

DESIGN AND ACCESS STATEMENT

**PROPOSED DEVELOPMENT
AT 58 RICHMOND STREET
MANCHESTER, M1 3LY**

ON BEHALF OF

Mr TAHIR AHMED

Job Ref: 12,764

September 2020

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1. INTRODUCTION

- 1.1 This planning application is submitted by Howard and Seddon Architects on behalf of Mr Tahir Ahmed, and is seeking full planning permission for the restoration and change of use of the existing building and the erection of a side extension of five storeys high with 6 No residential units (3 on the existing footprint and 3 on the extension) within the plot adjacent to the existing building at his current car parking at No 58 Richmond Street, Manchester.
- 1.2 The proposal consists on the remedial work to refurbish the existing listed building with a basement being part of the residential use with communal rooms on the existing footprint, and provides a storage/utility as well as a cycle room with 8 bike spaces for visitors and residents and a secure one with 8 spaces for residents on the ground floor.
- 1.3 There are 2 proposed units on the ground floor, the one on the extension will have it own access located on the frontage and for the remaining 5 units the existing door will give access to them. The original staircase will be retained as well and will be the access route for the 4 apartments on the upper floors.
- 1.4 In order to maintain the character of the original building, there will be 3 proposed open plan 1-Bed studios, the other 3 of them will be 2-Bed apartments to bring up the ratio to 50% as suggested during the application process. The last floor will be recessed 2 m from the front façade to reduce the visual impact from Richmond street. Proposing duplexes on the side extension will be crucial in order to achieve the national standards internal area allowing the last floor to be set back from the frontage

2. THE APPLICATION

- 2.1 The proposal consists on the refurbishment of a three storey detached concrete building and the side extension containing 3 No. one bedroom studios and 3 No two bedrooms apartment as well as 14 No bike spaces at the basement in a secure cycle room as well as a commercial unit on the basement and ground floor of the existing block on the plot at No 58 Richmond Street, Manchester.
- 2.2 In addition to this report, the application is supported by plans and elevations prepared by Howard and Seddon Architects.
- 2.3 This application seeks full application for the remedial work of the building and its change of use and extension at the occupied plot at 58 Richmond Street.

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- 2.4 The existing detached block of 102.7 sq.m footprint of 3 storeys high and basement, adding a total internal gross area of 318.7 sq.m for the former warehouse at the 181.5 sq.m plot. The proposed side extension located on the West side of the site has a footprint of 58.3 sq.m and 5 storeys high adding a total of 249.1 sq.m.
- 2.5 The top floor of the proposed extension will be recessed from the frontage a total of 2 meters to make sure it is not visible from the street, reducing its visual impact and giving the appearance of being the same height as the existing building.
- 2.6 A private terrace offering 11.2 sq.m will be located outside the top duplex apartment on the space left by the inset of the top floor.
- 2.7 The existing basement will suffer minimum changes from its current situation and it will be dedicated to communal uses as well as services rooms and meters. The existing stairs that give access to the basement will be retained.
- 2.8 On the ground floor there are two 1-Bed studios, one in the existing building and one in the side extension. Within the existing footprint there is also the two bike stores, one for visitors and a secure one for residents, offering a total of 17 spaces. A refuse store being accessible both from inside for disposal, and from outside for collection.
- 2.9 The proposed studio on the side extension will be accessed independently through the new proposed door in order to avoid any stair into the apartment. Therefore this unit would have levelled access from the street and would not mean a barrier for wheelchairs. The internal layout would provide sufficient room for disabled people to manoeuvre a wheelchair.
- 2.10 The residential units will provide the following residential space:

Ground floor:

- Apartment G.N - One Bed studio with a GIA of 42.7 m²
- Apartment G.A - One Bed studio with a GIA of 39.7 m²

First Floor:

- Apartments 1.N - Lower level 2-Bed duplex, GIA of 46.8 m² (95.6 m² total)
- Apartments 1.A - Two Bed flat with a GIA 63.8 m²

Second Floor:

- Apartments 1.N - Upper level 2-Bed duplex, GIA of 48.8 m² (95.6 m² total)

Third Floor:

- Apartments 3.N - Lower level 2-Bed duplex, GIA of 44.9 m² (82.8 m² total)
- Apartments 3.A - One Bed studio with a GIA of 37.3 m²

Top Floor:

- Apartments 3.N - Upper level 2-Bed duplex, GIA of 37.9 m² (82.8 m² total)

