

28 September 2023

Angela Leckie
Planning Department
Manchester City Council
PO Box 532
Town Hall
Manchester
M60 2LA

Dear Angela,

32 – 34 Laystall Street, Manchester – Application for Full Planning Permission and Listed Building Consent

1 Introduction

Deloitte LLP has been instructed on behalf of McCaul Group Ltd (hereinafter ‘the Applicant’) to submit an application for Full Planning Permission and Listed Building Consent in relation to the 32 – 34 Laystall Street, Manchester, M1 2JZ (hereinafter ‘the Site’).

On 2 February 2022, Planning Permission (Ref. 128911/FO/2020) and Listed Building Consent (Ref. 128904/LO/2020) were granted in relation to the Site. These applications sought the conversion of the Grade II Listed 32 – 34 Laystall Street to office use; a 3no. storey extension to 32-24 Laystall Street for use as offices; and the erection of a 9no. storey residential building.

Pursuant to these permissions, and subsequent amendments, our client is currently in the process of completing the refurbishment of the Grade II Listed Building, and their partner Great Places is progressing the 9no. storey residential building (comprising 89 residential units).

Following detailed design development, it has been established that the 3no. storey extension to 32 – 34 Laystall Street is no longer required in relation to the office use. As such, this application seeks Full Planning Permission and Listed Building Consent for a 4no. storey extension to 32-34 Laystall Street for residential use (4no. self-contained apartments).

In addition to this Covering Letter, the Planning Application is supported by the following documents, which have been compiled in accordance with Manchester City Council’s validation requirements, and as agreed with Angela Leckie via email on 24th August 2023:

- Planning application form, fees and ownership certificates, prepared by Deloitte;
- Location Plan, prepared by OMI;

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- Existing plans and elevations, prepared by OMI;
- Proposed plans, elevations and sections, prepared by OMI;
- Design and Access Statement (including: Accommodation Schedule and Waste Management Plan), prepared by OMI;
- Heritage Impact Assessment, prepared by OMI;
- Drainage Report, prepared by DP2;
- Outline Construction Management Plan, prepared by McCauls
- Local Labour Agreement, signed by McCauls.
- Energy Strategy and Environmental Standards Statement, prepared by Clancy; and
- Residential Management Strategy, prepared by McCauls.

In addition to the above, this application is submitted alongside the following supporting documents, which were approved in relation to Planning Permission Ref. 128911/FO/2020 and Listed Building Consent Ref. 128904/LO/2020, as amended, as follows:

- Archaeological Evaluation, prepared by Salford Archaeology - Works shall take place in accordance with this document, as approved under discharge of condition application Ref. CDN/22/0079.
- Phase 1 and Phase 2 Geo-environmental Assessments, prepared by Earth Environmental and Geotechnical - Works will be carried out in accordance with these documents, as approved under the extant planning permission and subsequent discharge of condition application Ref. CDN/22/0196.
- Broadband Connectivity Assessment, prepared by G-Tech – Given the scale and scope of the proposed development, the results of this approved document remain relevant.
- TV Reception Survey, prepared by G-Tech – Given the scale and scope of the proposed development, the results of this approved document remain relevant.

The requisite application fee of £1,848 has been paid online via Planning Portal (Ref. PP-12410225).

