

PLANNING STATEMENT

23 New Mount Street, Manchester

Homezzz Limited

July 2018

CBRE

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CBRE

1.0 Introduction

INTRODUCTION

1.1 This Planning Statement has been prepared by CBRE Limited, on behalf of Homezzz Limited ('the applicant'), in support of a Full Planning and Listed Building Consent application submitted to Manchester City Council (MCC) in relation to 23 New Mount Street, Manchester, M4 4DE ('the Site) edged red on the accompanying Site Location Plan.

The Site

1.2 The Site, shown edged red on the accompanying Site Location Plan, comprises three former printing works buildings associated with the Cooperative Society together with a former residential dwelling house and extends to 0.15 hectares in area. The buildings, which range in height up to 5 storeys, are bound by Naples Street to the north, Ludgate Street to the west, School Street to the east and New Mount Street to the south.

1.3 A more detailed description of the application Site is provided in Chapter 2 of this Statement.

Description of Development

1.4 Full Planning and Listed Building Consent is sought for:

"Change of use from offices (Use Class B1) (4,656 sqm) together with erection of a roof extension to block fronting Naples Street and glazed atrium to form 66 no. residential units (Use Class C3a) with associated elevational alterations."

1.5 This Statement is intended to address the relevant planning considerations at the site in light of national and local planning guidance and to assess the scheme's compatibility in policy terms.

BACKGROUND TO THE APPLICATION

The Applicant

1.6 Homezzz Limited is part of The Parklane Group, a substantial private business with 40 years track record in the UK property and leisure industries. The Parklane Group is an established company supported by experienced development management and operational teams and targeted at developing quality residential schemes in key Cities throughout the UK.

1.7 In addition to Homezzz, the Company also sources, builds and operates its other main premium City Centre hospitality and leisure brands, Roomzzz serviced aparthotels and IconInc Student Living. This includes the award winning Roomzzz aparthotel on Princess St, Manchester.

The Application

Recent Planning History – 114920/FO/2017

1.8 On 19 June 2017, MCC granted Full Planning and Listed Building Consent for *"change of use from offices (Use Class B1) (4656 sqm) together with erection of a roof extension to block fronting Naple Street and glazed atrium to form 59 residential apartments (Use Class C3a) with associated elevational alterations"* ref. 114920/FO/2017. A copy of the Decision Notice is attached at **Appendix A**.

1.0 Introduction

1.9 The Planning and Highways Committee Report dated 1 June 2018 concluded that:

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

1.10 Subsequent to this, pre-commencement conditions 17 (relating to off-site car parking) and 20 (relating to the employment relocation strategy) were discharged in October and September 2017 respectively. A copy of the Decision Notices is attached at **Appendix B** and **C**.

1.11 Notice was served on the existing occupiers in June 2018 with tenants advised that they must vacate the premises by September 2018. In line with the relocation strategy prepared by CBRE and agreed with MCC, support has been offered to relocating occupiers however, it is understood that many tenants have found their own alternative accommodation in the City.

1.12 In summary, the principle of the development has been accepted by MCC and it has been recognised that the residential use of the building will contribute to the supply of good quality housing in this popular area of the City Centre. These proposals have sought secure a betterment to the consented scheme which, through internal rationalisation, had led to an uplift of 7 units taking the number of units proposed to 66.

Rationale for the Proposals

1.13 Following the grant of planning consent for residential development and subsequent discharge of condition consents, the Site was acquired by Homezzz Limited, part of The Parklane Group, with the aim of delivering a high-quality development.

1.14 However, based on experience of delivery schemes of this nature and in the interest of maximising the efficiency of the building to meet market demands, the applicant is proposing some minor amendments to the consented scheme, as set out below. The proposals have been sensitively designed to respond to the Listed Building which ensure that the space is used efficiently.

1.15 Should the Council be minded to approve the revised scheme, then work can commence as soon as possible following the discharge of any necessary conditions. Through this comprehensive submission the applicant has sought to reduce the need for any pre-commencement conditions.

Proposed Revisions to Consented Scheme

1.16 An overview of the key alterations made to the previously approved scheme are set out below and represent a betterment to the existing consent.

- Increase in the number of units to 66 (7no. additional units over the 59 previously consented);
- Conversion of the roofspace of the 1860's range to accommodate 4no. apartments at 4th floor level, accessed via individual stairwells at 3rd floor level;
- Re-planning of the single storey rooftop extension to the 1920's building in order to accommodate 1no additional apartment at 2nd floor level;

1.0 Introduction

- Re-planning of the layout on the Ground and First floors in the 1860's range to accommodate 1no additional apartment on each level;
- Removal of the roof gardens over the units in the single storey extension in the 1920's range, with access for maintenance purposes only;
- Re-configuration of the Atrium roof alongside the 1920's range, such that part of the roof structure sits one storey lower than previously consented;
- Minor amendments to the atrium roof glazing to cater for the positioning of smoke vents;
- Retention of the existing substation at lower ground floor within the 1920's range, accessed via Ludgate Street and changes to the apartment adjacent to create a 3-bed unit;
- Minor amendments to the layouts to suit the fire strategy prepared by a Fire Engineering Consultant including the introduction of smoke shafts and minor repositioning of the lift position;
- Introduction of mezzanine decks to the 2 units within the mansard roof of the 1906 range;
- Introduction of conservation rooflights for the apartments contained within the roof; and
- Improved compliance with National Space Standards than the consent scheme.

Pre-Application Consultation

1.17 Comprehensive pre-application consultation has been undertaken with MCC. A synopsis of this consultation is presented below:

Manchester City Council

1.18 Ongoing discussions and correspondence has taken place between the design team and Jennifer Atkinson, Principal Planner at MCC, since April 2018 regarding the proposed alterations to the consented scheme. Key points raised included:

- A new full planning application is required to assess the impact of the proposed uplift in unit numbers;
- The rationale for the uplift in the proposed number of apartments should be clearly set out;
- Amendments to the mix of unit sizes in order to facilitate a more efficient internal layout were agreed;
- Broad support was given to the Increase in the proportion of proposed apartments which would meet National Space Standards as opposed to the consented scheme;
- The need for technical assessments to be updated to reflect the proposed amendments. Addendum reports were considered acceptable; and
- An updated Viability Assessment is required to support the application to demonstrate any proposed reduction in affordable housing provision/planning obligations

1.0 Introduction

Local Residents

1.19 Given that the proposals are seeking to modestly increase the number of consented units from 59 to 66 and following the comprehensive consultation exercise that was undertaken previously, a full consultation wasn't considered to be necessary in this instance. However, the feedback from the previous scheme has been taken into account which has resulted in the following amendments:

- Removal of public access from the roof terrace which will now only be for maintenance; and
- Increase in the provision of cycle storage from 91 to 100% (i.e. 1 for 1)

1.20 These discussions have informed the scheme proposals and are addressed in greater detail in Chapter 5 of this Statement.

SCHEDULE OF SUPPORTING INFORMATION

1.21 The application is accompanied by a comprehensive suite of supporting documents, the scope and extent of which has been prior agreed with Planning Officers at MCC. This Statement should be read in conjunction with other technical reports set out in the schedule of supporting documents below:

Table 1.1 – Schedule of supporting information

TITLE	AUTHOR	DATE
Planning application form, notices and certificates	CBRE Limited	July 2018
Covering Letter	CBRE Limited	July 2018
Planning Statement	CBRE Limited	July 2018
Design and Access Statement	Axis Architecture	July 2018
Heritage Statement: Significance and Impact	Stephen Levrant Heritage Architecture	November 2016
Heritage Statement Addendum	Stephen Levrant Heritage Architecture	July 2018
Transport Statement	Hydrock	July 2018
Transport Statement Addendum	Hydrock	July 2018
Travel Plan	Hydrock	July 2018
Building Survey	CBRE	March 2016
Sustainability and Energy Statement	Hydrock	July 2018
Drainage Strategy	Hydrock	July 2018
Crime Impact Assessment	GMP	July 2018
Bat Survey	Peak Ecology	July 2018
Waste Proforma	CBRE	July 2018
Noise Impact Assessment	Enzygo	July 2018
Air Quality Assessment	Redmore Environmental	July 2018
Viability Assessment	CBRE	July 2018

1.0 Introduction

1.22 In addition to the documents listed above, a comprehensive suite of plans, prepared by Axis Architects, are also submitted in support of the application as detailed in the accompanying covering letter dated July 2018.

STRUCTURE OF THE STATEMENT

1.23 The purpose of this Statement is to assess the proposed development against relevant Development Plan policies and other material considerations, and to address key planning considerations.

1.24 The structure of this Statement is as follows:

- Chapter 2 'Site & its Surroundings' - provides a description of the site and surrounding area, including planning history.
- Chapter 3 'Proposed Development' - sets out the detailed proposals for which this application is seeking to secure planning consent.
- Chapter 4 'Planning Policy Framework' - outlines the relevant statutory development plan policies against which the application will be determined, as well as other material considerations.
- Chapter 5 'Assessment of Scheme Proposals' - details the main planning considerations of relevance to the proposed development and assesses the scheme proposals against relevant Development Plan Polices and other material considerations; and
- Chapter 6 'Summary and Conclusion' - summarises the main findings of this Planning Statement and establishes the planning balance.

2.0 Site and its Surroundings

SITE CONTEXT

2.1 This Chapter describes the Site and surrounding area; provides an appraisal of its sustainability and accessibility, and establishes the planning history of relevance to the scheme proposals.

The Site

2.2 The Site, shown edged red on the accompanying Site Location Plan, comprises three former printing works buildings associated with the Cooperative Society together with a former residential dwelling house and extends to 0.15 hectares in area. The buildings, which range in height up to 5 storeys, are bound by Naples Street to the north, Ludgate Street to the west, School Street to the east and New Mount Street to the south.

2.3 The buildings are Grade II Listed and date from 1870, 1906 and 1920s. The buildings are currently predominately occupied as B1 serviced offices, albeit that notices have been served on existing occupiers to vacate the property by September 2018. Some of the other internal spaces are currently unoccupied, namely the former dwelling house on the corner of School Street and Naples Street. As illustrated in the accompanying Building Survey and survey images, the premises have fallen into a state of disrepair.

2.4 The Site is accessed via New Mount Street with an additional access on School Street for deliveries and servicing. No parking is provided on site.

Surrounding and Wider Context

2.5 The Site is situated approximately 0.9km to the north of Manchester City Centre in a predominantly residential area.

2.6 The immediate surrounding area is going through a period of regeneration with new residential developments and conversions to residential use characterising the area. Immediately to the north and west of the site are 2 x 7 storey residential developments; a Grade II listed two storey commercial building (formerly a school) is to the east of the site; and a car park, which has recently gained consent for a 66-unit residential development, is to the south.

2.7 In addition to residential use, there are a wide range of other uses in the surrounding area. The NOMA scheme, an 8-hectare mixed-use redevelopment scheme backed by The Co-Operative Group, is only a 5-minute walk from the site and includes a number of new buildings providing modern office, residential, hotel, and leisure floorspace in addition to high quality public realm.

2.8 Angel Meadows open space is a two-minute walk to the north of site, beyond which is the railway line which connects to Victoria Station.

Accessibility and Sustainability

2.9 As noted by the Council, in the previous Committee Report dated June 2017, the Site is situated in a highly sustainable location close to the City centre, easily accessible to a range of public transport modes and within walking/ cycling distance of a range of amenities and services.

2.0 Site and its Surroundings

Public Transport

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

Strategic Highway Network

2.11 New Mount Street provides links to the A664 to the west of the site and Rochdale Road to the south, which is a main artery route into other areas of Manchester city centre, Middleton and eventually Rochdale towards the north. The A664 and Rochdale Road provides further links to the A665 and A6010.

2.12 Adjacent to the site, along New Mount Street and Naples Street to the north, there are traffic regulation orders [TRO] in addition to yellow lines bounding the site which prohibits parking at certain time periods (Monday-Friday 8am-6pm & Saturday 8am-12:30pm).

Statutory Designations

2.13 Notwithstanding the Grade II Listing of the building, the Site is not subject to any other statutory or non-statutory nature conservation, landscape or heritage designations and it is situated within Flood Zone 1.

RELEVANT PLANNING HISTORY

Relevant Planning History at the Site

2.14 Given that the building has been in active use as an office building for a number of years, it has been subject to a significant degree of, primarily, internal alterations with various works undertaken. Planning history of specific relevance to the proposed development is set out in table 2.1 below.