3. CONTEXT

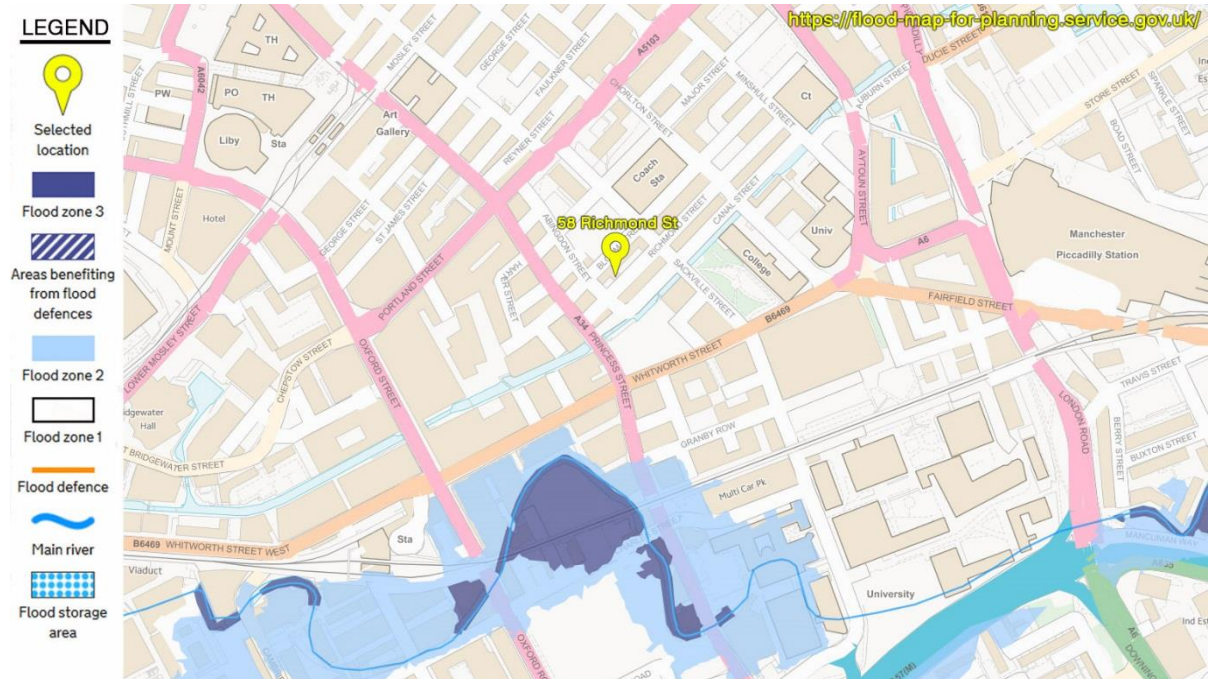
Site location and description

- 3.1 The application site is situated on No 58 at Richmond street right in the gay village, in Manchester city centre. The plot lies approximately 0.4 miles to the South to the commercial area at Piccadilly gardens and Market Street and 0.4 miles away from Piccadilly central Station.
- 3.2 Vehicular and pedestrian access onto the site is gained through Richmond street on the south boundary and Abingdon street on the West side. The site is occupy by the existing building and a vacant space of 58.5 sq.m currently used as a parking with two spaces where the proposed extension will be located.
- 3.3 The Gay Village area is a predominately residential zone within the city centre as well as offering commercial spaces on the Ground floor.
- 3.4 The site is occupy by the abandoned warehouse that require immediate remedial work and a vacant spot on the side used as a place for parking cars.
- 3.5 The existing contours of the development plot are fairly flat oscillating from 50.35 on the front of the site to 50.83 m of height on the rear. The site is right next to another building to the rear, and has two vacant sites on each side of the plot.
- 3.6 The application site has residential blocks around as well as pubs and night clubs. Commercial units are located in most of the buildings on the ground floor, with take away, shops and offices. Green spaces can be spotted nearby on Sackville gardens on the crossroads of Whitworth street and Sackville street in less than 0,1 miles distance.

The setting of the site

- 3.7 The site is situated within the gay village in a mainly residential zone of Manchester city centre, situated to the North of Canal street, to the South of Bloom street, to the West of Sackville street and to the East of Princess street.
- 3.8 The surrounding buildings in the area are predominantly residential and commercial, being close to several street where pubs, cafes, take away and shops can be found.
- 3.9 The site is located between Portland Street and Whitworth Street, two of the main arteries that cross the whole city centre from East to West, as well as Princess Street and Oxford street that do it from North to South.
- 3.10 Many of the buildings nearby are 6 storey high apartment blocks with a top extension.

- 3.11 The site is close to Rochdale Canal, but far enough from it to be outside the flood risk area as it is more than 35 meters from it. River Mersey is further down the South, but once again, the site lays within a floor zone 1 as can be seen on the picture below downloaded from the government website. Just new developments inside flood zones 2 or 3 need a flood risk assessment.