2 The Site

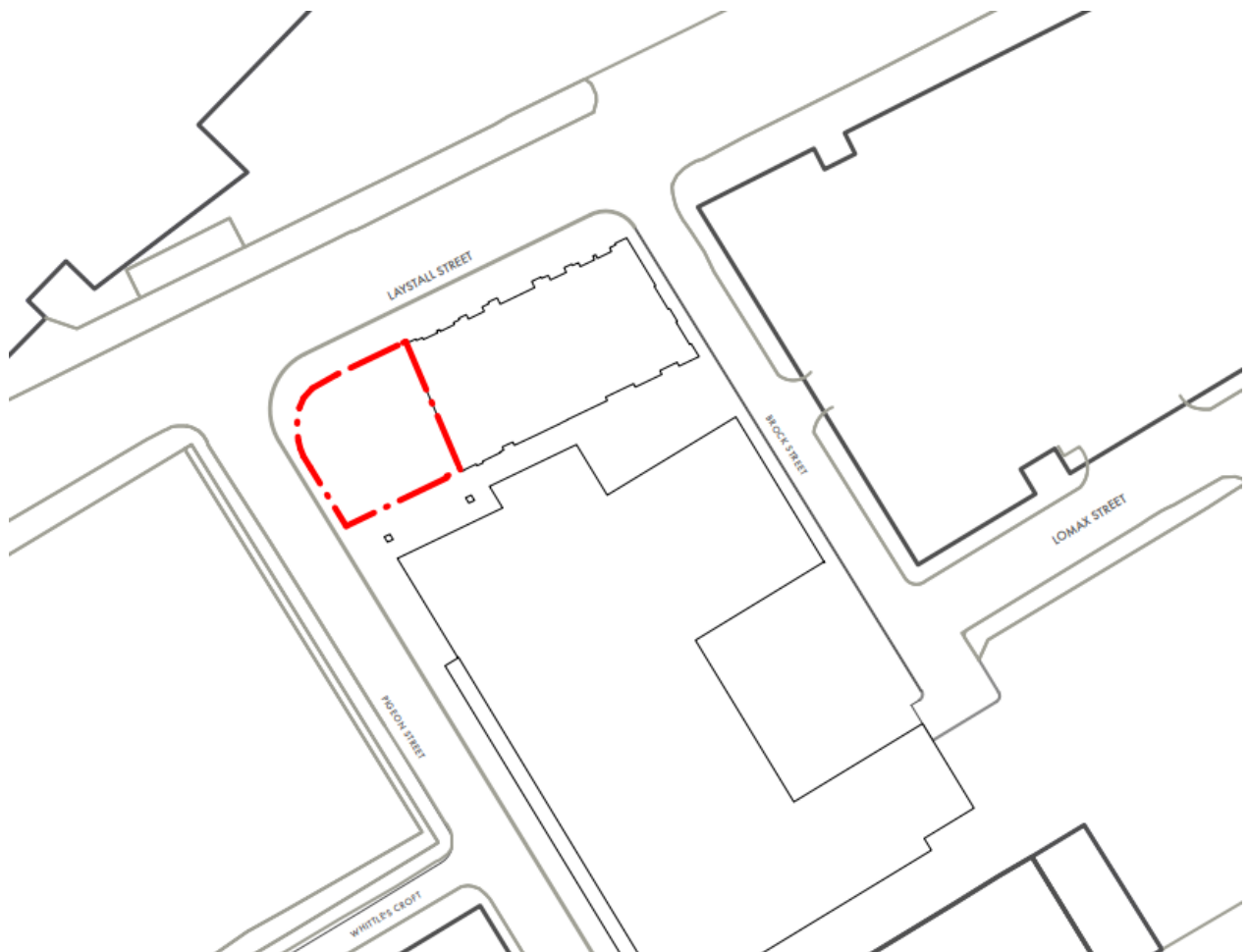
The Site comprises approximately 97.7 sq. m. of previously developed land, directly to the west of 32-34 Laystall Street. 32-34 Laystall Street is a Grade II Listed Building, which has recently undergone refurbishment for use as offices (pursuant to Planning Permission Ref. 128911/FO/2020 and Listed Building Consent Ref. 128904/LO/2020, as amended).

The Site is bound to the north by Laystall Street; to the south by land currently being redeveloped to deliver a 9no. storey residential block (pursuant to Planning Permission Ref. 128911/FO/2020 and Listed Building

Consent Ref. 128904/LO/2020, as amended); and to the west by Pigeon Street (beyond which is a surface level car park).

The Site is located within the Piccadilly Basin area of Manchester, and within the city centre. The surrounding area is characterised by a mix of commercial and residential uses. Once complete, the 32-34 Laystall Street development will provide vibrant linkage between Piccadilly, Ancoats/New Islington, and the Northern Quarter.

Figure 1 – Site Location Plan



3 Background

Planning Permission (Ref. 128911/FO/2020) and Listed Building Consent (Ref. 128904/LO/2020) were granted in February 2022. The descriptions of developments were as follows:

- 128911/FO/2020 | *“Erection of 9 storey residential building (Use Class C3) comprising 89 residential units (28 x 1 bed and 61 x 2 bed) and conversion of and 3 storey extension to 32-34 Laystall Street for use as offices (Class E) with associated external works following demolition of outrigger and associated structures along with other associated works including access, servicing, landscaping and secure cycle parking.”*

- 128904/LO/2020 | *“Internal and external alterations to 32-34 Laystall Street including: refurbishment of windows; refurbishment of interior; installation of a new access gate; installation of new plant, new roof; and, a three storey corner extension, following demolition of the outrigger and associated structures”.*

Planning Permission Ref. 128911/FO/2020 has been subsequently amended via Non-Material Amendment Applications Ref. 133218/NMC/2022, 136217/NMC/2023 and 137464/NMC/2023.