Table 2.1 –Relevant Planning History at the Site

REFERENCE	DESCRIPTION OF DEVELOPMENT	DETERMINATION
CDN/17/0619	Discharge of condition 17 (off site car parking strategy) associated with planning permission 114920/FO/2017	Approved 06/11/2017
CDN/17/0550	Discharge of condition 20 (relocation strategy) attached to planning permission referenced 114920/FO/2017	Approved 26/10/2017
114921/LO/2017	Listed Building Consent for the erection of a roof extension to block fronting Naples Street, installation of glazed atrium and elevational alterations associated with the change of use from offices (Use Class B1) to 59 residential apartments (Use Class C3a)	Approved 19/06/2017
114920/FO/2017	Change of use from offices (Use Class B1) (4656 sqm) together with erection of a roof extension to block fronting Naples Street and glazed atrium to form 59 residential apartments (Use Class C3a) with associated elevational alterations	Approved 19/06/2017
079217/FU/2006/N1	Change of use of lower ground floor to offices (use class B1) and undercroft parking.	Approved 05/09/2006
076494/FO/2005/N1	Change of use of part of ground floor to a café (A3) for use by members of the public and users of the building.	Approved 07/10/2005

2.0 Site and its Surroundings

076492/LO/2005/N1	Listed building consent and internal and external alterations to ground floor to form café.	Approved 07/10/2005
075903/FO/2005/N1	Erection of five storey extension fronting Napes Street following demolition of existing section of building, together with single storey extension for use as offices (B1).	Approved 10/10/2005
075904/LO/2005/N1	Listed building consent for demolition of adjacent building fronting Naples Street and partial demolition of single storey element of existing building fronting Naples Street and replacement with three storey extension together with erection of two storey roof extension.	Approved 11/10/2005
079218/LO/2006/N1	Listed building consent for alterations associated with change of use and formation of vehicular access.	Approved 26/09/2006
075579/LO/2005/N1	Listed building consent for refurbishment of third floor to replace and upgrade existing office units including insertion of internal partition walls.	Approved 02/09/2005

2.15 Recent planning history (ref. 114920/FO/2017, CDN/17/0550 and CDN/17/0619) at the Site demonstrates that conversion of the building to residential use is acceptable in planning terms and will contribute to increasing the provision of high quality housing in the City Centre, as confirmed by MCC in the planning committee report.

2.16 It is important to note that through the provision of a detailed off-street parking strategy and employment relocation strategy which have been agreed by MCC, every effort has been made to ensure that the proposals do not adversely impact on the local area and enable current occupiers to find suitable alternative accommodation within the City where possible.

Other Relevant Planning History

2.17 Other relevant applications in the vicinity of the site are set out below for reference.

Table 2.2 –Relevant Planning History in the Vicinity of the Site

REFERENCE	ADDRESS	DESCRIPTION OF DEVELOPMENT	DETERMINATION
116366/FO/2017	Land Bounded by Dantzic Street & Aspin Lane, Land Bounded by Gould Street & Angel Meadows and Land Bounded by Old Mount Street, School Street, Naples Street & Ludgate Street Manchester	Erection of four residential buildings (22 storey building, 17 storey building, 40 storey building and part 12, part 9 storey building) to form 756 residential apartments (Use Class C3a) together with ground floor commercial uses (616 sqm) (Use Classes A1, A2, A3, A4, A5, D1 and B1) with associated car parking, landscaping, amenity areas, creation of new public realm following the closure of Aspin Lane, Mincing Street and Irk Street and other associated works following demolition of existing structures	Approved 25/08/2017
111921/FO/2016/N1	Land bounded by Sharp Street, Baptist Street, Ludgate Hill and Rochdale Road, Ancoats	Proposed erection of a part 7 storey part 9 storey building to create a 221-bedroom hotel (Class C1) with associated reception area, fitness centre, restaurant/bar, basement car parking and taxi drop off area.	Approved 05/07/2016

2.0 Site and its Surroundings

111347/FO/2016/N1	Land bounded by Miller Street, Rochdale Road and Angel Street, Ancoats	Erection of part 7 storey, part 35 storey buildings to form a mixed-use development comprising 466 residential apartments (Use Class C3) and ground floor commercial units maximum of 1,954 sqm (Use Classes A1, A2, A3, B1 and D1) along with associated roof top garden and Multi Use Games Area (MUGA) to 7 storey element, basement car parking, hard and soft landscaping and associated works including the creation of a new pedestrian route between Angel Street and Miller Street.	Approved 30/06/2016
108455/FO/2015/N1	Land bound by Simpson Street, New Mount Street and Ludgate Street, Ancoats, M4 4AS	Erection of four to six storey building to form 66 apartments with basement car parking and cycle storage.	Approved 20/01/2016
107722/FO/2014/N2	Land bounded by Miller Street, Rochdale Road and Angel Street	Erection of part 7 storey, part 34 storey buildings to form a mixed-use development comprising 458 residential apartments (Use Class C3) and ground floor commercial units maximum of ,1954 sqm (Use Classes A1, A2, A3, B1 and D1) along with associated roof top garden and Multi Use Games Area (MUGA) to 7 storey element, basement car parking, hard and soft landscaping and associated works including the creation of a new pedestrian route between Angel Street and Miller Street.	Approved 25/03/2015
105178/FO/2014/N1	Simpson Street Car Park, Simpson Street, Ancoats, M4 4BZ	Erection of a part six, part seven storey residential block to provide 76 apartments, with basement car parking for 53 cars following removal of existing surface car park.	Refused 12/12/2014

2.18 It the clear from the consented listed above that area has been significantly regenerated over the past few years and that a vibrant residential community is being created in this part of the City Centre.

3.0 Proposed Development

PROPOSED DEVELOPMENT

3.1 This planning application seeks Full Planning and Listed Building Consent for:

"Change of use from offices (Use Class B1) (4,656 sqm) together with erection of a roof extension to block fronting Naples Street and glazed atrium to form 66 no. residential units (Use Class C3a) with associated elevational alterations."

3.2 This Chapter should be read in conjunction with the accompanying Design and Access Statement and suite of application drawings.

Use and Amount

3.3 The development proposes the conversion of 23 New Mount Street to create 66 residential units (Use Class C3a) as shown in Table 3.1 below.

Table 3.1 – Summary Schedule of Accommodation

FLOOR	1 BED	2 BED	3 BED	1 BED TOWNHOUSE	2 BED TOWNHOUSE	3 BED TOWNHOUSE
Lower Ground	-	9	1	3	1	1
Ground	4	8	-			
First	4	8	-	-	-	-
Second	4	8	-	-	-	-
Third	7	2	-	-	-	-
Fourth	4	-	-	-	-	-
Fourth/ Fifth	-	2	-	-	-	-
TOTAL	23	37	1	3	1	1
UNITS	66					

3.4 A full schedule of accommodation, including a percentage compliance with national space standards, is attached at **Appendix D**.

3.5 Proportionally the proposed scheme will deliver:-

- 39% 1 bed units,
- 56% 2 bed units and
- 3% 3 bed units.

3.6 As a result of this revised mix of units the overall scheme will be achieve a national Space standard compliance rate of **82%**.

3.7 Given the constrained nature of the site and in light of comments received to the previous consent, the proposed scheme will provide one for once cycle parking together with other measures set out in the off-street parking strategy.

Layout

3.8 The site comprises four existing buildings all of which are to be retained. These buildings cover the entire site footprint and therefore no alteration to the exterior site layout is proposed.

3.0 Proposed Development

3.9 However, internally the scheme layout seeks to reflect the history of the buildings and site. The former goods entrance on School Street will be retained, alongside the internal street. A glazed atrium roof is to be provided over this entrance, which leads residents to the lift, cycle storage and bin storage.

3.10 The floorplates of the scheme, as shown in the accompanying proposed Layout Plans, have developed as a result of retaining the existing staircases, ensuring accessibility to the rest of the site, and retaining key elements of heritage significance. The layout and size of the apartments has also been arrived at following an assessment of the heritage significance of the building, and the identification of key internal features in order to ensure they are retained and protected where possible. Access to natural light has also been critical in defining unit layouts.

3.11 The layout proposed is substantially the same as previously consented, including:

- The concept of creating an internal street with glazed atrium link and the re-use of the former Co-operative Printing Society 'Goods Entrance' as the principal entrance to the development.
- The sizing of apartments and positioning of internal walls to respond to the fenestration pattern of the various listed ranges, the listed fabric and key internal features including roofspace.
- The layout of the scheme has taken into account the context of the site, a detailed heritage of the buildings and pre-application consultation with MCC.

Scale

Scale

3.12 It is proposed that there will be not change the scale of the development previously consented. As shown of the accompanying Elevations and Section Drawings, the proposals will retain the scale of the existing buildings which range from 5 storey/ 5+ mansard storey to New Mount Street with a mix of 1.5, 2 and 3 storeys to Naples Street. The proposed extension to the 1920's range will increase the height to 4 storeys.

Density

3.13 The proposed 66-unit development would provide a density of circa 439 dwellings per hectare.

Landscape

3.14 The site is in an urban location where the buildings are built to the back edge of footpath. In keeping with the character of the area, the proposed internal street will be predominantly hard paved with a combination of natural stone flags and setts / cobbles and incorporating specimen tree planting together with a good quality lighting scheme.

Appearance

3.15 As shown in the accompanying Proposed Elevations and Design and Access Statement, the appearance of the Listed Building will be preserved and enhanced.

3.16 The key changes proposed to the previously consented scheme include the removal of the green / brown roof construction to the 1920's extension and the introduction of additional rooflights for the roofspace conversion of the 1870's range.

3.0 Proposed Development

3.17 The following works will be undertaken/ material used:

Roofs (1870/ 1906 Extension)

- Existing natural (Welsh) slate, retained and repaired as required using salvaged slate sourced to match existing format
- Existing leadwork to parapet gutters and mansard detailing checked and repaired / replaced as necessary in matching Code 4/5 grade
- Chimney to 1906 extension retained and repointed as required
- New shallow profile dark grey colour coated aluminium roof light assemblies / flashing kits by The Rooflight Company to 1906 Mansard

The Cottage / Infill Addition

- Existing natural (Welsh) slate, retained and repaired as required using salvaged slate sourced to match existing format
- Existing leadwork to abutment flashings checked and repaired / replaced as necessary in matching Code 4/5 grade
- Chimneys to The Cottage retained and repointed as required, with haunching / clay chimney pots added
- New shallow profile dark grey colour coated roof light assemblies / flashing kits by The Rooflight Company
- Single ply membrane - lead grey in colour.

Atrium Link

- Single ply membrane in dark grey with simulated welted joint profiles to coincide with glazing joints
- Roof construction to incorporate minimal framed dark grey colour coated aluminium roof light assemblies, walk-over type and clear glazed

Rainwater Goods

- Original gutters / hoppers / downpipes repaired as required and finish painted black eggshell with any new / replacement items in cast aluminium in matching sizes / profiles as original

Walls / Terracotta / Stone + Concrete Detailing

- Existing walls / building fabric to undergo detailed survey to identify extent of cleaning, repairs, repointing and making good including any re-instatement of stone / concrete detailing. Final scope and method statements to be agreed with Conservation Officer
- Cladding to 1920's range single storey extension, external lift core and roof terrace links to be in dark patinated Zinc with expressed vertical standing seam joints

3.0 Proposed Development

Windows and Doors

- All original sliding sash / casement windows retained and repaired with new sections to match original profiles, pieced in as required following detailed survey. Any damaged panes and putty replaced to match original and frames redecorated in flat eggshell heritage colour(s) to be agreed with conservation officer
- The former 'Goods Entrance' now proposed as the principal entrance to the development is to have it original arched opening restored and infilled with frameless glass doors and side screen with a steel beam transom element dividing the 2400mm height doors and 'fanlight' above.
- New windows to 1920's range, single storey extension (minimum 150 reveals) and vertical glazing to atrium link to be minimal framed dark grey colour coated aluminium and clear glazed
- New windows and doors accessed directly from the street, to the accommodation within the townhouse accommodation in The Cottage / Infill link, will take on board the security recommendations following the Crime Impact Assessment. Front entrance doors to these units will be lobbied for additional security
- All original doors retained / repaired as necessary and refinished with hardwood doors to 1906 range corner entrance re-varnished and remaining doors prepared and redecorated in flat eggshell heritage colour(s) to be agreed with Conservation Officer
- New vertical doors in paint grade hardwood frames, decorated in flat eggshell heritage colour(s) to be agreed with conservation officer

3.18 A series of CGI's have been commissioned by Homezzz, shown in fig. 3.1 and 3.2 below, which demonstrate the high-quality interior which will be achieved:

Fig. 3.1 Proposed Atrium



Fig. 3.2 Proposed Elevation



3.0 Proposed Development

Fig. 3.3 – Proposed Living Room



3.19 In summary, the proposals have been designed sympathetically taking into account the Listed nature of the building and the desire to create a high quality residential development.