- 3.12 The application site is situated 0.4 miles away South- West from Piccadilly gardens, which offers year-round leisure and open space for all ages as well as shops and supermarkets.
- 3.13 The site has good access to city centre by bike, on foot or by car, as well as having easy access to the main arteries that linked it to the rest of the city, but as vehicular access to city centre is not ideal, other types of accesses will be prioritised.
- 3.14 Piccadilly railway station is within 1 mile distance of the application site as well as Oxford Road and Deansgate stations. This train stations link the site to any thinkable line and nearly every single destination on the UK can be reached with a frequency of dozens of trains per hour.
- 3.15 Regular bus services are provided from both Whitworth and Portland Street to every corner of the city, as well as on Princess Street that links it to the south area of the city with lines to Stockport and Manchester airport. Piccadilly gardens bus stops are less than half mile away from the site, and is the first stop of over 60 different lines.
- 3.16 Piccadilly, Piccadilly gardens, St. Peters Square, Deansgate and Market street tram station are located within 0.5 miles from the site where every single line (1-7) can be reached so the entire network is easily accessible.

3.17 Manchester Airport lies 9.2 miles by road to the South of the application site, but can be easily be reached by bus, tram or train in around 15 minutes with a frequency of 10 trains per hour.

3.18 Image below shows the approximate boundary of the application site.



4. PLANNING GUIDANCE

4.1 Relevant Manchester City Council Local Plan Policies

- BE1– Design Guidance
- RC20– Area 17
- DC1– Residential extension
- DC7– New Housing development
- DC19–Listed buildings

4.2 Other Material considerations:

4.3 The National Planning Policy Framework

The National Planning Policy Framework (NPPF) was published on 27th March 2012 and is the Government's attempt to put in place a clearer, more consistent National Planning Policy Framework which consolidates more than 1,000 pages of national planning policy, in 47 documents, into 1 document. This Framework has replaced all the other national planning policy documents.

The document has a clear presumption in favour of sustainable development. The Ministerial Foreword sets the tone of the document when it states that, 'Development that is sustainable should go ahead, without delay – a presumption in favour of sustainable development that is the basis for every plan, and every decision.'

The NPPF outlines that the primary objective of development management is to foster the delivery of sustainable development. Local planning authorities should look for solutions rather than problems, working pro-actively with applicants to secure developments that improve the economic, social and environmental conditions of an area.

It states that, planning must operate to encourage growth and not act as an impediment. Significant weight should be placed on the need to support economic growth through the planning system. There is clear support for economic development within the Framework and Local Authorities are urged to facilitate new development where practical and consistent with the Framework.

The Framework reinforces the Government's commitment to securing economic growth in order to create jobs and prosperity and is committed to ensuring the planning system does everything it can to support sustainable economic growth. Planning should operate to encourage and not act as an impediment to sustainable growth. Therefore, significant weight should be placed on the need to support economic growth through the planning system.

The Framework identifies core planning principles which should underpin both plan making and decision taking. Amongst other things planning should:

- Proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs.
- Always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings.
- Take account of the different roles and character of different areas, promoting the vitality of our main urban areas.
- Encourage the effective use of land by reusing land that has been previously developed.
- Promote mixed use developments.

With regards to 'Decision Taking', the NPPF makes it clear that, local planning authorities should approach decision-taking in a positive way to foster the delivery of sustainable development. Local planning authorities should look for solutions rather than problems and decision-takers at every level should seek to approve applications for sustainable development where possible. Local planning authorities should work proactively with applicants to secure developments that improve the economic, social and environmental conditions of the area.

4.4 The National Planning Policy Guidance

Good quality design is an integral part of sustainable development. The National Planning Policy Framework recognises that design quality matters and that planning should drive up standards across all forms of development. As a core planning principle, plan-makers and decision takers should always seek to secure high quality design.

Achieving good design is about creating places, buildings, or spaces that work well for everyone, look good, last well, and will adapt to the needs of future generations. Good design responds in a practical and creative way to both the function and identity of a place. It puts land, water, drainage, energy, community, economic, infrastructure and other such resources to the best possible use – over the long as well as the short term. Good design should:

- Ensure that development can deliver a wide range of planning objectives.
- Enhance the quality buildings and spaces, by considering amongst other things form and function; efficiency and effectiveness and their impact on well being.
- Address the need for different uses sympathetically

Local planning authorities should secure design quality through the policies adopted in their local plans. Good design is indivisible from good planning, and should be at the heart of the plan making process.

The National Planning Policy Framework requires Local Plans to develop robust and comprehensive policies setting out the quality of development that will be expected for the area. Local planning authorities will need to evaluate and understand the defining characteristics of the area as part of its evidence base, in order to identify appropriate design opportunities and policies.

These design policies will help in developing the vision for an area. They will assist in selecting sites and assessing their capacity for development. They will be useful in working up town centre strategies, and in developing sustainable transport solutions; all aimed at securing high quality design for places, buildings and spaces.