Listed Building Consent Ref. 128904/LO/2020 has also been subsequently amended by Section 19 Applications Ref. 133219/JO/2022 and 137467/JO/2023.

Pursuant to the above permissions, our client is currently in the process of completing the refurbishment of the Grade II Listed Building, and their partner Great Places is progressing the 9no. storey residential building, to deliver affordable homes.

To facilitate this “drop-in” application for Full Planning Permission and Listed Building Consent, a Non-Material Amendment application has been submitted alongside this application. The NMA seeks to carve out the office extension from Planning Permission Ref. 128911/FO/2020, by introducing a phasing plan, and amending condition wording. It is anticipated to phase the approved development as follows:

- Phase 1: Refurbishment of Listed Building, and construction of 9no. storey residential block.
- Phase 2: Construction of extension to Listed Building.

The intention is for Phase 1 to be built out in accordance with Planning Permission Ref. 128911/FO/2020 and Listed Building Consent Ref. 128904/LO/2020, as amended, and for Phase 2 to be built out in accordance with the proposals presented within this application.

4 Pre-application Consultation

During the preparation of Planning Application Ref. 128911/FO/2020 and Listed Building Consent Ref. 128904/LO/2020, the proposals were subject to pre-application engagement with a range of stakeholders. Ward Councillors, and adjacent landowners and companies were contacted via email, to be briefed about the scheme and the forthcoming applications. Given the nature of the proposals and the location of the Site, which is not located in close proximity to existing residential / sensitive uses, a broader public engagement event was not considered to be necessary.

Given the scale of the proposals subject to this application, further public consultation has not been considered necessary.

A series of design options were presented to MCC via email on 22nd August 2023. Angela Leckie and Paul Mason noted their preference for the option presented under this application.

5 The Proposed Development

The proposed development comprises a 4no. storey extension to 32-34 Laystall Street, for use as 4no. residential apartments. This extension would be in place of that approved under Planning Permission Ref. 128911/FO/2020 and Listed Building Consent Ref. 128904/LO/2020, as amended.

The proposed development comprises one residential apartment per floor. All apartments will be 1-bed, measuring between 45 sq. m. – 53 sq. m. A greater unit mix, and the inclusion of family sized units, is not possible given the size of floorplates.

There is a single primary entrance into the block, located on the west facade within the glazed slot between the corner block and the Listed Building which is set back from the building edge. All apartments will be accessed via a communal stair core next to this entrance. There is a communal bin store located to the southeast of the building, and waste collection will take place directly outside this, on Pigeon Street.

In terms of design, the proposed extension will be similar to that previously approved under Planning Permission Ref. 128911/FO/2020. As per the extant scheme, the block will be clad in traditionally laid facing brickwork with a brick colour to reflect the Listed Building, and the corner block will be visually separated from the listed building by a strip of glazing to the main elevation. Many architectural details, including openings, have been carried forward as part of this revised scheme.

The proposed height, scale and massing remains unchanged; however, the proposed development achieves 4no. storeys (as opposed to 3no.), owing to floor-to-floor levels being adjusted to meet residential standards.

Owing to the Site's accessibility, and proximity to major public transport links (with bus stops, tram stops and train stations all within a 10-minute walk), the proposed development will be car-free. If required, there are a number of car parking facilities within close proximity to the Site.

Secure cycling storage for 2no. bikes (50%) is to be provided within the secure courtyard to the rear of the Listed Building

For more information regarding the proposed design and layout of the development, please refer to the accompanying Design and Access Statement.

6 The Development Plan

Development Plan Documents

The Local Development Plan for Manchester City Council ('MCC') comprises:

- Manchester Core Strategy 2012 ("the Core Strategy");
- Manchester Proposals Map (2012);
- Saved Policies of the Manchester Unitary Development Plan 2005 ("the UDP");
- Greater Manchester Joint Waste Development Plan Document (2012); and
- Greater Manchester Joint Minerals Plan (2013).

Other Material Considerations include:

- The National Planning Policy Framework (2021);

- Manchester Piccadilly Strategic Regeneration Framework (SRF) (2018); and
- Draft Manchester Piccadilly SRF Addendum: East Village Central Framework (2022) - As a Draft Document, the SRF carries limited weight in decision making.