Inclusive Access

3.20 The proposed development seeks to ensure that the accommodation is accessible to all. The following considerations have been given during the design stage to secure inclusive access:

- Lift access, suitable for wheelchair access, will be provided to all floors;
- Level access, suitable for wheelchair users, will be provided via the main entrance off School Street; and
- The circulation space and living spaces for each apartment will also be fully accessible with sufficient turning space for those in a wheelchair.

Off-Street Parking Strategy

3.21 In October 2018 an off-street parking strategy was approved by MCC pursuant to Condition 17 of the previous consent. The approved strategy covers 3 key areas, set out below, and is relevant to this application:

- **New On-Street Spaces** - Provision of 2 no. new on-street car parking bays, 1 no. designated for disabled users and 1 no. for car club members, to be secured via a s278 agreement;
- **'Taster' Car Club Annual Membership** - 1-year free car club membership for all residential dwellings, subject to scheme eligibility; and
- **Cycle Provision/ Bicycle Vouchers** – A bike voucher valued at £200 will be provided to first occupier of each residential unit.

3.0 Proposed Development

Provision of new on-street car parking bay

3.22 The proposals will provide 2 no. additional on-street car parking spaces in the vicinity of the site on New Mount Street, 1 no. designated for disabled users and 1 no. for use by Enterprise car club. The proposed on-street parking bays, shown on Drawing 0457-HYD-XX-XX-DR-TP-0103 Rev P3 (**Appendix E**), will be located on the corner of New Mount Street and School Street with the disabled space located as close to the entrance of the building as possible. The proposed bays will measure 2.7m x 6.6m and 1.8m x 4.5m respectively for the disabled space and Car Club space.

3.23 Following discussions with the Highways Officer on 31 July 2017 the applicant will pay for the extinguishment of existing Traffic Regulation Orders (TROs) and the creation of two new spaces through a separate s278 agreement.

Car Club Membership

3.24 Enterprise City Car Club operates the UK's largest network of Car Club vehicles. There are a range of low emission cars and vans available. Vehicles are booked on the internet or by phone, weeks, months ahead or as little as a minute before a vehicle is needed. Once a booking is completed, members simply walk to a vehicle, unlock it (using a personal smart card and PIN) and drive away.

3.25 The vehicles will give residents a greener, more convenient and cost-effective alternative to car ownership - whilst reducing congestion in the city centre. Each vehicle is available for City Car Club members to hire out for as little as an hour at a time. The number of vehicles is expanding as membership of the scheme increases.

3.26 MCC sees City Car Club pay by the hour cars as important tools for tackling congestion in Manchester as they offer practical, cost-effective access to a car when needed, complementing public transport, walking and cycling.

3.27 The applicant will offer each residential dwelling a free 1-year membership in order to encourage the use of the scheme. The details of this will be provided within the resident welcome pack. Following discussions with Enterprise Car Club it has been confirmed that each resident may also be offered driver credits as part of the package to encourage use.

3.28 The City Car Club will be promoted by the applicant in the welcome pack with residents directed to the Enterprise Car Club app, available for iOS and Android which enables users to make, amend, cancel, or extend their reservations using their smartphone.

Bike Vouchers

3.29 Given the sustainable City Centre location of the site and the opportunity for cycle trips to replace the need for car journeys, the applicant has proposed one for one cycle storage and also that each residential unit will receive a £200 voucher to spend towards a new bicycle which equates to £13,200 in total.

3.30 The significant cycle provision seeks to encourage sustainable travel and contribute to the Council meeting its climate change/ air quality targets.

Other Considerations

Amenity Space Provision

3.31 Due to the constrained nature of the development site, there is limited opportunity to provide large areas of amenity space for the residents of the development to use.

3.0 Proposed Development

3.32 However, the new glazed atrium area will provide a space for the residents to enjoy outside of their apartments with communal areas included to encourage interaction between residents and to foster a sense of community.

3.33 It should also be noted that the application site is situated just 100 metres to the south of St Michaels Flags and Angel Meadows which provide a significant outdoor recreation facility for residents of this development to enjoy.

Waste Management

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

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

3.35 There are two dedicated internal refuse stores proposed as part of the development, one on Ludgate Street and the other on School Street.

3.36 The store on School Street contains 1 no. 660l General Refuse, 2 no. 660l Pulpable Recycling, 1no. 660l Mixed Recycling, and 1no. 240l Organic Waste.

3.37 The store on Ludgate Street contains 5 no. 1100l General Refuse, 1 no. 660l General Refuse, 3 no. 660l Pulpable Recycling, 4 no. 660l Mixed Recycling and 1 no. 240l Food Waste.

3.38 Further individual Food Waste containers to be incorporated into kitchen units.

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

Sustainability and Energy Strategy

3.40 As set out in the accompanying Sustainability and Energy Statement, the Listed Building status of the building means that the development will not be able to achieve the same energy efficiency credentials as a new building without adversely impacting on the historic fabric of the premises. However, the energy consumption of the proposed development has been considered and an overall reduction of 36% compared to the current position will be achieved as a result of employing a 'fabric first' approach.

Construction Management

3.41 A Construction Management Plan and Site Waste Management Plan have been prepared in support of this application in order that, should the Council be minded to approve the proposals, construction work can commence in earnest in order to deliver the scheme as soon as possible.

3.0 Proposed Development

Local Labour Agreement

3.42 Colbre, established in Manchester since 1999, will be the contractor instructed to undertake the proposed works. Colbre employ a combination of directly employed staff, agency labour, subcontractors and suppliers with staff generally local to the Manchester area.

3.43 Colbre adopt an apprenticeship scheme from Lancashire colleges sponsoring young trainees through their education in anticipation of them becoming qualified tradesmen and professionals so that the construction industry can benefit from their skills.

3.44 Colbre will be utilising the services of labour agencies to carry out the works. The agencies that have used in the recent past that are based in the Manchester area are as follows:

- Meridian Business Support Ltd. of Roberts House, 80 Manchester Road, Altrincham, WA14 4PL.
- Hutton Services Ltd. of 26 Church Street, Eccles, Manchester, M30 0DF.
- Careermakers Recruitment Ltd. of Unit 4, 86 Cheetham Hill Rd, Manchester, M4 4EX.

3.45 Since their establishment Colbre have built up good relationships with Subcontractors and Suppliers, many of which are based in the Manchester area. The contractor will endeavour to utilise these local subcontractors and suppliers wherever possible and it will be a key consideration in the procurement process. Subcontractors that are employed by Colbre will be encouraged to resource their own local labour for the project wherever possible.

Affordable Housing

3.46 Due to the costs associated with renovating and converting the listed buildings, it is not possible to incorporate any affordable housing within the development. Further details of the viability of the scheme are provided within the accompanying Viability Assessment.

4.0 Planning Policy Framework

4.1 The Planning and Compulsory Purchase Act 2004 ("The Act") establishes the legislative background for town planning in England and Wales. Section 38(6) of The Act requires that proposals are determined in accordance with the Development Plan, unless material considerations indicate otherwise.

STATUTORY DEVELOPMENT PLAN

4.2 The statutory Development Plan for Manchester currently comprises the following adopted Development Plan Documents (DPDs):

- 'Saved' policies of the Unitary Development Plan for the City of Manchester (UDP) (adopted July 1995); and
- Manchester Core Strategy Development Plan Document (DPD) (adopted July 2012).

4.3 Development Plan policies of specific relevance to the proposed development are set out below.

Unitary Development Plan (July 1995)

4.4 The 'saved' policies of the Liverpool Unitary Development Plan ("UDP") (adopted in July 1995) currently forms part of the Development Plan for the area until superseded by the emerging Local Plan.

New Housing Development

4.5 When determining planning applications that seek to convert property to flats, as detailed in policies DC 5.1-4, the Council will have regard to the standard of housing provision proposed, the impact on residential amenity for immediate and surrounding neighbours, including such things as noise and refuse storage, and the adequacy of car parking provision.

4.6 In addition, policy DC 5.2 outlines how flat conversions will be welcomed "*where large, old, difficult to re-use properties are involved*".

4.7 However, policy DC 5.3 outlines that the council will 'normally' refuse permission where accommodation does not mean the Council's approved standards, where there is no scope for off-street parking and there is already on-street congestion, and those without adequate private external amenity space.

4.8 In the justifying text the Council underline the following points:

"*Many larger, older properties in the City are suitable for conversion into flats, and this is often a good way of preserving attractive buildings which are no longer economical for use as single family dwellings or as commercial property… A particular issue which the Council will take into account is the effect of providing for the car, especially where local streets are already heavily congested*".

4.9 Policy DC 7.1 requires new developments to be designed taking into consideration disabled users, including those using wheelchairs, wherever possible.

Manchester Core Strategy DPD (July 2012)

4.10 The Core Strategy is the key document in Manchester's Local Development Framework, setting out the Council's vision and planning policies which will be used to deliver this vision for the City of Manchester up to 2027.

4.11 The Core Strategy policies most relevant to this application are set out below.

4.0 Planning Policy Framework

Site Specific Allocations

4.12 The site is not specifically allocated for any land uses. The site is, however, located in the 'North Manchester' area and 'Regional Centre' policy areas.

Spatial Principles

4.13 The key principles for the City are guided by Policy SP 1 – Spatial Principles. The Regional Centre will be the focus for economic development, which includes high quality city living.

4.14 Accompanying this spatial principle, the Council state the following Core Development Principles which developments should seek to achieve:

- Make a positive contribution to neighbourhoods of choice including:-
  - creating well designed places that enhance or create character;
  - making a positive contribution to the health, safety and wellbeing of residents;
  - considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income; and
  - protect and enhance the built and natural environment;
- Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible; and
- Improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision.

Employment and Economic Development

4.15 Policy EC 2 (Existing Employment Space) sets out that the Council will seek to retain and enhance existing employment space and sites. However, alternative uses will be supported if it can be demonstrated that:

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

4.16 The site is within the City Fringe and thus Policy CC 1, Primary Economic Development Focus: City Centre and Fringe, is relevant. The policy sets out how the City Centre Fringe is expected to accommodate 25 hectares of office (or similar employment development) to accommodate a variety of size, quality, and types of employment. High density B1a office space and mixed-use use development will be encouraged in the City Centre Fringe to extend the commercial core of the City and better integrate the City Centre Fringe with the City Centre.

4.17 The site also falls within the North Manchester area. Policy EC 4 (North Manchester) advises that North Manchester is expected to provide approximately 14ha of employment land. The policy advises that the key development opportunity for B1a led mixed use development is the City Centre Fringe including the Strangeways and Collyhurst employment areas.

4.0 Planning Policy Framework

Design and Heritage

4.18 Policy EN 1 (Design Principles and Strategic Character Areas) states that new developments should be of high quality and have regard to the strategic character area in which the development is located. The proposal site is located within the City Centre Character Area, where the following will be expected:

- Developers will be expected to consider the City's heritage and continue the rich pattern of activity in the core area;
- While there will be opportunities to create landmark buildings, developments should also contribute positively to the experience of all at street level;
- Wherever possible the opportunity should be realised to enhance existing and provide new areas of meaningful open space, and the maintenance and improvement of the City's permeability should be considered in all proposals.

4.19 With regards to heritage, Policy EN 3 confirms that the Council will encourage developments across the city which take advantage of and complement distinct historic features. Developments must "*support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance, including scheduled ancient monuments, listed buildings, registered parks and gardens, conservation areas and archaeological remains*".

4.20 The policy goes on to state that proposals "*which enable the re-use of heritage assets will be encouraged where they are considered consistent with the significance of the heritage asset*".

Housing

4.21 The Council have a target of delivering 60,000 new dwellings in Manchester by March 2027, equating to an average of 3,333 units per year. New housing will be primarily directed towards the North, East, City Centre and Central Manchester, those areas falling within the Regional Centre and Inner Areas of Manchester.

4.22 Policy H1 confirms that high density developments of over 75 units per hectare are acceptable in both the City Centre and parts of the Regional Centre. The policy further states that new developments should take advantage of existing buildings where appropriate through refurbishment or rebuilding works.

4.23 Policy H3 (North Manchester) states that over the lifetime of the Core Strategy, North Manchester will accommodate around 20% of new residential development. The Policy advises that priority will be given to high value and high quality development where this can be sustained and that high density housing will be permitted within or adjacent to the parts of North Manchester that fall within the Regional Centre.

4.24 Housing is further confirmed in Policy EC 3 as an appropriate use in the Regional Centre. Housing will be appropriate if it complements the development of mixed-use employment areas, and is of high density.

<u>Unit Mix</u>

4.25 In terms of unit mix, Policy H1 requires developments to contribute to establishing mixed communities by providing a range of housing types. Policy H3 confirms that priority will be given to family housing in North Manchester, and other high value, high quality development where it can be sustained.