Development proposals should reflect the requirement for good design set out in national and local policy. Local planning authorities will assess the design quality of planning proposals against their Local Plan policies, national policies and other material considerations.

Local planning authorities are required to take design into consideration and should refuse permission for development of poor design. Local planning authorities should give great weight to outstanding or innovative designs which help to raise the standard of design more generally in the area. This could include the use of innovative construction materials and techniques.

Planning permission should not be refused for buildings and infrastructure that promote high levels of sustainability because of concerns about incompatibility with an existing townscape, if those concerns have been mitigated by good design.

- 4.5 Policy DP1 contains the principles that underpin the RSS. Other regional, sub-regional and local plans and strategies and all individual proposals, schemes and investment decisions should adhere to these principles:

- Promote sustainable communities;
- Promote sustainable economic development;
- Make the best use of existing resources and infrastructure;
- Manage travel demand, reduce the need to travel, and increase accessibility;
- Marry opportunity and need;
- Promote environmental quality;
- Mainstreaming rural issues;
- Reduce emissions and adapt to climate change

The 8 policies DP2-9 amplify these principles and should be taken together as the spatial principles underlying the strategy.

- 4.6 Policy RDF1 relates to spatial priorities with the third priority for growth and development being the larger suburban centres within the city regions provided the development is of an appropriate scale and at points where transport networks connect and where public transport accessibility is good.

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- 4.7 Policy MCR3 relates to the southern part of the Manchester city region and states that plans and strategies in this part of the City Region should sustain and promote economic prosperity consistent with the environmental character of the area and the creation of attractive and sustainable communities by:
- Focusing employment development in the towns as set out in RDF1 and on brownfield sites which accord with the spatial principles (policies DP1-9) in Policies W2 and W3 and MCR1, in order to support the overall economic growth of the City Region, to meet local needs and regeneration requirements and to address worklessness. Sites should be of an appropriate scale, and accessible by public transport, walking and cycling;
 - Allowing residential development to support local regeneration strategies and to meet identified local needs (particularly for affordable housing), in sustainable locations which are well served by public transport;
 - Support and diversify the rural economy and improve access to services in the rural areas focusing development in locations which accord with RDF2

5. DESIGN CONSIDERATIONS

5.1 Good design is central to all objectives of national and local planning policy. Section 7 of the National Planning Policy Framework relates to Good Design. In summary it seeks that designs aim to ensure developments:

- will function well and add to the overall quality of the area;
- establish a strong sense of place;
- optimise site potential and sustain an appropriate mix of uses;
- respond to local character and identity;
- create safe and accessible environments;
- are visually attractive as a result of good architecture and appropriate landscaping.

5.2 Policy EN1 of the Core Strategy outlines a number of criteria against which new development is assessed. It seeks to achieve good design for all developments.

Amount and Scale

5.3 The application proposes the restoration of the existing 3 storey warehouse and construction of a 4 No. storey side extension for residential use offering 6 units, within an existing residential area, located within Manchester city centre and right in the heart of the gay village. The proposal will consist of 3 No 1-bedroom studios, 3 No 2-bedroom apartment, communal spaces in the basement and a secure cycle room with 17 spaces.

5.4 The area of the site measures 161.2 sq.m and the existing building has a footprint of 102.7 sq.m and need immediate remedial work. The proposal has a footprint of 161.0 sq.m footprint and 4 storeys high (just for the 58.3 sq.m foot print extension), adding a total internal gross area of 249.1 sq.m to the existing 300.9 sq.m for the 6 No proposed residential units adding a total of 536.3 sq.m GIA.

5.5 The existing underground level will provide with 86.6 sq. m of communal space dedicated to the residents as well as being the location for utility/storage room and meters room.

5.6 The access down the basement will be granted through the existing stair, and will be exclusive for residents as it needs to go through the secure cycle room.

5.7 On the ground floor level there are two accesses, the existing door for 5 of the 6 proposed units and the basement, and the door on the side extension will allow access to the flat on the ground floor in order to provide a disable friendly option for the only reachable unit of the proposal.