Site Allocations

Under the provisions of MCC's Proposals Map (2012), the Site is allocated to be within:

- Manchester City Centre; and
- The Regional Centre.

Relevant Policies

Relevant planning policies are identified in Table 2, below.

Table 2: Relevant Planning Policies and Material Considerations

Document	Policy / Guidance
Manchester Core Strategy (2012)	<p>SP1 (Spatial Principles) - notes that the Regional Centre will be the focus for economic and commercial development, alongside high-quality living.</p> <p>H1 (Overall Housing Provision) – Sets out a commitment of increasing housing delivery on brownfield land, and directs new housing towards the North, East, City Centre and Central Manchester, areas falling within the Regional Centre and Inner Areas of Manchester.</p> <p>CC7 (Mixed Use Development) - explains that mixed-use developments will be promoted as a means of using land as efficiently as possible.</p> <p>CC9 (Design and Heritage) - requires the new buildings to be of the highest standard in terms of appearance and function.</p> <p>CC10 (A Place for Everyone) - encourages uses which increase the diversity of activity within the City Centre.</p> <p>EC3 (The Regional Centre) - confirms that housing will be an appropriate use within the Regional Centre, particularly where this complements the development of mixed use employment areas.</p> <p>EN3 (Heritage) - encourages development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods, including those of the City Centre.</p> <p>T1 (Sustainable Transport) - encourages a modal shift from car travel to public transport, cycling and walking.</p>

Document	Policy / Guidance
	<p>T2 (Accessible areas of opportunity and need) - confirms that development should be easily accessible by walking, cycling and public transport, with the level of car parking commensurate to accessibility.</p> <p>DM1 (Development Management) - sets out specific issues in which developments will be expected to address (in terms of design, amenity safety etc).</p>
Saved Manchester Unitary Development Plan (2005)	<p>DC19.1 (Listed Buildings) - states that in determining applications involving buildings of Special Architectural or Historic Interest, the Council will have regard to the desirability of securing the retention, restoration, maintenance and continued use of such buildings and to protecting their general setting.</p> <p>DC26 (Development and Noise) - sets out MCC's commitment to reducing the impact of noise on people living and working in, or visiting, the City.</p>
National Planning Policy Framework (2021)	<p>Paragraph 11 - The heart of the 2021 revised NPPF lies the 'presumption' in favour of sustainable development; the golden thread running through plan-making and decision taking.</p> <p>Chapter 5 (Paragraphs 60 to 80) is titled "<i>Delivering a sufficient supply of homes</i>". It emphasises the Government's commitment to significantly boosting the supply of homes, particularly on brownfield land. Paragraph 69 notes that small and medium sized sites can make an important contribution to meeting the housing requirements of an area, and are often built out relatively-quickly.</p> <p>Chapter 11 (Paragraphs 119 to 125) is titled 'Making effective use of land'. It sets out that planning policies and decisions should promote the effective use of land to meet the need for homes and other uses. In particular it states that substantial weight to the use of brownfield land, as well as ensuring developments make efficient use of the land.</p>
HS2 Manchester Piccadilly SRF (2018)	The SRF envisions the " <i>East Village</i> " area to be mixed-use in nature, with residential uses around the canal basins. It explains that retail, café and bars should be contained within a series of squares and highlights the opportunity for the area to facilitate connections between New Islington and the City Centre. The remainder of the SRF focuses on the area nearest the proposed HS2 station and Manchester Piccadilly. However, it does show that the site (alongside the Stockton site) is suitable for redevelopment.
Draft East Village SRF (2022)	The Draft SRF envisages the Site comprising a series of buildings of up to 14no. storeys. The Site, alongside the Stockton's (to the east), are expected to achieve a 50:50 split between residential and commercial uses.

7 Planning Policy Assessment

Principle of Development

This application seeks to deliver 4no. residential apartments located within Manchester City Centre, and Regional Centre. Planning policy at all levels encourages residential development on brownfield land, within accessible locations (such as this). Indeed, the principle of residential development (of a greater scale) within this location has already been established by virtue of Planning Permission Ref. 128911/FO/2020.

Therefore, in consideration of the Site's location, favourable planning policy position and the Site's extant planning permission, the principle of development should be supported.

