in planning policy terms to provide a lesser amount of affordable housing.
Policy CC1 – Primary Economic Development Focus: City Centre and Fringe The City Centre is a strategic economic location and focus of employment growth in the City and City Region. The City Centre is expected to accommodate 33ha and the City Centre Fringe 25ha of office or similar employment development.	The proposal provides an opportunity to attract new quality businesses to the City Centre and attract quality employment opportunities. The reuse of the partially vacant building will support the ongoing regeneration of the area, including the defined Piccadilly Basin SRF area, and act as a catalyst for further regeneration in this part of the City Centre.
Policy CC3 – Housing The City Centre will see the most intensive development of housing in the City. It is expected that a minimum of 16,500 new units will be provided from 2010-2027. Key locations for the residential development will be Castlefield, Piccadilly, the Southern Gateway and the Northern Quarter. Residential development in the City Centre will comprise apartment schemes. The Council will encourage accommodation of a high standard which offers accommodation which is large enough to suit a range of occupants, in terms of both the number of rooms and their size.	The Site is indicated as being in Piccadilly within the Core Strategy, and therefore the delivery of housing in this location is supported by planning policy. The proposals will help to meet the annual housing target and are in a highly sustainable location for the benefit of its future occupants. The residential element has been designed in consideration of the Manchester Residential Quality Guide and meets the space standards set out within the Guide.
Policy CC5 – Transport: Developers should work with public transport providers to ensure that all users are able to access development by	Due to the highly accessible location of the Site, being within walking distance of Manchester Piccadilly Station, sustainable transport options for future occupiers and residents of the development are available once the building is operational.

Core Strategy Policy (2012)	Contribution and Benefits
sustainable means, especially taking account of times when developments are likely to be busiest.	It is proposed to deliver a total of 89 cycle spaces within the lower ground floor of the new residential building. This is considered sufficient for the proposals and meets MCC requirements set out in Appendix B of the Core Strategy.
Policy CC8 – Change and Renewal Developments which make significant contributions to the City Centre’s role in terms of employment and retail growth or which improve the accessibility and legibility of the Centre will be supported, subject to the proposal’s impact on key aspects of the City’s heritage and character.	The sensitive refurbishment of the Grade II listed building, together with the corner extension, to facilitate commercial use will make a contribution to the City Centre in terms of employment-generating uses in a currently underutilised site. Overall, the Proposed Development will contribute towards the activation of a city centre site that is currently not well used and will create a high quality environment that enhances accessibility and legibility in this part of the City Centre.
Policy CC9 – Design and Heritage: Development in Manchester City Centre should preserve or enhance the heritage assets that have been identified, including listed buildings, conservation areas and scheduled ancient monuments. The Council will support high density and mixed-use development, but developers must recognise the specific design challenges that must be overcome to ensure complementarity of function and form.	The Proposed Development seeks to ensure that the Grade II listed building will continue to make a positive contribution to the City Centre for generations to come. In order to achieve this the design takes into account the need to protect the building’s heritage values as far as possible by ensuring that any impacts associated with re-purposing of the building are clearly justified as being proportionate in relation to securing the long term future re-use of the building. Indeed many of the interventions are positive and seek to enhance the special architectural interest of the building such as repairing the façade, restoring the remaining fire place, refurbishing the existing windows whilst removing insensitive additions such as the mezzanine or modern outrigger elements. The new build element has been carefully designed to respect the retained Showroom so as not to over-dominate the heritage asset, whilst also enhancing the streetscape.
Policy CC10 – A Place for Everyone: The City Centre will develop as a location which appeals to a wide range of residents and visitors. Development which promotes this objective will be supported, particularly through increasing standards of accessibility to buildings and across spaces.	The Site is located at the edge of the City Centre and within a highly accessible area via a range of non-car transport modes, further increasing its accessibility for all members of society. The new build elements of the Proposed Development will be fully accessible at all levels to improve accessibility for the visually, aurally and physically impaired as highlighted within the Design and Access Statement. Generally the refurbished Grade II Listed building will also be accessible at all levels, with accessibility being improved through the provision of a new lift within the corner extension. There is one area that cannot be made accessible due to existing levels and given the constraints of working with a listed building.