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- 5.8 Another door can be found on street level, and it will be dedicated to collecting the bins from outside. This refuse store can be accessed from inside as well so residents do not have to go out to dispose the rubbish.
- 5.9 The ground floor with an internal gross area of 144.3 sq.m (92.4 existing and 51.9 new build) providing a total of 82.4 sq.m of residential use divided between 2 residential units as follows:
- Apartment G.N - One Bed studio with a gross internal floor area of 42.7 m²
 - Apartment G.A - One Bed studio with a gross internal floor area of 39.7 m²
- 5.10 The first floor with an internal gross area of 129.4 sq.m (77.5 existing and 51.9 new build) providing a total of 110.6 sq.m of residential use divided between 2 residential units as follows:
- Apartment 1.N - Two Bed duplex with a gross internal floor area of 46.8 m²
 - Apartment 1.A - Two Bed flat with a gross internal floor area of 63.8 m²
- 5.11 The second floor of the proposed extension has an internal gross area of 51.9 sq.m providing 48.8 sq.m of residential accommodation for the upper floor of the proposed duplex:
- Apartments 1.N - Upper level of duplex with a GIA of 48.8 m² (95.6 m² total)
- 5.12 The third floor with an internal gross area of 96.0 sq.m (44.1 existing and 51.9 new build) providing a total of 82.2 sq.m of residential use divided between 2 residential units as follows:
- Apartment 3.N - Two Bed duplex with a gross internal floor area of 44.9 m²
 - Apartment 3.A - One Bed studio with a gross internal floor area of 37.3 m²
- 5.13 The top floor with an internal gross area of 41.5 sq.m providing a total of 37.9 sq.m to the duplex on third floor and a 11.2 sq.m private terrace:
- Apartments 3.N - Upper level of duplex with a GIA of 37.9 m² (82.8 m² total)
- 5.14 The apartments have been designed to provide good sized complying with national standards and yet affordable residential accommodation which is suitable for the location.
- 5.15 The proposed building has been designed to create a usable building, making the most of the constraints of the site.
- 5.16 Secure cycle room with 9 No. spaces for the apartments are proposed on the ground floor accessed from the existing door as well as an 8 spaces bike rack for visitors to provide a sustainable and ecological form of transport. As the site is located in city centre no car parking needs to be provided, encouraging residents to use public transport as well as cleaner way of transport, avoiding the use of private vehicles.
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Layout

- 5.17 The site is situated in Manchester city centre, on 58 Richmond Street, M1 3LY, Manchester within the gay village, in a predominately residential zone of the city centre.
- 5.18 The proposed layout is largely dictated by existing boundary constraints, the existing constructions and the overlooking distances with adjacent units. As well as surrounding buildings existing trees were also relevant to the proposal layout.
- 5.19 The entrance to the proposed development has been carefully considered in relation to pedestrian routes and spaces to enable easy and safe access from Richmond Street. A new entrance is proposed on the side extension to provide separate and private access to the residential space proposed on the ground floor.
- 5.20 Appropriate space and width will be given on both sides of the development so they are commensurate with the surrounding area to meet with existing High Standards of light, privacy and space.
- 5.21 The access to the apartments is easily accessible for pedestrians as well as being flat and visible from the street. As a result of the works regarding the side extension, all the materials to rebuild the floor area around the proposal will just match the current existing materials. No new footpaths or roads are proposed, so just restitution works will take place, using high quality materials to match the existing character and aesthetics.

Scale

- 5.22 The size of the development is proportionate to the neighbouring residential blocks of Richmond Street and the existing building. The scale of the development is lessened for the inset of the top floor that makes it not visible from the street, as well as proposing a duplex for the last apartment so the lift shaft and staircase do not overcome the height of the existing building.
- 5.23 The proposed building will be built to current building regulation standards, providing modern energy efficient apartments.

Appearance

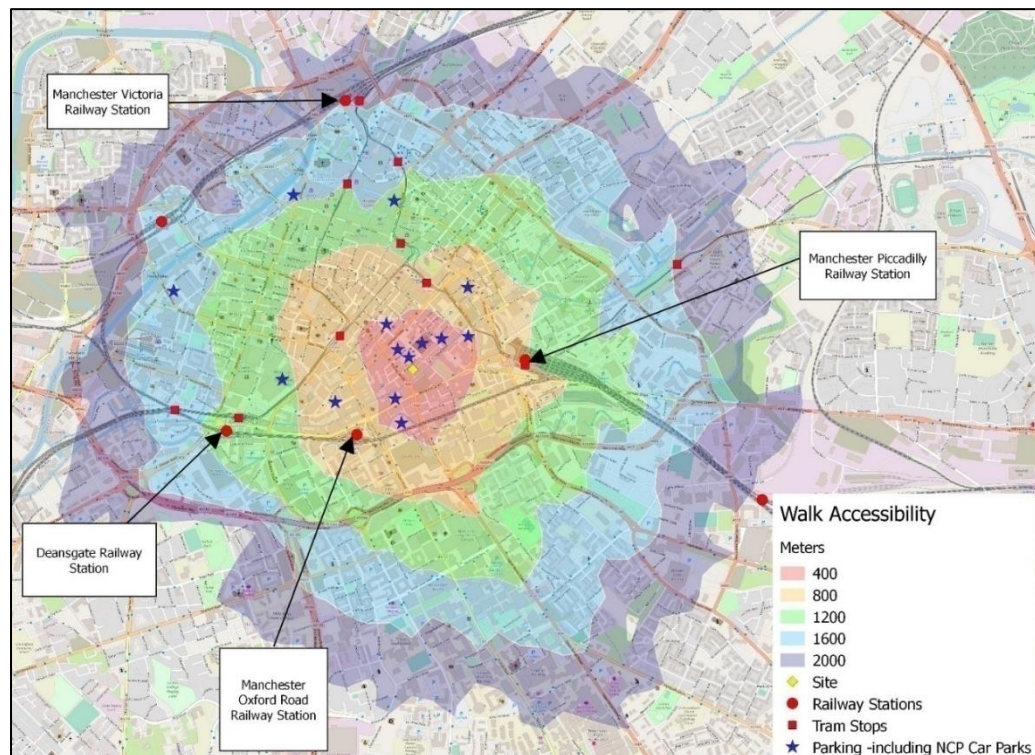
- 5.24 The proposed development has been designed to introduce a modern contemporary building which will complement the existing buildings close to the application site. Large windows with clean simple fenestration have been incorporated into the design on the front and rear elevation to provide plenty of light into the apartments and to help create an aesthetically pleasing development.