4.0 Planning Policy Framework

Affordable Housing

4.26 Requirements for affordable housing, as set out in Policy H8, apply to developments on sites of 0.3 hectares or above, or where more than 15 units are proposed. The starting point for affordable housing provision is 20% of the total number of units, and it is envisaged that 5% will be social or affordable rented and 15% for affordable homeownership. The proportion of affordable units will reflect the type, size, and character of the development.

4.27 Where a financial viability assessment demonstrates that the scheme cannot deliver the required amount or type of affordable housing, a commuted sum or a variation in the proportions of the types of affordable housing may be permitted.

Amenity Space

4.28 Policy H1 states that all residential proposals should make provision for appropriate useable amenity space, including in high density developments. This may include balconies, as well as shared open spaces and green roofs.

Transport

4.29 Policy T1 sets out how the Council will support proposals that contribute to delivering sustainable transport, including proposals which (inter alia):

- Improve choice by developing alternatives to the car;
- Promote regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services, particularly for those most in need and for those without a car;
- Would reduce the negative impacts of road traffic, for example, congestion, air pollution and road accident casualties.

4.30 Policy T2 (Accessible areas of opportunity and need) further states that new development should be easily accessible by walking, cycling and public transport, and connect residents to jobs, health, leisure, open space and educational opportunities.

4.31 With regards to car parking, Policy T2 will expect new developments in the City Centre to provide a level of car parking which is reflective of the accessible nature of the location, as well as the realistic requirements of the development. In other parts of the City, car parking should be provided in line with **Appendix B** of the Core Strategy; however, this does not provide detail of the requirements relevant to residential use.

4.32 Policy T2 also requires major applications to be supported by proportional Traffic Assessments and Travel Plans.

Open Space

4.33 Policy EN 12 set out the Council's priorities for open space, sport and recreation. In the north area the policy sets out a priority for new to development to deliver improvements to the quality of existing provision.

4.34 Policy H1 confirms that new residential development will need to address any existing deficiencies in green infrastructure that would arise as part of the development, through developer contributions or on-site provision.

4.0 Planning Policy Framework

Biodiversity and Ecology

4.35 Policy EN 15 states that the Council will seek to protect and enhance sites of biodiversity or geological value throughout the City. As such, developers will be expected to identify and implement opportunities to enhance, restore or create new biodiversity. Any adverse impacts on biodiversity will need to be justified against the wider benefits of the site.

Noise

4.36 Planning Policy DM1 confirms that new developments should take into consideration their impact on surrounding amenity, including in terms of noise.

Flood Risk and Drainage

4.37 Policy EN 14 confirms that developments should be located away from sites with the greatest risk of flooding.

4.38 New developments will be expected to minimise surface water run-off, including through the incorporation of Sustainable Urban Drainage Systems (SUDS) and the use of green infrastructure.

Energy and Sustainability

4.39 Policy DM 1 confirms that new developments will be required to demonstrate that they incorporate sustainable construction techniques. Policy EN 6 expands on this further and states that applications for residential developments of 10 units or more will be expected to reduce CO2 emissions.

4.40 This sentiment is expanded upon in Policy EN 4, where it is stated that development must follow the Energy Hierarchy, being designed to:

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

4.41 The policy further states that where possible new and retrofit projects should be used as a mechanism to help improve energy efficiency and provide low and zero carbon energy supplies to existing buildings. Building materials with low embodied carbon should also be used in new development and refurbishment schemes.

4.42 Policy EN 6 further confirms that an energy statement will be required to be submitted alongside any application, and developers are permitted to use green infrastructure elements such as green roofs and walls to contribute to compliance with CO2 mitigation.

OTHER MATERIAL CONSIDERATIONS

4.43 The following material considerations are considered to be of specific relevance to the determination of this application:

- National Planning Policy Framework (NPPF) (July 2018);
- Planning Practice Guidance (PPG) (March 2014 as amended);
- Manchester Residential Design Quality Guide (March 2017);

4.0 Planning Policy Framework

- Guide to Development in Manchester Supplementary Planning Document (2007);
- The Manchester Residential Growth Strategy and 2016/17 Action Plan (March 2016);
- City Centre Strategic Plan 2015-2018 (March 2016); and
- Manchester Strategy (January 2016)

National Planning Policy Framework (NPPF)

4.44 The National Planning Policy Framework (NPPF) was published in July 2018 and sets out the Government's planning policies for England and how these are expected to be applied at a local level. The NPPF is a significant material consideration in plan making and decision taking.

Achieving Sustainable Development

4.45 The purpose of the planning system is to contribute to the achievement of sustainable development. As set out in paragraph 8 achieving sustainable development means that the planning system has three overarching objectives.

- **an economic objective** – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
- **a social objective** – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
- **an environmental objective** – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

4.46 The overall emphasis of the NPPF is to reiterate the Government's key objectives of facilitating economic growth and securing sustainable development. The Government is committed to securing economic growth in order to create jobs and prosperity. These overarching policies seek to integrate the needs of planning and transport whilst focussing development in the most appropriate locations, thereby protecting and enhancing the environment.

4.47 The NPPF carries with it a presumption in favour of sustainable development. Paragraph 11 states that for decision-taking this means:

" … approving development proposals that accord with the development plan without delay; and where the development plan is absent, silent or relevant policies are out of date, granting permission unless: any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole; or specific policies in this Framework which indicate that development should be restricted."

4.0 Planning Policy Framework

Building a Strong, Competitive Economy

4.48 The Government is committed to ensuring that the planning system does everything it can to support sustainable economic growth stating at paragraph 80 that "*Planning policies and decisions should help create the 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. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future. This is particularly important where Britain can be a global leader in driving innovation40, and in areas with high levels of productivity, which should be able to capitalise on their performance and potential*".

Delivering a sufficient Supply of Homes

4.49 Paragraph 59 is clear that significantly boosting the supply of homes is a key Government objective. To achieve this, it is essential that a "*sufficient amount and variety of land comes forward*" and that "*land with permission is development without unnecessary delay*".

Affordable Housing

4.50 Another key objective of the NPPF is to re-use brownfield land, where vacant buildings are being reused or redeveloped. To this end, paragraph 63 advises that any affordable housing contribution should be reduced by a proportionate amount. Footnote 28 clarifies this stating that this should be "*equivalent to the existing gross floorspace of the existing buildings*".

Five Year Housing Land Supply

4.51 Paragraph 73 advises that LPAs should "*identify and update annually a supply of specific deliverable sites sufficient to provide a minimum of five years' worth of housing against their housing requirement set out in adopted strategic policies, or against their local housing need where the strategic policies are more than five years old*". The supply of specific deliverable sites should in addition include a buffer (moved forward from later in the plan period) of between 5-20% depending on past delivery rates.

Housing Delivery Test

4.52 To maintain the supply of housing, LPAs have been tasked with monitoring the progress in building out planning permissions. Where the Housing Delivery Test indicates that delivery has fallen below 95% of the LPAs housing requirement over the previous three years, an action plan will need to be prepared in accordance with the PPG.

Making Effective Use of Land

4.53 Promoting the effective use of land to meet the need for homes and other uses is encouraged by paragraph 117. This supported by paragraph 118 which states that decisions should "*promote and support the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively*".

4.54 Paragraph 121 advises LPAs to take a "*positive approach to applications for alternative uses of land which is currently developed but not allocated for a specific purpose in plans, where this would help to meet identified development needs*."

4.0 Planning Policy Framework

4.55 In particular, LPAs should support proposals to:

"use retail and employment land for homes in areas of high housing demand, provided this would not undermine key economic sectors or sites or the vitality and viability of town centres, and would be compatible with other policies in this Framework"

Achieving appropriate densities

4.56 Paragraph 122 states that in making decisions LPAs should support development that makes efficient use of land, taking into account:

a) *"the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;*

b) *local market conditions and viability;*

c) *the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;*

d) *the desirability of maintaining an area's prevailing character and setting (including residential gardens), or of promoting regeneration and change; and*

e) *the importance of securing well-designed, attractive and healthy places."*

Promoting Sustainable Transport

4.57 Paragraph 102 seeks to encourage opportunities to promote walking, cycling and public transport use. This is supplemented by paragraph 103 which states that development should be focused in sustainable locations and offer a genuine choice of transport modes.

4.58 Development proposals should also give priority to pedestrian and cycle movements and facilitate access to high quality public transport. The needs of people with disabilities and reduced mobility should also be addressed (paragraph 110).

Achieving well-designed places

4.59 Paragraph 124 is clear that the creation of high quality buildings and places is "fundamental" to what the planning and development process should achieve. The NPPF states that "good design is a key aspect of sustainable development".

4.60 Decisions should ensure that development proposals:

a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;

b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;

c) are 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);

d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;

e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and

4.0 Planning Policy Framework

f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience (paragraph 127).

4.61 The NPPF, as set out in Paragraph 128, seeks to ensure that design quality is considered throughout the evolution of scheme proposals with early discussions between applicants and LPAs encouraged.

Conserving and Enhancing the Historic Environment

4.62 Chapter 16 of the NPPF defines heritage assets as an "*irreplaceable resource*" which should be "*conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations*".

4.63 Paragraphs 189 and 190 require planning applicants and Local Planning Authorities (LPAs) to assess the significance of any heritage assets affected. The level of detail should be appropriate to the assets' importance and no more than sufficient to understand the potential impact of the proposal on their significance. Local planning authorities should take this assessment into account when considering the potential impact of proposed development and any aspect of the proposal.

4.64 Paragraph 192 is clear that LPAs should take account of the desirability of new development sustaining and enhancing the significance of heritage assets; the positive contribution that heritage assets can make to sustainable communities; and the desirability of new development making a positive contribution to local character and distinctiveness.

4.65 Policy principles guiding the consideration of impact of development on the significance of a designated heritage asset are set out at Paragraph 193 and 194. It states that the more important the asset, the greater the weight should be given to the asset's conservation. Any harm to or loss should require clear or convincing justification.

4.66 Paragraph 195 provides a series of tests which should be applied in cases where substantial harm to or total loss of significance will be caused. In the case of development proposals that will lead to less than substantial harm, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use – such as bringing a building back into use.

4.67 Paragraph 200 encourages LPAs to look for opportunities for new development within Conservation Areas and World Heritage Sites, to enhance or better reveal their significance. It states that "*proposals that preserve those elements of the setting that make a positive contribution to the asset (or which better reveal its significance)* ***should be treated favourably***" (CBRE emphasis).

Decision Making

Planning Conditions and Obligations

4.68 Paragraph 55 states that:

4.0 Planning Policy Framework

"Planning conditions should be kept to a minimum and only imposed where they are necessary, relevant to planning and to the development to be permitted, enforceable, precise and reasonable in all other respects. Agreeing conditions early is beneficial to all parties involved in the process and can speed up decision making. Conditions that are required to be discharged before development commences should be avoided, unless there is a clear justification".

4.69 Paragraph 57 provides guidance on viability and states:

"Where up-to-date policies have set out the contributions expected from development, planning applications that comply with them should be assumed to be viable. It is up to the applicant to demonstrate whether particular circumstances justify the need for a viability assessment at the application stage. The weight to be given to a viability assessment is a matter for the decision maker, having regard to all the circumstances in the case, including whether the plan and the viability evidence underpinning it is up to date, and any change in site circumstances since the plan was brought into force. All viability assessments, including any undertaken at the plan-making stage, should reflect the recommended approach in national planning guidance, including standardised inputs, and should be made publicly available."

Planning Practice Guidance

4.70 Planning Practice Guidance paragraphs 008-020 (ref. 18a-001-20140306 020) provide guidance on decision-taking in respect to the historic environment. It states that understanding both the nature of the significance and the level of importance are fundamental to decision making, and it sets out the most common steps that a planning applicant may be expected to carry out assessing significance.

4.71 LPAs on weighing up proposals for development should take account of potential heritage benefits and any other material planning considerations that would arise as a result of development proceeding.

Manchester Residential Design Quality Guidance (March 2017)

4.72 The 'Manchester Residential Design Quality Guidance' was published in March 2017. The Guidance sets out the standards residential development should seek to achieve across the City, with a focus on delivering sustainable neighbourhoods that people want to stay in. A number of points not covered fully in previous policy are detailed below.

Car Parking

4.73 With regards to car parking, the document sets out a requirement for City Centre sites to provide where possible an appropriate level of car parking within the constraints of site specific and other requirements. Apartment developments outside of the City Centre will be expected to provide 100% parking provision. A lower provision may be justified in both instances, including where over 50% cycle parking is provided, where there is off site capacity, where there are on street solutions, where full parking provision will unacceptably compromise the development's active frontages and relationship with the street, or where there is not demand in a particular area.