Core Strategy Policy (2012)	Contribution and Benefits
Policy T1 – Sustainable Transport To deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport.	Located within walking distance of Manchester Piccadilly Station, the Proposed Development is extremely well served by local and national sustainable transport networks such as Metrolink, Metroshuttle, rail and bus services. Cycle parking at a ratio of 1:1 will be provided within the Proposed Development for residential uses.
Policy EN3 – Heritage Throughout the City, the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods, including those of the City Centre. New developments must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment	As outlined in the Heritage Statement and in this Statement, the proposals seek to restore and enhance the highly decorative Showroom. In doing to the heritage asset can be enjoyed for generations to come and be in an active economic use. It is acknowledged that the proposals will lead to less that substantial harm as a result of the demolition of the outrigger, however this is outweighed by the key benefits the scheme will deliver. These benefits include securing the long-term viable use of the showroom, the provision of employment space, the provision of new homes which include affordable housing, and the improved amenity the proposals will bring to the area.
Policy EN4 – Reducing CO2 Emissions by Enabling Low and Zero Carbon Development: All development must follow the principle of the Energy Hierarchy, being designed: - to reduce the need for energy through design features that provide passive heating, natural lighting and cooling; - to reduce the need for energy through energy efficient features such as improved insulation and glazing; and, - to meet residual energy requirements through the use of low or zero carbon energy generating technologies.	The proposals have been designed in the context of the energy hierarchy and have incorporated all of these features within the proposals, as set out within the Energy Statement and Environmental Standards Statement prepared by Clancy. In regards to the Showroom element, there are naturally less interventions included given its heritage status. However a new roof will improve insulation, alongside improved slim-line glazing. The re-use of an existing building is inherently low carbon, and is a key benefit of the Showroom element. Where possible the development will use low carbon materials during the construction phase.
Policy EN6 - Target Framework for CO2 reductions from low or zero carbon energy supplies New development, regeneration and retrofit projects, will be expected to take place in the context of more detailed proposals for decentralised low and zero carbon energy infrastructure in the form of energy proposals plans. It set out that developments of over 10 units or of over 1,000sqm are expected to meet a 15% improvement over Part L 2010.	The Energy Strategy and Environmental Standards Statement prepared by Clancys outlines a 15.5% improvement over Part L 2010.
Policy EN8 – Adaptation to Climate Change:	The Proposed Development includes a number of sustainable measures which respond to the effects of climate change. This includes allowing for flood water,

Core Strategy Policy (2012)	Contribution and Benefits
All new development will be expected to be adaptable to climate change in terms of design, layout, siting and function of buildings and external spaces.	using glazing which minimizes solar gain, using low carbon materials and the provision of photovoltaics.
Policy EN19 Waste: The Council will require all developers to demonstrate the proposals consistency with the principles of the waste hierarchy. All developers will be required to submit a waste management plan to demonstrate how both construction and demolition waste will be minimised and recycled wherever possible and how the sustainable waste management needs of the end user will be met.	The proposed arrangements for management of waste are set out within the Design and Access Statement and the appended waste proforma prepared in accordance with MCC waste requirements. The Design and Access Statement confirms that these are appropriate for this scale of development and that servicing and waste collection can be undertaken in an efficient manner. Measures to control construction and waste will be managed in accordance with the detailed Construction Management Plan (CMP).
Policy DM1 – Development Management: All development should have regard to the specific issues including: effects on amenity such as noise, light, air quality, road safety and traffic generation; accessibility; community safety and crime prevention; vehicular access; and, green infrastructure.	The Proposed Development takes into consideration key development management requirements and is supported by technical reports, which set out how potential issues will be managed and mitigated through the construction and operational phase of the development. This includes: Construction Management Plan, Noise Assessment, Daylight and Sunlight Assessment, Air Quality Assessment, Transport Statement and Residential Management Strategy.

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

The Guide to Development SPD sets out the design principles and standards that the City Council expects new development to achieve. The key principles and standards of relevance to the Proposed Development are set out in the table below.