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- 5.25 The proposals incorporate the use of grey/black brick with different bonding patterns, transparent and obscured glassing and zinc cladding for the top floor in order to enlighten its appearance. Refer to the proposed elevations on H&S Drawing 12,764-106B/107A/108A/109A for details.
- 5.26 The totality of the existing trees along the boundaries will be retained.

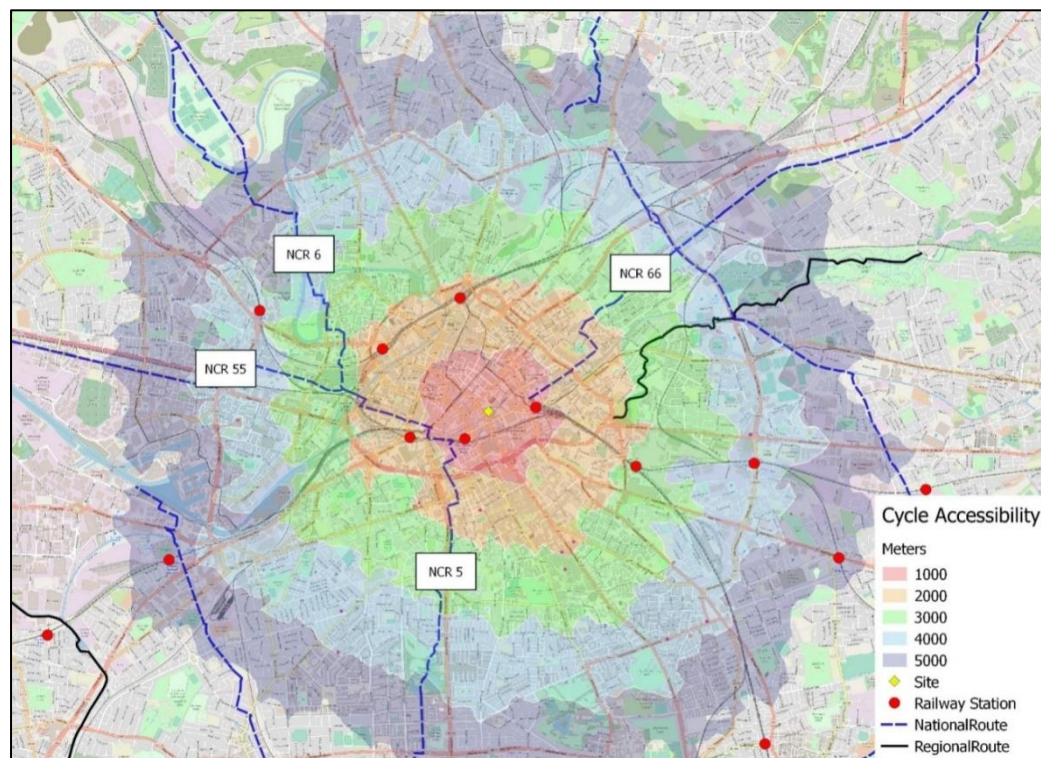
6. ACCESS COMPONENT

- 6.1 The nature of traffic in and out of the site will not be affected by the proposal, neither for the residential use or the office on the commercial unit. The proposed parking will be arranged away to encourage the use of alternative mean of transport to the private vehicle, especially on city centre. Two cycle stores have been proposed within the existing building, one secure room for the residents with 9 spaces and a bike rack offering 8 spaces that can be used by visitors and residents.
- 6.2 The application site is well accessed from the road as it is close to the Mancunian way as well as main arteries like Oxford Road, Princess Street going North-South and Whitworth Street and Portland Street. Major transport routes can be accessed quickly from those roads.
- 6.3 From Piccadilly gardens main bus routes linking the application site with nearly every place in Manchester city with over 60 different lines.
- 6.4 Piccadilly, Oxford Road and Deansgate rail station are within 0.5 miles from the site and link it with most of the main destination in the UK like London, Scotland, Liverpool, South Wales.
