

Planning

Growth & Development

Delegated officer report for planning application

Application no. 138300/FU/2023
Date registered valid: 12 December 2023
Proposal: Change of use to form 14no serviced apartments (Class C1)
Address: 2 Mangle Street, Manchester, M1 2DU
Ward(s): Piccadilly Ward

Applicant: Ms Susan Lees 3 Popes Ltd
Agent (if any): Mr Justin Risley Stephenson Hamilton Risley Studio
Case officer: Angela Leckie
Tel: 0161 234 4651
Email: angela.leckie@manchester.gov.uk

Recommendation: Approve
Date of recommendation: 22/01/24

Application details

Type of application: Change of use Consent
Development type: Change of use
Date of site visit: 19 December 2023

Standard consultations:
Printed: 13 December 2023 Expired: 6 January 2024

Neighbour notifications
Printed: 13 December 2023 Expired: 6 January 2024

Site notice
Posted: 19 December 2023 Expired: 12 January 2024

Press advert
Published: 19 December 2023 Expired: 2 January 2024

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

The application relates to 0.02ha site comprising a newly constructed residential apartment block at the junction of Mangle Street and Back Piccadilly (granted consent under application ref no 115529/FO/2017). The building is linked to 56 Dale Street (Finlay's Warehouse) to the east and contains 14 residential apartments (Class C3).

The building is located within the Stevenson Square Conservation Area. The adjacent 56 Dale Street is grade II listed.

Refuse collection would be via a private operator. The building does not have any associated plant.

The cycle parking provided as part of the original development will be retained as part of the change of use, with 1.5 spaces per apartment provided on the ground floor of the building.

There are a number of PV's on the roof of the building which were installed under permitted development rights.

Listed building: Not applicable

Conservation area: Stevenson Square Conservation Area 1987

Tree Preservation Order: Not applicable

Description of area

The application site lies within an area of the City Centre known as the Northern Quarter which contains a variety of uses including bars, restaurants, commercial, residential, hotel uses and places of worship. The site also lies close to the major transport hubs of Piccadilly Train station and the Bus and Tram stops at Parker Street within Piccadilly Gardens

Description of development

Due to a legal agreement with an adjacent landowner consent is now sought for a change of use from C3 (residential accommodation) to C1 (serviced apartments). No external physical changes are proposed to the building. The minor internal changes are required to meet the new use and this included a minor change to the mix of apartment types is proposed, with the removal of the 1 bed unit and the addition of another 2 bed unit.

Consultations & Notification Responses

Publicity – The application was advertised as affecting the setting of a listed building and the character of a conservation area and a site notice was displayed adjacent to the site. Occupiers of neighbouring properties were notified about the application. No representations have been received.

Highway Services – No objection but recommends a Travel Plan condition

Environmental Health – No objections

Airport Safeguarding – No objections

GMP (Design for Security) - No objections subject to the measures as set out in the submitted Crime Impact Assessment being implemented as part of the consent.

Issues

National Planning Policy Framework – The following Policies are of relevance to this application:

Section 1 - Building a strong and competitive economy- Providing additional accommodation for visitors to the City would support economic growth in order to create jobs and prosperity.

Section 2 Ensuring the Vitality of Town Centres, - Providing additional accommodation for visitors to the City would promotes a competitive town centre environments.

Section 6 - Building a strong and competitive economy- It is noted that the proposal would result in street level activity and would generally be acceptable in principle in a mixed use City Centre environment.

Section 7 – Ensuring the vitality of town Centres - this recognises town centres as the heart of their communities and states that planning policies should support their viability and vitality. The proposal would result in street level activity and would generally be acceptable in principle in a City Centre location.

The Development Plan

The Development Plan consists of: The Manchester Core Strategy (2012); and Saved policies of the Unitary Development Plan for the City of Manchester (1995). The Core Strategy is the key document and sets out the long-term strategic planning policies for Manchester's future development.

A number of UDP policies have been saved.

Planning applications in Manchester must be decided in accordance with the Core Strategy and saved UDP policies as directed by section 38 (6) of the Planning and Compulsory Purchase Act 2004 unless material considerations indicate otherwise.

The relevant policies within the Core Strategy are as follows: Strategic Spatial Objectives - The adopted Core Strategy contains Strategic Spatial Objectives that form the basis of its policies, as follows:

SO1. Spatial Principles – The proposal would deliver visitor accommodation in a highly sustainable location.