Residential Quality

The proposed residential units have been designed to comply with Nationally Described Space Standards, and the proposed development has been informed by Manchester's Residential Quality Guide (2017). The delivery of 4no. one-bedroom apartments will compliment the broader offer of the Laystall Street development, with the Great Places building set to deliver 28 one-bedroom apartments and 61 two-bedroom apartments. We consider this overall unit mix to be contextually appropriate, and in line with MCC's expectations for this location.

Design & Heritage Considerations

This application proposes very minor changes to the extension approved under Planning Application Ref. 128911/FO/2020 and Listed Building Consent Ref. 128904/LO/2020 as amended. The main changes to design relate to the removal of the glazed opening on the corner of the extension; and the addition of windows to reflect the fact that the extension will include 4no. storeys of accommodation (including at ground level). It is important to note that the proposed extension is of the same height, scale and massing as previously proposed, and utilises the same materials and architectural detailing.

Given the minor nature of the proposals, and the fact that the extension will utilise the previously approved building envelope and materials, the scheme will continue to positively respond to the character area; and contribute to enhancing a sense of place within the Piccadilly area, in accordance with Policy CC9.

In consideration of the above, and the very minor nature of proposals, it is concluded that the proposed development will continue to be of a high-design quality, in accordance with Policies DM1, EN3 and DC19.1.

Transport

The Site is in a highly accessible location, with Piccadilly Train Station, Piccadilly Metrolink Stop, Piccadilly Bus Interchange and New Islington Metrolink Stop all a short walk from the Site. On this basis, and in accordance with Core Strategy Policy T2, the proposed development will be car-free.

In order to promote sustainable modes of travel, secure cycling storage for 2no. bikes (equating to 50%) is to be provided within the secure courtyard to the rear of the Listed Building.

The Transport Statement and Framework Travel Plan, which was previously produced by Eddisons in relation to the extant scheme, identifies sustainable transport methods and appropriate communication

methods to inform those who visit the Site of the options available to them. The information and analysis included within these reports, and conclusions reached, remain relevant to the proposed development.

To summarise, and in accordance with Core Strategy Policies T1 and T2, the proposed development will remain car-free, with no adverse impacts upon the local highway network.

Summary

The Core Strategy and all material considerations identified above have been considered in the preparation of the application and evolving the design of the development, alongside site-specific considerations. Policies and guidance contained within these documents are assessed in more detail with other technical reports submitted with this Application.

8 Conclusion

This Cover Letter has been prepared by Deloitte LLP in support of an application for Full Planning Permission and Listed Building Consent, for construction of a 4no. storey extension to 32-34 Laystall Street, for use as 4no. residential apartments.

Whilst works pursuant to Planning Permission Ref. 128911/FO/2020 and Listed Building Consent Ref. 128904/LO/2020 (as amended) are well underway, securing full planning permission for the change of use is fundamental in ensuring that the whole Site is brought forward for development.

It should be noted that the proposed development will bring benefits to the local area, including:

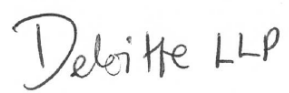
- **Securing the long-term viable use of vacant site:** The repurposing of this vacant Site will deliver much-needed housing, and will positively contribute to the ongoing regeneration of this area of the City Centre. It will provide an attractive environment and improve the setting of the recently refurbished 32-34 Laystall Street.
- **Meeting Demands:** Given Laystall Street's location in the city, it is geographically well-placed to play a role in satisfying demand for new housing. The setting offers many of the ingredients sought by residents in terms of location, accessibility to public transport, and employment.

The proposed development has been designed to respond to the surrounding area and context. The Core Strategy and material considerations identified have been considered in the preparation of the application and evolving the design of the development, alongside site-specific considerations.

A detailed assessment of the proposals has been undertaken against planning policy at all levels as set out within the body of this letter. Taking all of this into account, it can be concluded that the proposed development is considered compliant with the aims and objectives of the Development Plan when read as a whole.

We would be grateful if you could notify us of the validation of the Application and please do not hesitate to contact my colleagues Kelly McCann (kmccann@deloitte.co.uk / 0161 455 6671).

Yours sincerely

A handwritten signature in black ink that reads "Deloitte LLP". The signature is written in a cursive, flowing style. The word "Deloitte" is written in a larger, more prominent script, and "LLP" is written in a smaller, simpler script to the right. The signature is enclosed within a thin, light gray rectangular border.

Deloitte LLP