- 6.5 Piccadilly, Piccadilly Gardens, St Peters Square and Market Street Metrolink station are located less than 0.5 miles away from the site where every line from 1 to 7 can be reached and the whole net can be accessed.
- 6.6 The application site is located 9.2 miles North of Manchester Airport providing good access to international networks and can be easily reached by tram, train or bus.
- 6.7 Manchester coach station is less than 400 feet away, where many national lines to the main destinations like London, Birmingham, Cardiff or Glasgow, as well as international routes to Berlin, Lyon, Brussels or Krakow among others.
- 6.8 The primary pedestrian access to the building is through the existing door. A private new door will allow access to the residential unit G.A to provide levelled access for wheelchairs. A second proposed door will allow bin collection from the outside to avoid having to go into the private premises. 17 secure cycle parking spaces are proposed in the basement, however no motorised vehicles are to be accommodated within the site.

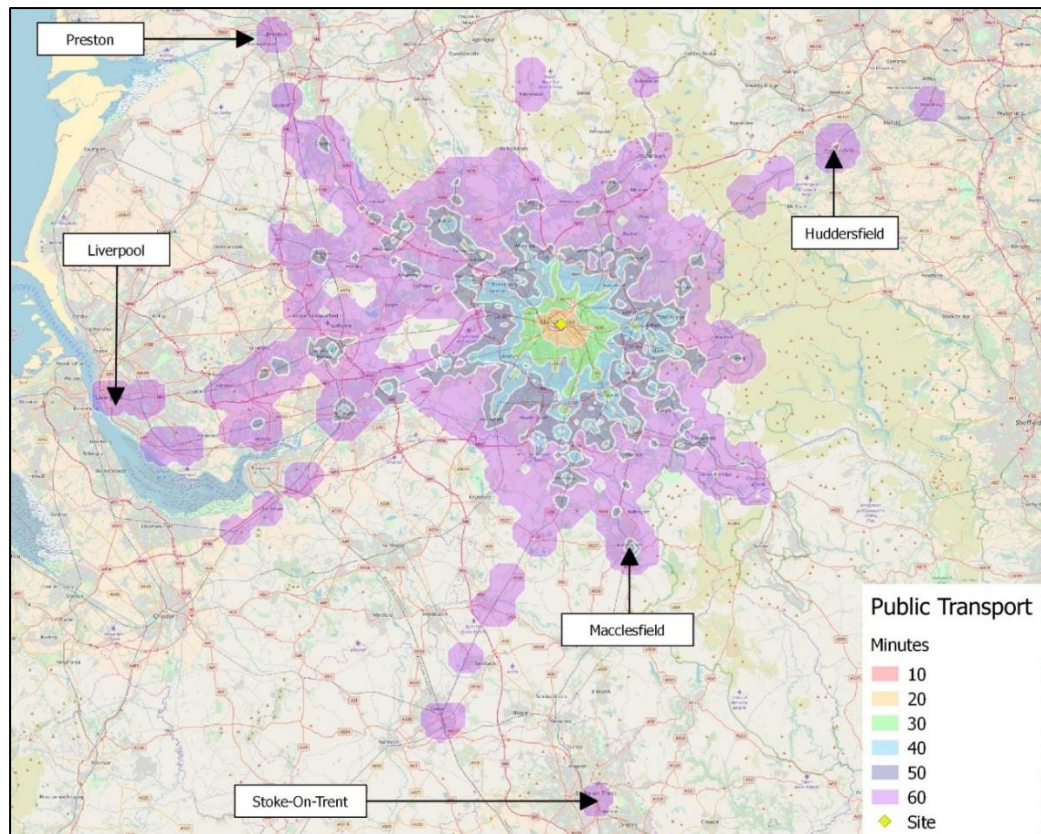
- 6.9 The site is located in Manchester City Centre and as such is in a highly sustainable location with access to a wide range of amenities and major transport hubs within walking and cycling distance. Plans showing the areas and some of the major facilities available within a 2 km walking distance, 5 km cycling distance and one-hour public transport journey are shown below.