SO2. Economy – High serviced accommodation in this sustainable location would support economic growth.

S06. Environment - A travel plan would be a condition of any consent granted and there would be 1.5 cycle spaces per apartment for guests are provided.

Policy EC3 'The Regional Centre', Primary Economic Development Focus (City Centre and Fringe and Policy CC8 Change and Renewal - The proposal would provide visitor accommodation close to all forms of sustainable transport.

Policy CC7 Mixed Use Development – the serviced apartments would add to the mix of uses within this part of the City Centre.

Policy CC4 (Visitors - Tourism, Culture and Leisure) - The development would improve facilities for visitors and provide essential infrastructure to meet demand for bed spaces.

Policy CC10 A Place for Everyone – The proposal would complement the regeneration of the Northern Quarter. The building would be fully accessible.

Policy T2 (Accessible Areas of opportunity and need)- The development would be close to a number of sustainable transport options and guests would have access to cycle parking.

Places for Everyone - The Places for Everyone Plan is a Joint Development Plan Document, providing a strategic plan and policies, for nine of the 10 boroughs which make up Greater Manchester. Once the Places for Everyone Plan is adopted it will form part of Manchester's development plan.

To date, five consultations have taken place in relation to the Plan. The Examination of Plan, following its submission in February 2022, began in November 2022. Following the completion of the Examination of the Plan, main modifications have now been proposed which will now become the subject of further public consultation.

The City Council's Executive agreed the Main Modification on 4 October 2023 and endorsed an 8 week period of public consultation on the Main Modifications commencing no earlier than 9 October 2023.

Any representations will be forwarded to the Examination team managing the Plan. The Inspectors will consider all representations on the proposed Modifications before finalising the examination report.

Given the stage the Plan has reached, and level of public consultation and scrutiny it has received, the Plan and its policies is now a material planning consideration in the determination of planning applications. The Plan and its policies must therefore be given significant weight in the planning balance.

Policy JP-Strat1: Core Growth Area and Policy JP-J1: Supporting Long-Term Economic Growth -The hotel use would support the operation of a new business within the Core Growth Area (City Centre) supporting long term economic growth within the Regional Centre.

Policy JP-Strat2: City Centre- This would be development in a highly sustainable location. Biodiversity would be improved through a condition.

Principle of the Use / Regeneration

Regeneration is an important planning consideration and there is a need to build on the incremental regeneration that has already taken place within the Northern Quarter and the investment and environmental improvements which are continuing there.

The unit that is the subject of this application is located within a part of the City where this type of use would normally be acceptable in principle and the proposal would occupy vacant floorspace within a regeneration area.

It is noted that Manchester's current hotel accommodation stock is largely dominated by serviced apartments and large branded hotels. Manchester is growing as a visitor destination. The latest Deloitte survey states that Manchester has increased 'palpably' in popularity as a visitor destination during the current growth cycle. The implementation of the City Visitor Charge in Manchester, part of the Manchester Accommodation Business Improvement District, also reflects

a desire to increase visitor numbers to Manchester. The revenue is intended to be spent on marketing campaigns to attract more overnight visitors as well as increased events and conferences. This future increase in leisure and business visitors will further increase demand for accommodation. The proposed development will help to meet this need

The proposed use would be complementary to the existing uses, providing an additional facility for visitors to the City and in terms of the bar also local residents and businesses; subject to appropriate control of in terms of the hours of operation and the need to deal satisfactorily with noise, fumes, smells and storage and disposal of refuse.

In view of the above it is considered that the proposal has the potential to add to the area's vibrancy and contribute to the character of the emerging Mayfield Area. The proposals are therefore considered to align with Core Strategy policies EC3, SP1, CC4 CC7, CC10 and T2.

Transport/Car Parking/Highway Safety

The site is in an area that is well served by various methods of public transport including buses, trains and the Metrolink and the proposals for servicing and waste collections are considered to be acceptable.

On site cycle parking will allow short or medium term residents of the serviced apartments to make trips within the city region using this sustainable transport option, as well as by bus, tram or train from Piccadilly Gardens or the proximate train station.

Given the above, the proposals are considered align Core policies DM1 and T2 in respect of these issues.