4.74 However, the guide also recognises the constraints often present on sites with listed buildings, and states that 'it is often impossible to incorporate parking in a manner that does not compromise the architectural and historic qualities of that asset'. In these instances, it recommends that a more holistic approach is taken to car parking across an area, and off-site solutions are utilised.

4.0 Planning Policy Framework

Space Standards

4.75 The design guidance confirms that Manchester City Council will expect developments to achieve the National Described Space Standards where residential units are proposed. Whilst it is not the intention to preclude the consideration of schemes which do not meet these standards, providing they can demonstrate their appropriateness and quality, it is a starting point for assessment.

Amenity Space

4.76 In terms of amenity space, the document sets out a requirement of 5 sq. m of private amenity space for 1 bed units, 7 sq. m for 2 bed units, and 9 sq. m. for 3 bed units. It should be directly related to the home to encourage a sense of ownership, and consideration should be taken of its aspect and orientation.

Providing for Housing Choice Supplementary Planning Document (SPD) (adopted 2008)

4.77 The SPD provides guidance for new housing developments in Manchester. The document was used to inform housing policies in the Core Strategy and as such this SPD gives the context and detail to Policy H3 and H8 referenced above.

Affordable Housing

4.78 The affordable housing threshold of 0.3 hectares or 15 + dwellings, and the 20% figure as the starting point for calculating affordable provision, is reconfirmed in the SPD. The guidance then further sets out how site specific housing needs will be assessed in pre-application discussions on a site-by-site basis, with the most up-to-date available evidence.

4.79 Affordable housing provision should be designed to be 'tenure-neutral', in essence integrated in a scheme so as not differentiated. A presumption is made that affordable housing will be provided on site to contribute to mixed and sustainable communities. However, off site provision or a commuted sum may be considered in certain circumstances, such as where there is not a local need of feasibility issues with providing it on site.

4.80 The SPD also places an emphasis on options to increase home ownership reflecting an identified need and limited provision of assisted home ownership options, and to provide a choice of housing to enable mixed communities.

Housing Type

4.81 The SPD recognises the part different housing types has in attracting and retaining talented workers, a key factor enabling business sectors to grow and underpinning economic strategy.

4.82 Future housing provision should recognise and cater to skilled workers and aspirations for larger accommodation. As such, the Council note: *"Whilst the housing needs data shows apparent need for one-bedroom accommodation, we do not consider that substantial proportions of such small housing will be sustainable in the longer term."*

Guide to Development in Manchester Supplementary Planning Document and Guidance 2007

4.83 This SPD aims to guide development in Manchester, providing detail on design, accessibility, environmental standards, and parking, amongst others.

4.0 Planning Policy Framework

4.84 The document provides clear guidance in terms of the layout and design of new buildings, and how to achieve a successful relationship with the surrounding character and context of the area. Furthermore, it states that developments should be inclusive and accessible environments, and provide a mix of housing to encourage sustainable and mixed communities.

4.85 The SPD also sets out the environmental standards that developments will be expected to meet, encouraging reductions in CO2 emissions and the use of renewable energy. It provides further guidance on waste and water management, and advises the use of sustainable urban drainage systems (SuDs) to deal with surface water.

4.86 In terms of highways impact, the SPD encourages sites which are accessible on foot, cycle and via public transport, ahead of a reliance on the private car.

The Manchester Residential Growth Strategy and 2016/17 Action Plan

4.87 The residential growth strategy represents an ambitious housing agenda for the city for the next five years. The strategy sets out a clear vision to ensure that the Council can meet the housing demands of Manchester.

4.88 The Council note that the "detailed delivery of the strategy will flex and change over time" but proposes 6 priorities which will provide a framework for delivering the strategy. These include:

- Priority 1: Increase house building on existing and new sites
- Priority 2: Improve the quality and sustainability of the City's housing
- Priority 3: Increase opportunities for home ownership
- Priority 4: Expand the family housing offer
- Priority 5: Professionalise the private rented sector across the City
- Priority 6: Provide appropriate housing options for retirement living

Priority 5 'Professionalise the private rented sector across the City'

4.89 Of specific relevance to the proposed development is Priority 5 'Professionalise the private rented sector across the City" identifies that the private rented sector has grown fast and now around a third of the homes in the City are private rented, a figure which is due to rise to 40% in the next ten years.

4.90 A key aim in respect to Priority 5 is to bring better operators into the City, such The Parklane Group, to develop new purpose built low rise family homes and investment in high quality apartments for rent in order to provide a high quality and professional offer for people in the City.

City Centre Strategic Plan 2015-2018 (March 2016)

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

4.0 Planning Policy Framework

4.92 It should also be noted that the strategic plan endorsed an extended boundary of the City Centre upon which the strategic plan is based. This extended boundary includes the application site and the NOMA area. The strategic plan states that the growth of the City Centre *"has contributed additional residential accommodation, commercial property and leisure destinations, and these locations (together with others including the Irk Valley and New Cross) have clear potential to contribute to the City Centre offer: their relationship with, and proximity to, existing concentrations of activity demands their inclusion with the City Centre boundary. The expansion of the City Centre boundary to incorporate edge of centre neighbourhoods and developments will increase a population that has already trebled over the last decade and subsequently further enhance the City Centre economy'"*

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

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

Manchester Strategy (January 2016)

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

5.0 Assessment of Scheme Proposals

5.1 This Chapter provides an assessment of the scheme proposals presented in Chapter 4 against relevant Development Plan policies and other material considerations relevant to the determination of this planning application.

ASSESSMENT OF THE SCHEME PROPOSALS

5.2 In assessing the scheme proposals the following matters are of specific relevance:

1. Principle of Development and Contribution to Regeneration;
2. Quality of Residential Development;
3. Heritage Impacts;
4. Highways and Car Parking; and
5. Other Material Planning Considerations

5.3 Each matter is addressed in turn below, assessed against relevant Development Plan policies and other material considerations including the NPPF.

Principle of Development and Contribution to Regeneration

Principle of Residential Use

5.4 The principle of residential use was established through the grant of planning consent ref. 114920/FO/2017 and subsequent discharge of condition applications (ref. CDN/17/0619 and CDN/17/0550) where the loss of employment use was accepted by MCC given the wider benefits to be secured through the residential development. Subject to discharging the remaining pre-commencement conditions this existing consent could be implemented, thereby making residential development the lawful 'fall-back position'. Indeed, if the building were not Listed then its conversion could have been dealt with under Office to Residential Permitted Development Rights.

5.5 The proposed development seeks to rationalise the internal configuration in order to maximise the efficiency of the scheme. This would result in a modest uplift of 7 units and require minor alterations to the originally approved scheme as detailed in Chapter 3 of this Statement which will result in an overall betterment.

5.6 Chapter 5 of the NPPF seeks to significantly boost the supply of housing in order to meet identified local need. The NPPF, at Chapter 11 also seeks that proposals make effective use of land in meeting the need for homes, promoting and supporting the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing where land supply is constrained.

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

5.0 Assessment of Scheme Proposals

5.8 New developments in the City is therefore expected to contribute towards this growth strategy ensuring that development takes place within the right areas to meet demands along with creating high quality places and neighbourhoods of choice. As noted by the Council in the previous Committee Report there is currently a mismatch between supply and demand for suitable accommodation to meet the growing population of the City.

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

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

5.11 The proposal will create 66 residential units, contributing to new housing growth in the area and the 20% of residential accommodation prescribed with policy H3 of the Core Strategy.

5.12 The justifying text to extant UDP policies DC 5.1-4 details how older properties that are no longer economical for use as commercial property are suitable to be turned into flats in order to safeguard their preservation. The Viability Assessment submitted with this application confirms that the site is not viable for continued office use, due to maintenance costs and the age and format of the building.

Summary

5.13 In summary, the proposed development is considered to be acceptable in principle following reasons:

- The Site already has an extant and implementable permission for 59 residential units albeit that the proposed development would represent a betterment to the consented scheme;
- The Site is situated in a predominantly residential area;
- The proposals would contribute to meeting the Governments priority to significantly boost the supply of new homes and make effective use of land in accordance with Chapter 11 of the NPPF;
- The accords with the residential growth principles identified within Core Strategy policies SP1, H1, H3 and EC3 of the Core Strategy; 'saved' UDP policy DC5.1-4; and the aspirations of the Manchester Residential Growth Strategy and Action Plan, City Centre Strategic Plan and Manchester Strategy.
- Overall, the principle of development is entirely acceptable in planning terms.

Loss of Employment

5.14 As set out above, the consented scheme could be implemented following the discharge of the remaining pre-commencement conditions which, to all intents and purposes, means that the building can no longer be viewed as being in active employment use.

5.15 A 3 month notice was issued to tenants in June 2018 advising them that they would need to vacate the offices by September 2018. The applicant has sought to assist tenants with finding new office premises in line with the provisions of the relocation strategy prepared to discharge condition 20 of the original consent.

5.0 Assessment of Scheme Proposals

5.16 Referring back to the previous committee report the Council stated that

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

5.17 The loss of employment sites in considered in Core Strategy Policy EC2, which sets out 5 criteria where the loss of this floorspace might be accepted. This includes where 'the existing use is un-viable in terms of business operations, building age and format'. In this instance the premise has been let to a serviced office provider, at a very low rent, and notice has now been served. Whilst this has ensured the occupancy of the building during weak economic conditions, the long-term viability of offering office space at such a rate is not sufficient for the ongoing up keep and maintenance of the listed building. This matter was fully addressed through the previous consent and the loss of employment has previously been accepted by MCC.

5.18 Whilst the existing employment use is no longer viable, the proposed contractor has committed to a Local Labour Agreement which will promote use of local subcontractors and suppliers wherever possible during the 15-month build period. This, along with additional expenditure within the local supply chain, will create a number of jobs during the construction period. Once fully occupied the proposals will increase local retail expenditure and will attract economically active residents to the area.

Deliverability

5.19 The NPPF is focussed on the delivery of housing permissions. This application has been submitted by an established operator and seeks to make amendments to the original consent granted last year in order to maximise the efficiency of the scheme and ensure that it is attractive to the market.

5.20 A local contractor, Colbre, has been selected by the applicant and would be able to commence work immediately following grant of planning permission.

5.21 Overall the scheme is deliverable in that it is available now, offers a suitable location for development now, and be achievable with a realistic prospect that housing will be delivered on the site within five years.[1]

Quality of Residential Development

Sustainable Location

5.22 As acknowledged by the Council in the previous consent, the site is situated in a highly sustainable location as part of the expanded City Centre in a predominantly residential area.

5.23 The site is within easy walking/ cycling distance of the City Centre and benefits from excellent public transport links including bus, rail and Metrolink provisions. Furthermore, the Site will also benefit from a new on-street car club and disabled car parking space as secured by planning permission ref. CDN/17/0619 and one to one cycle storage.

[1] National Planning Policy Framework (July 2018), DCLG, page 66

5.0 Assessment of Scheme Proposals

5.24 In light of the above, the proposed development fully accords with policies SP1, T1, T2 and DM1 of the Core Strategy together with Chapter 9 of the NPPF.

Density

5.25 NPPF paragraph106 seeks to optimise the density of development in City Centres and other locations that are well served by public transport. This approach is mirrored in Core Strategy policies EC 2, H1 and H3 that advise that high density residential development is appropriate for this area of the City. Indeed, Core Strategy H1 states that developments of over 75 units per hectare will be appropriate on sites in the City Centre and in the Regional Centre. The proposed development accords with this approach as the 66 residential units proposed will provide 435 units per hectare.

5.26 Whilst this proposal is considered to represent a dense form of development, it is representative of the densities considered appropriate for this type of location and within a City Centre context as detailed within the Core Strategy and represents an efficient use of an under-utilised Grade II Listed Building that requires significant investment.

Housing Mix, Tenure and size

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

5.28 Following pre-application discussions with MCC the proposed mixture of apartments, as set out in **Appendix D**, are considered to be acceptable. The proposals broadly comply with spaces standards and will secure an improved proportion of units that achieve the standards compared with the originally consented scheme. Due to the need to work with the listed fabric of the building it has not been possible for all apartments to meet the standards.

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

Unit Size

5.30 As confirmed in the Manchester Residential Quality Guidance document, Manchester Council is seeking to adopt the National Described Space Standards within new residential development. In this instance, the proposals are restricted by the need to protect key assets of heritage significance, and the proposed residential layout is reflective of this. Consequently, it has not been possible to meet these space standards in all instances. The units proposed, however, are considered to be of a sufficient size to provide a quality living environment, whilst protecting the heritage significance of the building.

Amenity / Open Space

5.31 The proposals relate to a site which is covered in its entirety by existing built development. As the buildings are Grade II listed, the opportunities for providing amenity and open space within the proposal, as required by Policy H1 and outlined in the Residential Quality Guidance, are limited without significantly impacting upon the character of the building.

