End Statement

BUTTERFIELD ARCHITECTURE

ARCHITECTURE \ INTERIORS \ PROJECT MANAGEMENT

To accompany the full planning and listed building consent application at:

37 Liverpool Road
Manchester
M3 4NQ

Ref: PP-06854995

Type of Application(s)	Listed Building Consent Application Planning application (change of use and proposed extension/alterations)
Location of Proposed Development	37 Liverpool Road Manchester M3 4NQ
Description of Proposed Development	Conversion of existing cafe into one residential house
Date of Preparation	27th March 2018
Applicant	Dr Jimmy Charro 1 Haddon Court Llanyre, Powys LD1 6DY
Agent	Butterfield Architecture Ltd 102 Roseneath Road Urmston Manchester M41 5AZ

To be read in conjunction with the information as scheduled in 2162/DIR

Proposal:

Change of use of the building from a cafe (A3) to residential (C3) to comprise of a four bedrooms, including the demolition of a single-storey element to the rear of the property and construction of a two-storey extension with roof terrace.

Location:

37 Liverpool Road, M3 4NQ

I would like to add that we feel we have clearly put forward our strategy for the proposal – we are committed to a full restoration and heritage scheme of works in the existing property, retaining where practicable and possible, any original building features of historic relevance, while at the same time ensuring the property is brought up to a high standard of living and comfort. The extension we are proposing is necessary to make this a viable development. We have not been pushed into retaining and restoring the listed property – this is something ourselves and our client wish to do, all of us seeing the historic merit of the buildings as the last remaining buildings of their type in Manchester. We would like to be able to work with MCC to achieve what will hopefully be a development that can act as a catalyst to regenerate not only the listed terrace the property is part of, but also the local area as a whole

Waste management:

Regarding designing an internal refuse store, we feel that this would have too much impact on the internal area. Our proposal will be a high end town house and so we are aiming to exceed recommended space standards. We would like to propose that while the work here is being carried out, that we clean up the rear alleyway, which has fallen into a state of disrepair, yet has the potential to be a space that at least can house the resident's bins and some allocated bike parking space. The ownership of the alleyway itself, is actually shared between the owners of the terrace row. We have been in discussions with Calum McGowan (owner of no.35), who is happy to commit to tidying up of the rear alleyway. We are also proposing that the alleyway be gated off. We feel that this proposal should be acceptable. I would note that on the properties on Stone Street on the other side of the Roman Gardens, use this strategy as well. Their bins are stored behind the terraces and brought out weekly for collection. The image below shows one of the bins on Southern Street – this is a common scene throughout the local area - our proposal would ensure this wouldn't happen!



Please also find attached, the completed waste management proforma with the application. Please find details of the collection points and frequency on the "Waste Management Plan" drawing. (blue and brown bins- fortnightly on alternative Mondays; Black bin – every Monday)

Please find attached the "Waste management plan" which includes the details of how the servicing would operate, what size the vehicles would be and the frequency of servicing.

Car Parking provision:

We are currently not proposing any provision for car parking. Although there is a change of use from A3 to C3, the previous owners and employees had no provision for parking and in fact the number of building occupants will now be reduced. Within the scheme we are proposing to gate off the rear alleyway – it is intended that this will provide a secure area for bike parking and that this would encourage residents to cycle rather than drive. Given the proximity of the development to major transport interchanges, notably Deansgate (tram and trainlines) and Oxford Road, we feel that in a city centre location that the use of cars should actually be discouraged. We feel it acceptable that if any of the future occupants was a car-owner, that it should be up to them to arrange their own parking provision.

1) Please refer to the "Proposed Site Plan" for bike parking provision (within proposed gated and cleaned alley way).

Construction management:

At this stage it is not usual or indeed viable for us to put together a construction management plan. I feel we have submitted a great deal of detail through the existing and proposed drawings and that we have made our strategy for the development very clear. I would expect that a structural engineer who specialises in heritage projects will be employed beyond planning. I feel we have given a detailed overview of the original building fabric we have found to this date, and its historic significance. We have gone into a lot of detail regarding the replacement (to as originals) of doors and windows, and we are committed to retaining as much of the original building fabric as is viable and practical and thus restoring the original character of the building. We are more than happy to release and have a discussion over a construction plan as one is made and as the project moves forward and more information comes to light.

Access:

In terms of accessibility, the development at 37 Liverpool Road would fall into the "Requirement 3" category of the city council's "Design for Access 2". Given the fact that we are committed to a full restoration/heritage scheme to bring the current building back to as it would have been originally - implementing the requirements listed in the above mentioned document would be in direct conflict with our current design strategy. The implementation of these requirements would go against the character of the original building.

Archaeological survey:

Please find our "Archaeological Assessment" attached. Please note we have carried this assessment out ourselves and feel it covers all if not more that a commissioned report would. We have been working with Salford Archaeology department and Norman Redhead (GMAAS) on the neighbouring properties of 39-41 Liverpool Road, and we aim to continue to work with them on 37; appointing them for all necessary reports and surveys. Please read this along with our detailed "soft strip photo sheets" and the "table of findings and proposed works". We are aware that a "Watching Brief" may be required once work starts and will be happy to accommodate the need for this.

Local employment:

Regarding a "Local Employment Agreement" since this is a residential development I would not think that this applies. What I can say is that, the jobs arising out of the construction itself are likely to be carried out by a team of builders and sub contractors who would mostly be local residents of Manchester.

Crime Impact statement:

We are currently corresponding with “Design For Security” to establish if a Crime Impact Statement is required, and if they have any comments on the proposals and if they would support any subsequent planning application. Once a response has been received, this will be forward in order to be read along side this planning application.

Space standard design guidelines:

I can confirm that the proposed scheme adheres to the “National Described Space Standard Design Guidelines” in all respects (dimensions/height/areas). As also included in the Design and Access Statement, the total gross internal areas (GIA) for number 37 (4b/5p – guideline min. =103sqm) Liverpool Road respectively is 171sqm. Our GIA’s exceed the minimum as encouraged – the property is to be a high end town-house.