Disabled Access

All areas of the hotel would be fully accessible. On this basis the proposals would be in line with Core Strategy policy DM1 in respect of this issue.

Other Legislative Requirements

Equality Act 2010

Section 149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

Human Rights Act 1998 considerations

This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have made representations) have a right to a fair hearing and to this end the local planning authority must give full consideration to their comments.

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved policies of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of

nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the recommendation given is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation: Approve
Article 35 Declaration

Officers have worked with the applicant in a positive and pro-active manner to seek solutions to problems arising in relation to dealing with the planning application. No such issues have arisen on this application

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

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

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

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

(a) Site Location Plan AL(05)0003 P02 and AL(02)0001 stamped as received on 11-10-23;

(b) Dwgs 7633-al (05)0010_P01 Proposed Ground Floor Plan, 7633-al (05)0011_P01 Proposed First Floor Plan, 7633-al (05)0012_P01 Proposed Second Floor Plan, 7633-al (05)0013_P01 Proposed Third Floor Plan, 7633-al (05)0014_P01 Proposed Fourth Floor Plan, 7633-al (05)0015_P01 Proposed Fifth Floor Plan, 7633-al (05)0016_P01 Proposed Sixth Floor Plan and 7633-al (05)0017_P01 Proposed Seventh Floor Plan; and

(c) Operation Schedule and Maintenance Planning document stamped as received on 11-10-23

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) Refuse shall be managed as set out in shr studios e-mail dated 10-01-24 and in accordance with the Appendix E - Waste Management Strategy (v7.00 from September 2023) stamped as received on 11-10-23

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

4) Prior to occupation of the development hereby approved a Framework Travel Plan shall be submitted to and approved by the City Council as Local Planning Authority

Within 3 months of the completion of the travel survey, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to the above shall be submitted to and approved in writing by the City Council as local planning authority. Any Travel Plan which

has been approved by the City Council as local planning authority shall be implemented in full at all times when the development hereby approved is in use.

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

- i) the measures proposed to be taken to reduce dependency on the private car by guests;
- ii) a commitment to surveying the travel patterns of guests within the first six months of use of the development and thereafter from time to time;
- iii) mechanisms for the implementation of the measures to reduce dependency on the private car;
- iv) measures for the delivery of specified travel plan services; and
- v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car;

Reason - To assist promoting the use of sustainable forms of travel and to secure a reduction in air pollution from traffic or other sources in order to protect existing and future residents from air pollution. , pursuant to policies SP1, T2 and DM1 of the Core Strategy, the Guide to Development in Manchester SPD (2007) and Greater Manchester Air Quality action plan 2016.

5) The serviced apartment use hereby approved shall be used only as serviced apartments (which description shall not include as a dwelling house under class C3 and for no other purpose (including any other purpose in Class C1 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended), or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason - To safeguard the amenities of the neighbourhood by ensuring that other uses which could cause a loss of amenity such as buildings with a mix of serviced apartments/dwellinghouse do not commence without prior approval; to safeguard the character of the area, and to maintain the sustainability of the local community pursuant to policies DM1 and H11 of the Core Strategy for Manchester and the guidance contained within the National Planning Policy Framework.

6) Prior to commencement of use the measures set out within section 3.3 of the Crime Impact Statement VERSION A: 10.10.23 shall be fully implemented.

The approved measures shall be implemented from the first occupation of the serviced apartment accommodation and be retained in place for as long as the development remains in use.

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

7) The development shall operate on the basis that the cycle parking as shown in dwg 7633-al (05)0010 P01 Proposed Ground Floor Plan shall be fully implemented and thereafter retained and maintained in situ.

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).

Appendix 1 – List of consultees & neighbours notified

Highway Services

Environmental Health
Helipad Manager
Manchester Airport Safeguarding Officer
Greater Manchester Police