5.32 Within the building a communal atria is proposed that will provide internal circulation space and opportunities for residents to interact.

5.33 Furthermore, the site is located in close proximity to St Michael's Flags and Angel Meadow, open space, and as such residents will have access to open space in close proximity.

5.0 Assessment of Scheme Proposals

5.34 Overall, the proposals are considered to comply with Core Strategy Policy H1 and 'saved' policy DC5 in that consideration as been given to the provision of amenity space for the development.

Affordable housing

5.35 Paragraph 63 of the NPPF states that *To support the re-use of brownfield land, where vacant buildings are being reused or redeveloped, any affordable housing contribution due should be reduced by a proportionate amount (i.e. equivalent to the existing gross floorspace of the existing buildings).*

5.36 The NPPF also states that the "*weight to be given to a viability assessment is a matter for the decision maker, having regard to all the circumstances in the case, including whether the plan and the viability evidence underpinning it is up to date, and any change in site circumstances since the plan was brought into force*". The new guidance confirms that all viability assessments should be publicly available.

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

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

5.39 Of relevance to this application this includes:

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

5.40 The previous consent acknowledged that the need for affordable housing, as part of the development was not been identified by Strategic Housing as a consequence of the existing make up of residential accommodation in the area. The previous committee report noted that any requirement or not for affordable housing will be based upon an assessment of a particular local need, a requirement to diversify the existing housing mix and the delivery of regeneration objectives. It is considered that the uplift of 7 units, supported by a publicly accessible viability assessment, would not change this position.

5.41 Given the works required to refurbish the Listed Building which will create a high quality residential development, the provision of affordable housing could jeopardise the overall viability of the scheme.

5.42 A Viability assessment accompanies this application, which demonstrates that in its current form the development is viable with costs associated with the proposed design/high quality materials, highway mitigation measures, space standards etc together with the development being capable of being delivered.

5.0 Assessment of Scheme Proposals

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

5.44 A high quality residential development in this key regeneration area will assist in meeting housing demand in this part of the City. On the basis of the above the proposed development complies with Core Strategy policy H8 and the provisions of the NPPF.

Heritage and Design

5.45 The Site comprises 4 existing buildings, which are Grade II listed. Consequently, the design of the proposed scheme has evolved following detailed consultation with an appointed heritage consultant to ensure the historical significance of 23 New Mount is protected and enhanced, as required by Policy EN 3.

5.46 The heritage appraisal and Addendum details the aspects of the buildings which are considered to be of particular significance, including the original sash windows, the decorative entrance hall, and the 'cottage' building, amongst others. As such, the scheme seeks to retain and enhance these elements. Similarly, the former goods entrance from School Street is to be reinstated, paying homage to the sites' original layout.

5.47 The entrance from School Street and the atrium link with roof lights above have been designed to be subservient additions which are clearly distinguishable from the older parts of the scheme, and designed to ensure it does not take away from the significance of the listed building.

5.48 The originally submitted Heritage Assessment confirmed that the proposals put forward aim to minimise the loss of the buildings significance, and concluded:

"Overall, it is considered that the proposed alterations and redevelopment of the site offers a beneficial heritage impact. The small instances of minor physical alteration are necessary to facilitate a sustainable long-term use for the building. The impact on the special character and fabric of the former Co-operative Printing Society is, therefore, at most less than substantial. The change or harm to the historic fabric is balanced by the legislative requirement to secure a viable future for the heritage asset, and thus an example of best conservation practice".

5.49 The Addendum Report has reviewed the proposed amendments and concludes:

"It will be clear that the proposals remain sensitive to the heritage values of the Listed building, and do not affect the degree of impact as outlined in our (SLHA) heritage statement submitted with the current, consented application dating to the 14th February 2017 (Ref. No: 114920/FO/2017 and Ref. No: 114921/LO/2017). The works to the building are thus considered to represent best conservation practice and meet the requirements of the NPPF in both design (Section 12) and historic environment terms (Section 16).

With regards to the Planning (Listed Building and Conservation Areas) Act 1990, Section 66 of the Act requires the Local Planning Authority to "have special regard to the desirability of preserving [a listed building] or its setting or any features of special architectural or historic interest which it possesses," when considering whether to grant planning permission.

The minor amendments to the approved application will not affect the character of the Grade II Listed building as a building of special architectural or historic interest, and should be given consent."

5.0 Assessment of Scheme Proposals

5.50 As noted in the previous committee report, the Conservation Officer considered that the proposed development had been "designed with regard to the sustaining and enhancing the significance of the Listed Building and would make a positive contribution to local character and distinctiveness and therefore meets with the requirements of paragraph 131 of the NPPF. Indeed, it is considered that the proposal makes a positive contribution to the setting of the Listed Building thereby better revealing its significance"

5.51 In light of the above, the proposals comply with Core Strategy policies EN1 and EN3 and 'saved' policies DC18 and DC19 of the UDP in that the development will broadly enhance the historic environment and where there is a degree of harm this is outweighed by the overriding positive impacts this development will secure. The proposals fully accord with Chapter 16 of the NPPF.

Highways and Car Parking

5.52 As noted by the Council previously, the site is situated in a highly in a sustainable location, within walking distance of the City Centre and close to transport hubs. Manchester Victoria Station is only 600m away, providing access to train and Metrolink services across the City and beyond. In addition, a number of local bus services are available on Rochdale Road, circa 200m away from the proposal site. Consequently, the proposals comply with Policy T2 by being easily accessible by walking, cycling, and public transport.

5.53 New Mount Street is also in close proximity to the A664 to the west, the inner relief road Great Ancoats Street to the south, and Rochdale Road to the east. These roads are main artery routes into other areas of Manchester including the City Centre.

5.54 Due to the physical restrictions on site, by way of the presence of the existing buildings and their listed nature, parking is not provided. This is in keeping with the Residential Quality Guidance which states that an appropriate level of car parking should be provided on City Centre sites within the constraints of site specific circumstances and other requirements, and its recognition that schemes involving listed buildings may not be capable of providing on-site parking.

5.55 The proposed development proposes one for one cycle parking together with a raft of other measures secured by the off-site parking strategy agreed with MCC was discharged in October 2017 (reference: CDN/17/0619). These measures include:

- New On-Street Spaces - Provision of 2 no. new on-street car parking bays, 1 no. designated for disabled users and 1 no. for car club members, to be secured via a s278 agreement;
- 'Taster' Car Club Annual Membership - 1-year free car club membership for all residential dwellings, subject to scheme eligibility; and
- Cycle Provision/ Bicycle Vouchers – A bike voucher valued at £200 will be provided to first occupier of each residential unit.

5.56 The accompanying Transport Statement and Travel Plan for the scheme further confirms that the proposed development will generate less traffic than that which was previously permitted use for the site. As such, the impact on the local highway network is not considered to be significant.

5.0 Assessment of Scheme Proposals

5.57 Overall, it is considered that the development would have a minimal impact on the local highway network and there would be adequate cycle provision to serve the needs of the development. Travel planning would help take advantage of the sustainable location of the application site in order to further reduce the reliance on the car to the site. It is also considered that servicing and construction requirements can also adequately met at the site. As such the proposed development is in full accordance with Core Strategy policies SP1, T1, T2 and Chapter 9 'Promoting Sustainable Transport' of the NPPF.

Other Material Considerations

Noise

5.58 The design of the scheme has taken into consideration the impact on surrounding residential amenity in relation to noise. The submitted noise assessment confirms that there are no significant issues with the proposals from a noise perspective that would prevent permission from being granted, as such, the proposals are in compliance with Core Strategy DM 1, 'saved' UPP policy DC26 and Chapter 15 of the NPPF.

Air Quality

5.59 An updated Air Quality Assessment accompanies this application which, subject to the implementation of appropriate mitigation measures, considers that the proposed development is acceptable in planning terms. In light of this, the proposals are considered to accord with Core Strategy policy EN16 of the Core Strategy and Chapter 15 of the NPPF.

Flood Risk and Drainage

5.60 Policy EN 14 advises that new developments should not be located in areas at risk of flooding, and should seek to minimise surface water run-off by incorporating Sustainable Urban Drainage Systems (SUDS). The site is not located within a Flood Zone, and therefore this application is supported only by a Drainage Strategy.

5.61 In this instance, it is not possible to include SUDS as the existing buildings cover the entire site area, and therefore limit the ability to incorporate permeable paving for example. Overall it is considered that the scheme is in line with the aspirations of Core Strategy Policy EN 14 and Chapter 15 of the NPPF.

Energy and Sustainability

5.62 An Energy and Sustainability report has been submitted in support of the application. It confirms that a 'fabric first' approach is most appropriate in this instance, and could achieve a significant reduction in carbon. The report confirms that the scheme complies with local policy requirements in this regard.

Ecology

5.63 As set out in Core strategy policy EN 15, the applicant has assessed the site for ecological and biodiversity potential. Owing to the fact that the site is covered by built development and hard standing, and following consultation with an appointed ecologist, a bat survey was considered sufficient for this site. An update of the original 2016 survey has been undertaken and is submitted in support of the application.

5.0 Assessment of Scheme Proposals

5.64 The bat survey confirms that the buildings on site were considered to have negligible potential for roosting bats, and the immediately surrounding area was not appropriate for foraging and commuting bats. As such, the report concludes that the building will not have a detrimental impact on bats, and no further surveys are required.

5.65 The propose development therefore fully accords with Core strategy policy EN15 and Chapter 15 of the NPPF.

Visual Amenity

5.66 In line with Core Strategy policies SP1, EN1 and DM1 of the Core Strategy and saved policy DC5 of the UDP, it is considered that the proposal makes good use of the internal spaces and provides well-proportioned apartments whilst respecting and revealing the historical features of the building. The extensions and alterations are considered and provide an appropriate addition to the Listed fabric.

5.67 As previously noted, the proposals will determinately affect the visual amenity of surrounding residents.

SUSTAINABLE DEVELOPMENT PRINCIPLES – SCHEME BENEFITS

5.68 The overarching policy objective of the NPPF is securing sustainable development and growth. Paragraph 8 indicates that there are three key planning objectives to sustainable development: economic objective, social objective and environmental objective. An assessment of the application proposals against the three objectives of sustainable development as defined in the NPPF is provided below.

Economic Objective

5.69 The economic benefits that would be secured by the development are described below:

- Secure the viable re-use of a Grade II Listed Building;
- Generate direct and indirect construction jobs associated with the refurbishment of the Site;
- Generate additional construction/ operational expenditure which will support local construction business and those in the supply chain;
- Secure a Local Labour Agreement for the construction phase;
- Generate additional local retail spend once the Site is occupied;
- Attract new investment into the City;
- Attract economically active residents to the area; and
- Generate additional Council Tax and New Homes Bonus payments for the Council.

5.0 Assessment of Scheme Proposals

Social Objective

5.70 The social benefits that would be secured by the development are described below:

- Contribute to achieving the Council's regeneration objectives in the City Centre;
- Contribute to the Council's 5-year housing land supply;
- Delivery of high-quality residential apartments which will attract economically active residents to the City and enable graduates to be retained in the City; and
- Rejuvenate a Grade II Listed Building for the future enjoyment of residents

Environmental Objective

5.71 The environmental benefits that would be secured by the development are described below:

- Secure the long-term conservation and viable re-use of a Grade II Listed Building;
- Reduce the traffic movements associated with the building;
- Encourage residents to cycle and use public transport rather than private motor vehicle;
- Use of high quality materials to improve the setting of the building

5.72 Overall, there are no technical constraints that would preclude redevelopment of the Site, which would represent sustainable development in accordance with the NPPF and Development Plan policy.

6.0 Summary and Conclusions

6.1 This Planning Statement has been prepared by CBRE Limited, on behalf of Homezzz Limited ('the applicant'), in support of a Full Planning and Listed Building Consent application submitted to Manchester City Council (MCC) in relation to 23 New Mount Street, Manchester, M4 4DE ('the Site) edged red on the accompanying Site Location Plan.

The Site

6.2 The Site, shown edged red on the accompanying Site Location Plan, comprises three former printing works buildings associated with the Cooperative Society together with a former residential dwelling house and extends to 0.15 hectares in area. The buildings, which range in height up to 5 storeys, are bound by Naples Street to the north, Ludgate Street to the west, School Street to the east and New Mount Street to the south.

Description of Development

6.3 Full Planning and Listed Building Consent is sought for:

"Change of use from offices (Use Class B1) (4,656 sqm) together with erection of a roof extension to block fronting Naples Street and glazed atrium to form 66 no. residential units (Use Class C3a) with associated elevational alterations."

6.4 This Statement is intended to address the relevant planning considerations at the site in light of national and local planning guidance and to assess the scheme's compatibility in policy terms.