img.1 Walk accessibility



img.2 Cycle Accessibility



img.3 Public transport

- 6.10 Both long and short stay car parking can be accommodated in the wide range of surface and multi-storey car parks available within comfortable walking distance of the site. Information will be made available for residents, prospective residents, office staff and visitors advising that car parking is not available on site, the range of sustainable transport options and where travel by car is necessary, the range of car parking facilities available.
- 6.11 Easy and level access from the street to the principal entrances will be via footpaths of suitable width and materials. As the site is fairly flat, it provides no obstacle to level access to the building for disabled people as every access is at its appropriate level.
- 6.12 W.C. and en-suite facilities are provided on the principle floors of the apartments affording excellent disabled access to all areas. In addition, the design incorporates the following features:
- The entrance doors and halls of each apartment are wide and spacious to allow disabled access.
 - A toilet and washing facilities are provided on the all floors.
 - All internal doors have been designed to incorporate a minimum clear opening width of 775mm to allow a wheelchair user to pass through easily.
 - The stairs are designed to ensure access for the ambulant disabled.
 - The proposal incorporates adequate provision for disabled car parking.
- This is in line with, and in many respects surpasses current access standards in Part M of the Building Regulations.

7. ASSOCIATED INFORMATION

- 7.1 This Design and Access Statement should be read in conjunction with the relevant application drawings and documents

Howard and Seddon ARIBA Chartered Architects drawings:

12,764/100A	Location Plan
12,764/101A	Existing Site plan
12,764/102D	Proposed Site plan
12,764/103C	Proposed Basement and Ground floor layout
12,764/104C	Proposed First and Second floor layout
12,764/105C	Proposed Third and Fourth floor layout
12,764/106B	Proposed Front Elevation, Richmond street view
12,764/107A	Proposed West Side Elevation
12,764/108A	Proposed Rear Elevation
12,764/109A	Proposed East Side Elevation
12,764/110A	Window section Detail
12,764/111A	Proposed transversal Section A-A'
12,764/112A	Proposed transversal Section B-B'
12,764/113A	Proposed cross section C-C'
12,764/114A	Proposed cross section D-D'
12,764/115A	Proposed internal front elevation
12,764/116A	Proposed internal rear elevation
12,764/120A	Retained & removed elements Basement & Ground Floor
12,764/121A	Retained & removed elements 1st & 2nd Floor
12,764/122A	Retained & removed elements 3rd & 4th Floor
12,764/23B	Street visual
12,764/24B	Street view
12,764/30C	Existing Ceiling plans Basement & Ground floor
12,764/31C	Existing Ceiling plans First & Second floor
12,764/132A	Proposed Ceiling plans Basement & Ground floor
12,764/133A	Proposed Ceiling plans First & Second floor
12,764/134A	Proposed Ceiling plans Third & Fourth floor
12,764/40C	Proposed Constructive Details
12,764/50B	Existing Basement & Ground floor plan
12,764/51B	Existing First & Second floor plan
12,764/52B	Existing Front & West Side elevations
12,764/53B	Existing Rear & East Side elevations
12,764/54D	Existing Rear & Cross section A-A'
12,764/55C	Existing Cross section B-B' & Transversal section C-C'
12,764/56B	Existing internal elevations

8. RECENT PLANNING HISTORY

APPLICATION 109596/FO/2015/C2

Refused 18/11/2015

Demolition of the existing building and erection of 3 no 4 bedroom town houses.

APPLICATION 079807/FO/2006/C2

Approved 22/11/2006

Conversion and extension of the existing building at 58 Richmond Street to provide 8 no Residential units and a commercial space on the Ground floor and basement.

9. SUMMARY & CONCLUSION

- 9.1 This planning application is submitted by Howard and Seddon Partnership on behalf of Mr Tahir Ahmed and seeks full planning permission for the restoration of the existing concrete construction, change of use and extension of the mixed use development of four storeys on 58 Richmond Street containing 6 No. apartments in Manchester city centre.
- 9.2 The proposed development complies with national, regional and local planning guidance and collaborates with the objectives identified within development plan policy.
- 9.3 The proposed development is 'high quality', is architecturally charismatic, aesthetically pleasing and has been designed to meet the requirements of modern living as well as being sympathetic with the environment of the established residential area.
- 9.4 The development preserves the character and integrity of the area and its setting in providing a prestigious and charismatic piece of architecture being respectful with the existing building, according to the aspect of the area and keeping its own style, not harming or threatening the existing high quality status and individuality of the area. Most of the original iconic features of the listed building will be restored and retain such as the original stairs, offering a second life to this charismatic building.
- 9.5 There would be no adverse consequences for the residential amenities of neighbouring dwellings, either from over shadowing or loss of privacy. The existing building will be restored, retained and enhanced to perpetuate a unique piece of Manchester industrial heritage.
- 9.6 In conclusion the development will produce a carefully crafted, contemplative and bespoke piece of architecture apposite for the sites locality and orientation, enhancing the attractiveness of the surrounding area. The proposal corresponds with national, regional and local planning policy and is beneficial to the designated heritage asset.

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