Flat 9, 2 Mangle Street, Manchester, M1 2DU
Flat 1, 2 Mangle Street, Manchester, M1 2DU
Second Floor, 69 - 75 Piccadilly, Manchester, M1 2BT
Flat 8, Finlay Warehouse, 56 Dale Street, Manchester, M1 2HN
Flat 4, Finlay Warehouse, 56 Dale Street, Manchester, M1 2HN
Flat 22, Finlay Warehouse, 56 Dale Street, Manchester, M1 2HN
Flat 18, Finlay Warehouse, 56 Dale Street, Manchester, M1 2HN
Flat 17, Finlay Warehouse, 56 Dale Street, Manchester, M1 2HN
Flat 14, Finlay Warehouse, 56 Dale Street, Manchester, M1 2HN
Flat 12, Finlay Warehouse, 56 Dale Street, Manchester, M1 2HN
Flat 11, 79 Piccadilly, Manchester, M1 2BU
Flat 9, 79 Piccadilly, Manchester, M1 2BU
Ground Floor, 12 Newton Street, Manchester, M1 2AN
Flat 5, 79 Piccadilly, Manchester, M1 2BU
Flat 21, 79 Piccadilly, Manchester, M1 2BU
Flat 19, 79 Piccadilly, Manchester, M1 2BU
Flat 16, 79 Piccadilly, Manchester, M1 2BU
Basement, 14 Newton Street, Manchester, M1 2AF
Flat 12, 2 Mangle Street, Manchester, M1 2DU
Flat 3, 2 Mangle Street, Manchester, M1 2DU
Flat 3, Finlay Warehouse, 56 Dale Street, Manchester, M1 2HN
Flat 2, Finlay Warehouse, 56 Dale Street, Manchester, M1 2HN
Flat 12, 79 Piccadilly, Manchester, M1 2BU
12 Newton Street, Manchester, M1 2AN
Serviced Apartment 8, 79 Piccadilly, Manchester, M1 2BU
Flat 7, 79 Piccadilly, Manchester, M1 2BU
Flat 4, 79 Piccadilly, Manchester, M1 2BU
Fourth Floor, 14 Newton Street, Manchester, M1 2AF
Flat 24, 79 Piccadilly, Manchester, M1 2BU
14 Newton Street, Manchester, M1 2AF
6 Newton Street, Manchester, M1 2AW
Fourth Floor, 69 - 75 Piccadilly, Manchester, M1 2BS
Flat 26, Finlay Warehouse, 56 Dale Street, Manchester, M1 2HN
Flat 24, Finlay Warehouse, 56 Dale Street, Manchester, M1 2HN
Flat 11, Finlay Warehouse, 56 Dale Street, Manchester, M1 2HN
Second Floor Office 11, 69 Piccadilly, Manchester, M1 2BS
Third Floor Office 42, 75 Piccadilly, Manchester, M1 2BU
First Floor, 12 Newton Street, Manchester, M1 2AN
10 Newton Street, Manchester, M1 2AN
Flat 3, 79 Piccadilly, Manchester, M1 2BU
Flat 1, 79 Piccadilly, Manchester, M1 2BU
Flat 17, 79 Piccadilly, Manchester, M1 2BU
Flat 15, 79 Piccadilly, Manchester, M1 2BU
Flat 14, 79 Piccadilly, Manchester, M1 2BU
77 - 83 Piccadilly, Manchester, M1 2BU
3 - 5 China Lane, Manchester, M1 2EL
Flat 14, 2 Mangle Street, Manchester, M1 2DU
Flat 7, 2 Mangle Street, Manchester, M1 2DU
Flat 6, 2 Mangle Street, Manchester, M1 2DU