BACKGROUND TO THE APPLICATION

The Applicant

6.5 Homezzz Limited is part of The Parklane Group, a substantial private business with 40 years track record in the UK property and leisure industries. The Parklane Group is an established company supported by experienced development management and operational teams and targeted at developing quality residential schemes in key Cities throughout the UK.

6.6 In addition to Homezzz, the Company also sources, builds and operates its other main premium City Centre hospitality and leisure brands, Roomzzz serviced aparthotels and IconInc Student Living. This includes the award winning Roomzzz aparthotel on Princess St, Manchester.

The Application

Recent Planning History – 114920/FO/2017

6.7 On 19 June 2017, MCC granted Full Planning and Listed Building Consent for "change of use from offices (Use Class B1) (4656 sqm) together with erection of a roof extension to block fronting Naple Street and glazed atrium to form 59 residential apartments (Use Class C3a) with associated elevational alterations" ref. 114920/FO/2017. A copy of the Decision Notice is attached at Appendix A.

6.0 Summary and Conclusions

6.8 The Planning and Highways Committee Report dated 1 June 2018 concluded that:

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

Pre-Application Consultation

6.9 This applicant has undertaken discussions with MCC prior to the submission of the application. Comments received have been taken into consideration in developing the scheme proposals.

Planning Policy Context

6.10 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires determination of proposals in accordance with the adopted statutory development plan unless material considerations indicate otherwise.

6.11 The Proposed Development has been assessed against relevant policies of the Core Strategy, 'saved' City of Manchester UDP and other material considerations including the NPPF and regeneration strategies.

Assessment of the Scheme Proposals

6.12 In determining the proposed scheme, the Council should attribute significant weight in its overall assessment to the following:

- **Principle of Development** – The principle of residential development at the site has previously been agreed with MCC through planning permission 114920/FO/2017 which is still implementable. The site is in an area of the City where regeneration has been residential-led and local policy confirms the appropriateness of this land use in this area. As such, the conversion of the site to residential dwellings is considered in keeping with the surrounding area, and the aspirations of local policy. It also secures the long-term future of the building, and contributes to meeting Manchester's housing targets. In addition, policy confirms that older properties that are no longer economically viable as commercial property are suitable to be turned into residential use in order to safeguard their preservation.
- **Design and Heritage** – A heritage appraisal has influenced the design of the proposal. The proposal has been designed to preserve and enhance the listed building, retaining many of the key features. The Heritage Assessment submitted with the application confirms the acceptability of the proposals put forward. In addition, the new build element assists the scheme viability, and has been designed to be subservient to the listed building, and provide a contemporary addition which is clearly distinguishable. This is reflective of the surrounding area and the mix of old and new that has developed in this part of the City. Consideration has also been given to the impact on neighbouring amenity, and screening has been incorporated within the new build element to protect privacy.

6.0 Summary and Conclusions

- **Sustainability** – It has been demonstrated the site is in a highly sustainable location, in walking distance of the City Centre and close to public transport hubs. As such, it is envisaged journeys by car will be minimal. Significant cycle provision is proposed to encourage sustainable travel and contribute to the Council meeting its climate change targets.
- **Deliverability** – Homezzz Limited, part of The Parklane Group, have an excellent track record of delivering high quality residential developments and committed to bringing forward the redevelopment of 23 New Mount Street as soon as possible following grant of permission. Indeed, contractors, Colbre, have been lined up to undertake the works should the Council be minded to approve the scheme.
- **Benefits** - The proposed scheme would secure a number of economic, social and environmental benefits to the City.

6.13 In summary, it has been demonstrated that the proposed development represents sustainable development and no potential adverse impacts have been identified that would significantly or demonstrably outweigh the significant benefits of the proposed scheme, when assessed against the Development Plan and NPPF. As such it is respectfully requested that planning permission and listed building consent be granted without delay.

APPENDICES

Appendix A: Decision Notice 114920/FO/2017

MANCHESTER CITY COUNCIL

Important – Planning permission & notices of consent

Compliance with conditions

- Your planning approval or consent is attached. It will contain conditions that you must comply with.
- Please read the conditions and understand their requirements and restrictions, for example submission and approval of details or measures to protect trees.
- Some conditions will require action before you start development and it is imperative that you seek to have these discharged before any work commences.
- Whilst every effort has been made to group conditions logically, it is your responsibility to ensure that you are aware of the requirements and/or restrictions of all conditions.
- If you fail to comply with the conditions this may result in a breach of planning control and this may lead to enforcement action.
- Failure to comply with conditions may also result in the development not being lawful.
- It is in your interests to demonstrate that conditions have been complied with. Failure to do so may cause difficulties if the property is sold or transferred.
- A fee is payable for each request to discharge conditions.
- For advice on any of these matters, please contact Planning, Manchester City Council, PO Box 532, Town Hall, Manchester M60 2LA or email planning@manchester.gov.uk

MANCHESTER CITY COUNCIL

Town & Country Planning Act 1990 (as amended)

Planning Permission

Applicant

Capital New Mount Ltd
8 Weymouth Mews
London
W1G 7EA

Agent (if used)

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

Part 1 – Particulars of the application/development

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

Location: 23 New Mount Street, Manchester, M4 4DE

Date of application: 14 February 2017

Application number: 114920/FO/2017

Part 2 – Particulars of decision

Manchester City Council gives notice that the development referred to in Part 1 has been **Approved** in accordance with the application and plans submitted subject to the condition(s) listed below (if any).

Article 35 Declaration

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

Condition(s) attached to this decision

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

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

2) following drawings and documents:

Drawings

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

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

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

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

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

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

Supporting Information

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

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

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

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

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

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

3) (a) Prior to the commencement of the development, details of a local labour agreement in order to demonstrate commitment to recruit local labour for both the construction and operations element of the development shall be submitted for approval

in writing by the City Council, as Local Planning Authority. (b) The approved document shall be implemented as part of the construction and occupation phases of the development. Within six months of the first occupation of the development details of the results of the scheme shall be submitted for consideration.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Reason - In the interests of amenity, crime reduction and the personal safety of those using the proposed development in order to comply with the requirements of policies SP1 and DM1 of the Core Strategy.

11) If any lighting at the development hereby approved, when illuminated, causes glare or light spillage which in the opinion of the Council as local planning authority causes detriment to adjoining and nearby residential properties, within 14 days of a written request, a scheme for the elimination of such glare or light spillage shall be submitted to

the Council as local planning authority and once approved shall thereafter be retained in accordance with details which have received prior written approval of the City Council as Local Planning Authority.

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

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

Monday to Saturday 07:30 to 20:00
Sundays (and Bank Holidays): No deliveries/waste collections

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

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

Reason - In the interests of residential amenity, to safeguard the character of the area and to maintain the sustainability of the local community through provision of accommodation that is suitable for people living as families pursuant to policies DM1 and H11 of the Core Strategy for Manchester and the guidance contained within the National Planning Policy Framework.

14) The development shall be carried out in accordance with the Crime Impact Statement (Version A) prepared by Design for Security at Greater Manchester Police stamped as received by the City Council, as Local Planning Authority, on the 3 January 2017. The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a Secured by Design accreditation.

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

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

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

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

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

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

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

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

17) Prior to the first occupation of the residential element of the development hereby approved, full details and implementation of the off-site car parking strategy and necessary associated off site highways works (including provision for disabled occupants) together with incentives for car club membership shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented upon first occupation of the residential element of the scheme and thereafter retained and maintained in sit-u.

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

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

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

19) Notwithstanding drawing 04574-HYD-XX-XX-DR-TP-0100 Rev P1 stamped as received by the City Council, as Local Planning Authority, on the 7 April 2017, prior to

the first occupation of the development hereby approved, a detail refuse/servicing vehicle strategy, including swept path analysis, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented prior to the first occupation of the residential element of the development and thereafter retained and maintained for as long as the development remains in use.

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

20) Notwithstanding the letter dated 8 June 2017 from Harry Bolton of CBRE, No development shall take place until a relocation strategy for the B1 office use has been submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt, this shall include details of the premises considered (in particular best endeavours to cluster the existing businesses together) and timescales for relocation. The approved strategy shall then be implemented and confirmation provided as to the effectiveness of the strategy within a timescale to be agreed in writing with the City Council, as Local Planning Authority.

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

Informatives

Building Regulations 2010
This permission does not grant approval under Building Regulations.

Street Naming & Numbering Requirements
Manchester City Council is responsible for allocating street naming and numbering within Manchester for new developments or property conversions. Individuals or businesses are not permitted to allocate their own property numbers, building or street names.

If your development includes the creation of new dwellings (either new build or conversion of existing buildings), creation of new commercial properties or the subdivision of existing properties you must ensure that you request new or changes to addresses through us so they can be officially allocated and registered in accordance with the Public Health Act 1925 Sections 17-19 & Greater Manchester Act 1981 Section 22.

Failure to do this may result in difficulties for the developer/occupier when requiring services such as connections to utilities, phone lines and postal services and may delay your development.

You can apply online at the following address:
http://www.manchester.gov.uk/info/100011/roads_parking_and_transport/1988/naming_and_numbering_of_houses_buildings_streets_and_roads/2

Mining Information
The proposed development lies within an area which could be subject to current coal mining or hazards resulting from past coal mining. Please read the Standing Advice from the Coal Authority in Appendix A.

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

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

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

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

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

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

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

Date: 19 June 2017

Signed: 

Julie Roscoe
Head of Planning, Building Control & Licensing

Manchester City Council, P O Box 532, Town Hall, Manchester M60 2LA

Notes

1. This permission refers only to that required under the Town and Country Planning Act 1990 does not include any consent or approval under any other enactment, byelaw, order or regulation.

2 If the applicant is aggrieved by the decision of the local planning authority to refuse permission or approval for the proposed development, or to grant permission or approval subject to conditions, they may appeal to the Secretary of State in accordance with Section 78(1) of the Town and Country Planning Act 1990 within six months of the date of the notice of the decision.

The Planning Inspectorate have introduced an online appeals service that can be used to make appeals online. This service is available through the gov.uk website – www.gov.uk/appeal-planning-inspectorate. The Inspectorate will publish details of your appeal on the internet.

Alternatively, appeals can be made on a form which is obtainable from Planning Inspectorate, Customer Support Unit, Room 3/15, Eagle Wing, Temple Quay House, 2 The Square, Temple Quay, Bristol BS1 or by telephone 0117 372 6372.

The Secretary of State has power to allow a longer period for the giving of a notice of appeal but they will not normally be prepared to exercise this power unless there are special circumstances that excuse the delay in giving notice of appeal.

3. The statutory requirements are those set out in Section 79(6) of the Town and Country Planning Act 1990, namely Sections 70(1) and 72(1) of the Act.

4. If either the local planning authority of the Secretary of State refuses permission to develop land or grants it subject to conditions, the owner may claim that they can neither put the land to a reasonably beneficial use in its existing state nor render the land capable of a reasonably beneficial use by the carrying out of any development which has been or would be permitted.

In these circumstances, the owner may serve a purchase notice on the Council in whose area the land is situated. This notice will require the Council to purchase his interest in the land in accordance with the provisions of Part VI of the Town and Country Planning Act 1990

5. In certain circumstances, a claim may be made against the local planning authority for compensation, where permission is refused or granted subject to conditions by the Secretary of State on appeal or on a reference of the application to them. The circumstances in which such compensation is payable are set out in Section 114 of the Town and Country Planning Act 1990.

Appendix A

The Coal Authority

Any Planning Enquiries should be directed to:

Planning and Local Authority Liaison

Telephone: 01623 637 119
Email: planningconsultation@coal.gov.uk
Website: www.gov.uk/government/organisations/the-coal-authority

STANDING ADVICE - DEVELOPMENT LOW RISK AREA

The proposed development lies within a coal mining area which may contain unrecorded coal mining related hazards. If any coal mining feature is encountered during development, this should be reported immediately to the Coal Authority on 0345 762 6848.

Further information is also available on the Coal Authority website at:
www.gov.uk/government/organisations/the-coal-authority

This Standing Advice is valid from 1st January 2017 until 31st December 2018

Appendix B: Decision Notice CDN/17/0619

MANCHESTER CITY COUNCIL

Town & Country Planning Act 1990 (as amended)
Planning (Listed Building & Conservation Area) Act 1990 (as amended)

Approval of details reserved by condition

Applicant

Mr Richard Squire
Naples Street Properties Limited
C/O Agent

Agent (if used)

Mr Chris Sinton
CBRE
Belvedere
5th Floor
12 Booth Street
Manchester
M2 4AW

Part 1 – Particulars of the application/development

Proposal: Discharge of condition 17 (off site car parking strategy) associated with planning permission 114920/FO/2017

Location: 23 New Mount Street, Manchester, M4 4DE

Date of application: 10 October 2017

Application number: CDN/17/0619

Part 2 – Particulars of decision

Manchester City Council gives notice that the detail(s) referred to in Part 1 are **Approved** in accordance with the information set out below.