Guide to Development SPD (2007)	Contribution and Benefits
The City's Heritage is an Asset. The SPD advocates that buildings of architectural and historic importance together with their setting will be preserved and enhanced.	The proposal will retain and enhance the Grade II listed building within the Site, securing the long term future of the building and enabling its long-term maintenance, preserving this heritage asset for the future.
Minimising the Impact of Car Parking The SPD recognising the demands for car parking within new development proposals. It recommends that the reliance of car parking should be reduced by ensuring easy access to amenities including public transport are provided.	It is not proposed to provide any car parking within the scheme. The Site is located in a highly accessible area in terms of sustainable transport modes including public transport. Being located within the City Centre, access to other amenities such as shops will be provided.

Guide to Development SPD (2007)	Contribution and Benefits
Adaptability The SPD required that new development should be easy to main and adapt. Successful developments should be sustainable and flexible so that as the need and requirements change over time and new users and functions take over, buildings should not have to be redevelopment again in a relatively short period.	The proposal is largely focused on enabling the long term reuse of the building, which is long-term vacant. The proposed interventions seek to enhance the current shortfalls of the building and re-purpose it for a viable and secure long-term use, as detailed in Section 2. The residential element includes an onsite affordable housing element which meets the identified need in the City Centre. In addition, the unit mix reflects that of the City Centre market and to meet those differing needs.
Encouraging the reuse of Existing Buildings The SPD promotes the reuse of underutilised buildings and highlights the benefits of re-using existing buildings, as states that recycling building supports better energy efficiency.	The proposal will reuse the Grade II listed building, enabling a sensitive refurbishment that supports its active economic use and long-term viability. In addition, the material left over from the demolished outrigger will be re-used with the proposals as appropriate.
Energy Efficiency The SPD encourages high standards of energy efficiency in new development and requires developers to consider necessary steps to reduce energy demand at earlier stages of design. It encourages proposal to minimise reliance on energy using equipment for heating, cooling, lighting and natural ventilation.	The proposals have been designed in the context of the energy hierarchy and have incorporated all of these features within the proposals, as set out within the Energy Statement and Environmental Standards Statement prepared by Clancy. The measures seek to reduce the energy demand of the proposals at an early stage. The Proposed Development includes a number of sustainable measures which respond to the effects of climate change. This includes allowing for flood water, using glazing which minimizes solar gain, using low carbon materials and the provision of photovoltaics. In regards to the Showroom element, there are naturally less interventions included given its heritage status. However a new roof will improve insulation, alongside improved slim-line glazing. The re-use of an existing building is inherently low carbon, and is a key benefit of the Showroom element. Where possible the development will use low carbon materials during the construction phase.

Saved Policies of the Manchester Unitary Development Plan (1995)

Unitary Development Plan (1995)

The Unitary Development Plan was adopted in July 1995. Coinciding with the adoption of the Core Strategy in 2012 significant proportions of the UDP have been replaced; however, a number of policies were saved on 11 July 2012 and remain extant. Saved UDP Policies of relevance to the Proposed Development are addressed in the table below.

Saved UDP Policy (1995)	Contribution and Benefit
DC19.1 Listed Buildings: In determining applications for listed building consent or planning applications for development involving or having an impact on buildings of Special Architectural or Historic Interest, the Council will have regard to the desirability of securing the retention, restoration, maintenance and continued use of such buildings and to protecting their general setting.	As set out above, the proposals seek to secure the long-term use of the Grade II listed Showroom building within the Site; the Heritage Statement concludes that the proposals will led to <i>less than substantial harm</i> as a result of the demolition of the original outrigger. However it is also acknowledged that scheme will have a beneficial impact in terms of the restoration works which is described in detail within the Heritage Statement and Design and Access Statement. In addition, the Heritage Statement considers the impact of the proposals on other nearby listed buildings and does not identify instances of harm. The proposals are supported by a viability statement which has been independently assessed by a third party appointed by MCC. This viability statement demonstrates that the proposed uses and quantum of development are necessary in order to bring forward a deliverable development on this site, and secure the long-term future of the original building.
DC26.1 Development and Noise: The Council intends to use the development control process to reduce the impact of noise on people living and working in, or visiting, the City. The Council will consider both the effect of new development proposals which are likely to be generators of noise and the implications of new development being exposed to existing noise sources which are effectively outside planning control.	The proposals are supported by a Noise Assessment prepared by E3P Consulting. The assessment indicates that the proposals are suitable and meet MCC noise criteria and planning guidance.

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Real Estate

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