Flat 5, Finlay Warehouse, 56 Dale Street, Manchester, M1 2HN
Piccadilly Tavern, 71 - 75 Piccadilly, Manchester, M1 2BS
Third Floor Store 43, 75 Piccadilly, Manchester, M1 2BU
Flat 2, 79 Piccadilly, Manchester, M1 2BU
Flat 18, 79 Piccadilly, Manchester, M1 2BU
First Floor, 14 Newton Street, Manchester, M1 2AF
First Floor, 4 Newton Street, Manchester, M1 2AW
77 Piccadilly, Manchester, M1 2BU
Flat 11, 2 Mangle Street, Manchester, M1 2DU
Flat 10, 2 Mangle Street, Manchester, M1 2DU
Flat 5, 2 Mangle Street, Manchester, M1 2DU
Flat 4, 2 Mangle Street, Manchester, M1 2DU
58 Dale Street, Manchester, M1 2HN
Third Floor Offices 18 And 19, 69 Piccadilly, Manchester, M1 2BS
Flat 10, Finlay Warehouse, 56 Dale Street, Manchester, M1 2HN
Flat 19, Finlay Warehouse, 56 Dale Street, Manchester, M1 2HN
Flat 16, Finlay Warehouse, 56 Dale Street, Manchester, M1 2HN
Flat 15, Finlay Warehouse, 56 Dale Street, Manchester, M1 2HN
Third Floor Office 20, 69 Piccadilly, Manchester, M1 2BS
Third Floor Office 17, 69 Piccadilly, Manchester, M1 2BS
8 - 10 Newton Street, Manchester, M1 2AN
Flat 23, 79 Piccadilly, Manchester, M1 2BU
Flat 22, 79 Piccadilly, Manchester, M1 2BU
Flat 20, 79 Piccadilly, Manchester, M1 2BU
Second Floor, 4 Newton Street, Manchester, M1 2AW
Basement, 4 Newton Street, Manchester, M1 2AW
69 - 75 Piccadilly, Manchester, M1 2BS
Flat 2, 2 Mangle Street, Manchester, M1 2DU
Fourth Floor Office 21, 69 Piccadilly, Manchester, M1 2BS
Flat 9, Finlay Warehouse, 56 Dale Street, Manchester, M1 2HN
Flat 1, Finlay Warehouse, 56 Dale Street, Manchester, M1 2HN
Flat 27, Finlay Warehouse, 56 Dale Street, Manchester, M1 2HN
Flat 20, Finlay Warehouse, 56 Dale Street, Manchester, M1 2HN
Third Floor, 75 Piccadilly, Manchester, M1 2BU
Second Floor 37, 75 Piccadilly, Manchester, M1 2BU
Flat 6, 79 Piccadilly, Manchester, M1 2BU
Second Floor, 14 Newton Street, Manchester, M1 2AF
69 Piccadilly, Manchester, M1 2BS
First Floor, 75 Piccadilly, Manchester, M1 2BU
67 Piccadilly, Manchester, M1 2BS
Flat 13, 2 Mangle Street, Manchester, M1 2DU
Flat 8, 2 Mangle Street, Manchester, M1 2DU
First Floor Gymnasium, 69 Piccadilly, Manchester, M1 2BS
Flat 28, Finlay Warehouse, 56 Dale Street, Manchester, M1 2HN
Flat 25, Finlay Warehouse, 56 Dale Street, Manchester, M1 2HN
Flat 23, Finlay Warehouse, 56 Dale Street, Manchester, M1 2HN
Second Floor 12 To 14, 69 Piccadilly, Manchester, M1 2BS
Basement And Ground Floor, 6 Newton Street, Manchester, M1 2AW
Fourth Floor, 75 Piccadilly, Manchester, M1 2BU
Second Floor 34 To 36, 75 Piccadilly, Manchester, M1 2BU
Basement And Ground Floor, 12 Newton Street, Manchester, M1 2AN
Flat 10, 79 Piccadilly, Manchester, M1 2BU
Ground Floor, 8 Newton Street, Manchester, M1 2AN
Third Floor, 14 Newton Street, Manchester, M1 2AF

Flat 13, 79 Piccadilly, Manchester, M1 2BU
Ground Floor, 14 Newton Street, Manchester, M1 2AF
75 Piccadilly, Manchester, M1 2BU
Basement, 77 - 83 Piccadilly, Manchester, M1 2BU
4 Newton Street, Manchester, M1 2AW
First Floor, 69 - 75 Piccadilly, Manchester, M1 2BS
Flat 7, Finlay Warehouse, 56 Dale Street, Manchester, M1 2HN
Flat 6, Finlay Warehouse, 56 Dale Street, Manchester, M1 2HN
Flat 21, Finlay Warehouse, 56 Dale Street, Manchester, M1 2HN
Third Floor Offices 40 And 41, 75 Piccadilly, Manchester, M1 2BU
Basement, 8 - 10 Newton Street, Manchester, M1 2AN
Flat 25, 79 Piccadilly, Manchester, M1 2BU
Ground Floor, 4 Newton Street, Manchester, M1 2AW

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Article 4 Direction - City Centre PD Restriction - Class B1(a) To C3
Aircraft Safeguarding Zone - Aircraft Safeguarding Zone - All Exceeding 90M
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Conservation Area - Stevenson Square Conservation Area 1987
Area Team Boundary - Name: CENTRAL