17 off site car parking strategy
The following information has been submitted in respect of this planning condition:

- Off Site car parking strategy prepared by CBRE stamped as received by the City Council, as Local Planning Authority, on the 9 October 2017

The above information is considered to be acceptable. The approved details shall then be implemented upon first occupation of the residential element of the scheme and thereafter retained and maintained in sit-u.

Condition 17 is discharged on this basis.

Date: 6 November 2017

Signed: 

Julie Roscoe
Head of Planning, Building Control & Licensing

Manchester City Council, P O Box 532, Town Hall, Manchester M60 2LA

Notes

1. This permission refers only to that required under the Town and Country Planning Act 1990 (as amended) or Planning (Listed Building & Conservation Area) Act 1990 (as amended) does not include any consent or approval under any other enactment, byelaw, order or regulation.

2 If the applicant is aggrieved by the decision of the local planning authority to refuse permission or approval for the proposed development, or to grant permission or approval subject to conditions, they may appeal to the Secretary of State in accordance with Section 78(1) of the Town and Country Planning Act 1990 or sections 20 and 21 of the Planning (Listed Building & Conservation Area) Act 1990 within six months of the date of the notice of the decision.

The Planning Inspectorate have introduced an online appeals service that can be used to make appeals online. This service is available through the gov.uk website – www.gov.uk/appeal-planning-inspectorate. The Inspectorate will publish details of your appeal on the internet.

Alternatively, appeals can be made on a form which is obtainable from Planning Inspectorate, Customer Support Unit, Room 3/15, Eagle Wing, Temple Quay House, 2 The Square, Temple Quay, Bristol BS1 or by telephone 0117 372 6372.

The Secretary of State has power to allow a longer period for the giving of a notice of appeal but they will not normally be prepared to exercise this power unless there are special circumstances that excuse the delay in giving notice of appeal.

3. The statutory requirements are those set out in Section 79(6) of the Town and Country Planning Act 1990, namely Sections 70(1) and 72(1) of the Act.

4. If either the local planning authority of the Secretary of State refuses permission to develop land or grants it subject to conditions, the owner may claim that they can neither put the land to a reasonably beneficial use in its existing state nor render the land capable of a reasonably beneficial use by the carrying out of any development which has been or would be permitted.

In these circumstances, the owner may serve a purchase notice on the Council in whose area the land is situated. This notice will require the Council to purchase his interest in the land in accordance with the provisions of Part VI of the Town and Country Planning Act 1990

5. In certain circumstances, a claim may be made against the local planning authority for compensation, where permission is refused or granted subject to conditions by the Secretary of State on appeal or on a reference of the application to them. The circumstances in which such compensation is payable are set out in Section 114 of the Town and Country Planning Act 1990.

Appendix C: Decision Notice CDN/17/0550

MANCHESTER CITY COUNCIL

Town & Country Planning Act 1990 (as amended)
Planning (Listed Building & Conservation Area) Act 1990 (as amended)

Approval of details reserved by condition

Applicant

Mr Richard Squire
Naples Street Properties Limited
C/O Agent

Agent (if used)

Mr Chris Sinton
CBRE
Belvedere
5th Floor
12 Booth Street
Manchester
M2 4AW

Part 1 – Particulars of the application/development

Proposal: Discharge of condition 20 (relocation strategy) attached to planning permission referenced 114920/FO/2017

Location: 23 New Mount Street, Manchester, M4 4DE

Date of application: 5 September 2017

Application number: CDN/17/0550

Part 2 – Particulars of decision

Manchester City Council gives notice that the detail(s) referred to in Part 1 are **Approved** in accordance with the information set out below.

condition 20 relocation startegy
The following information has been submitted in respect of this planning condition:

- Relocation strategy prepared by CBRE stamped as received by the City Council, as Local Planning Authority, on the 1 September 2017

The above information is considered to be acceptable.

Condition 20 is now formally discharged

Date: 26 October 2017

Signed:

Julie Roscoe
Head of Planning, Building Control & Licensing

Manchester City Council, P O Box 532, Town Hall, Manchester M60 2LA

Notes

1. This permission refers only to that required under the Town and Country Planning Act 1990 (as amended) or Planning (Listed Building & Conservation Area) Act 1990 (as amended) does not include any consent or approval under any other enactment, byelaw, order or regulation.

2 If the applicant is aggrieved by the decision of the local planning authority to refuse permission or approval for the proposed development, or to grant permission or approval subject to conditions, they may appeal to the Secretary of State in accordance with Section 78(1) of the Town and Country Planning Act 1990 or sections 20 and 21 of the Planning (Listed Building & Conservation Area) Act 1990 within six months of the date of the notice of the decision.

The Planning Inspectorate have introduced an online appeals service that can be used to make appeals online. This service is available through the gov.uk website – www.gov.uk/appeal-planning-inspectorate. The Inspectorate will publish details of your appeal on the internet.

Alternatively, appeals can be made on a form which is obtainable from Planning Inspectorate, Customer Support Unit, Room 3/15, Eagle Wing, Temple Quay House, 2 The Square, Temple Quay, Bristol BS1 or by telephone 0117 372 6372.

The Secretary of State has power to allow a longer period for the giving of a notice of appeal but they will not normally be prepared to exercise this power unless there are special circumstances that excuse the delay in giving notice of appeal.

3. The statutory requirements are those set out in Section 79(6) of the Town and Country Planning Act 1990, namely Sections 70(1) and 72(1) of the Act.

4. If either the local planning authority of the Secretary of State refuses permission to develop land or grants it subject to conditions, the owner may claim that they can neither put the land to a reasonably beneficial use in its existing state nor render the land capable of a reasonably beneficial use by the carrying out of any development which has been or would be permitted.

In these circumstances, the owner may serve a purchase notice on the Council in whose area the land is situated. This notice will require the Council to purchase his interest in the land in accordance with the provisions of Part VI of the Town and Country Planning Act 1990

5. In certain circumstances, a claim may be made against the local planning authority for compensation, where permission is refused or granted subject to conditions by the Secretary of State on appeal or on a reference of the application to them. The circumstances in which such compensation is payable are set out in Section 114 of the Town and Country Planning Act 1990.

Appendix D: Schedule of Accommodation

23 New Mount Street - Schedule of Accommodation

FLOOR	UNIT	AREA (SQM)	AREA (SQFT)	BED	NO. BED SPACES/ NATIONAL SPACE STANDARD (SQM)	NATIONAL SPACE STANDARD COMPLIANT (+/- SQM)
LG	1	69.5	748	2	3P/61m^2	Y (+8.5m)
LG	2	70.6	759	2	4P/70m^2	Y (+ 0.6m)
LG	3	66.5	716	2	3P/ 61m^2	Y (+5.5m)
LG	4	68.7	739	2	3P/61	Y (+7.7m)
LG	5	71.6	770	2	4P/70	Y (+1.6m)
LG	6	68.5	737	2	3P/61	Y (+7.5m)
LG	7	78.5	845	2	4P/70	Y (+8.5m)
LG	8	79.9	860	3	5P/86	N (-6.1m)
LG	9	53.7	578	2	3P/61	N (-7.3m)
LG	10	54.6	587	2	3P/61	N (-6.4m)
G	11	44.2	476	1	1P/39m	Y (+5.2m)
G	12	52.4	564	1	2P/50m	Y (+2.4m)
G	13	45.2	487	1	1P/39m	Y (+6.2m)
G	14	49.1	529	1	1P/39m	Y (+10.1m)
G	15	62.4	672	2	3P/61m	Y (+1.4m)
G	16	65.1	700	2	3P/61m	Y (+4.1m)
G	17	64.1	690	2	3P/61m	Y (+3.1m)
G	18	80	861	2	4P/70m	Y (+10m)
G	19	75.2	809	2	4P/ 70m	Y (+5.2m)
G	20	54.8	590	2	3P/61m	N (-6.2m)
G	21	55.2	594	2	3P/61m	N (-5.8m)
G	22	54.3	585	2	3P/61m	N (-6.7m)
1	23	51.5	555	1	2P/50m	Y (+1.5m)
1	24	45.3	487	1	1P/39m	Y (+6.3m)
1	25	45.9	494	1	1P/39m	Y (+6.9m)
1	26	49.2	529	1	1P/39m	Y (+10.2m)
1	27	62.4	672	2	3P/61m	Y (+1.4m)
1	28	64.9	699	2	3P/61m	Y (+3.9m)
1	29	64.2	691	2	3P/61m	Y (+3.2m)
1	30	85.9	925	2	4P/ 70m	Y (+15.9m)
1	31	75.3	811	2	4P/70m	Y (+5.3m)
1	32	54.6	588	2	3P/61m	N (-6.4m)
1	33	54.9	591	2	3P/61m	N (-6.1m)

1	34	55.9	601	2	3P/61m	N (-5.1m)
2	35	45.3	487	1	1P/39m	Y (+6.3m)
2	36	66.8	719	2	3P/61m	Y (+5.8m)
2	37	44.6	481	1	1P/39m	Y (+5.6m)
2	38	63	678	2	3P/61m	Y (+2m)
2	39	59.2	637	2	3P/61m	N (-1.8m)
2	40	62.6	673	2	3P/61m	Y (+1.6m)
2	41	67.8	730	2	3P/61m	Y (+6.8m)
2	42	60	646	2	3P/ 61m	N (-1m)
2	43	70.1	755	2	4P/70m	Y (+0.1m)
2	44	44.2	475	1	1P/39m	Y (+5.2m)
2	45	43.3	466	1	1P/39M	Y (+4.3m)
2	46	54.3	584	2	3P/61m	N (-6.7m)
3	47	45.9	494	1	1P/39m	Y (+6.9m)
3	48	41.3	445	1	1P/39m	Y (+2.3m)
3	49	45.1	485	1	1P/39m	Y (+6.1m)
3	50	43.2	465	1	1P/39m	Y (+4.2m)
3	51	65.1	700	2	3P/61m	Y (+4.1m)
3	52	45.1	486	1	1P/39m	Y (+6.1m)
3	53	68.1	675	2	3P/61m	Y (+7.1m)
3	54	43.2	465	1	1P/39m	Y (+4.2m)
3	55	48.3	520	1	1P/39m	Y (+9.3m)
4/5	56	80.1	863	2	4P/79m	Y (+1.1m)
4/5	57	70.5	759	2	3P/70m	Y (+0.5m)
4	58	70.8	763	1	2P/50m	Y (+20.8m)
4	59	61	656	1	2P/50m	Y (+11m)
4	60	58.2	626	1	2P/50m	Y (+8.2m)
4	61	46.2	497	1	1P/39m	Y (+7.2m)
LG/ G	TH1	30.3/ 22.3	326/ 240	1	2P/50m	Y (+2.6m)
LG/G	TH2	30.8/ 24.4	332/ 263	1	2P/50m	Y (+5.2m)
LG/ G	TH3	32.4/ 25.0	349/ 269	1	2P/ 50m	Y (+7.4m)
LG/G	TH4	50.6/ 52.5	545/ 565	3	6P/ 102m	Y (1.1m)
LG/G	TH5	49.6/ 33.7	534/ 362	2	4P/ 79m	Y (4.3m)

Schedule of Accommodation – Summary

FLOOR	1 BED	2 BED	3 BED	1 BED TOWNHOUSE	2 BED TOWNHOUSE	3 BED TOWNHOUSE
LG	-	9	1	3	1	1
G	4	8	-			
1	4	8	-	-	-	-
2	4	8	-	-	-	-
3	7	2	-	-	-	-
4	4	-	-	-	-	-
4/5	-	2	-	-	-	-
TOTAL	23	37	1	3	1	1
UNITS	66					

Appendix E: Proposed On-Street Parking Bays



NOTE

APPLICATION AREA BASED UPON DRAWING TITLED PROPOSED BASEMENT DRAWING DETAIL
DRAWING NUMBER 27005(02)01 REV L
DATED 07/11/2016
PRODUCED BY AXIS ARCHITECTS

Rev	Date	Description	By	Ckd
P2	06/10/17	NOTES UPDATED	SCJ	SD

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www.hydrock.com

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Client:

NAPLES STREET PROPERTIES LTD

Project:

NEW MOUNT STREET, MANCHESTER

Project Number: C-04574-C

Drawing Title:

PROPOSED ON STREET PARKING ARRANGEMENTS

Drawn:	Checked:	Scale @ A3:	Drawn Date:	First Issue:
SCJ	SD	1:250	05/10/17	06/10/17

Drawn: S2 Purpose of Issue INFORMATION

Drawing No.
04574-HYD-XX-XX-DR-TP-0103

Revision P 2