



Manchester Life Development Company 3 Limited

Responses to queries on application 134973/FO/2022

Following your request for further information to progress the application, please find our responses to your queries below:

Q1) Please can you confirm the duration of the temporary period and confirm this is for Manchester Life employees only? Please can you also confirm how this works with regards to the travel plan for the company to encourage sustainable forms of transport first

The temporary period requested is a duration of three years, up until October 2025.

As per the management and transport notes submitted, access is only granted to Manchester Life employees. The carpark is gated and locked with a combination only provided to Manchester Life employees. No other users can access the carpark.

Manchester Life continues to encourage sustainable methods of transport. Over half of Manchester Life employees walk, cycling, or utilise public transport to travel to work.

As part of the ongoing review of staff travel patterns, Manchester Life identified twenty-one employees who regularly drive to work and park in local car parks. The staff who regularly drive to work either do not have reliable public transport options available in their area at a time which aligns with their commute or have other commitments which make public transport logistically challenging i.e., childcare drop off pick up forming part of their commute.

The number of employees that drive make up less than half of the number of people employed by Manchester Life.

Q2) The supporting information refers to boundary treatments and a locked gate. Please can you mark on a plan the location of the boundary treatment and provide elevations. If the intention is to regularise existing boundary treatment this needs to be included in the description of development.

The existing boundary treatment is detailed in 'boundary treatment' plan, there is no change proposed to the existing treatment.

Q3) Please provide details of any on site drainage and lighting.

No changes are proposed to the surface treatment of the site area. The existing surface is compacted gravel which allows the majority of rainwater to drain naturally into the ground. As a result, no drainage is proposed to be added to the site.

Manchester Life plan to reinstate the existing building mounted external lighting. These lights are on motion and daylight detectors, so they are only active when people are entering or exiting the site during periods of low light.



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Q4) Please provide some supporting information on air quality. Is there any intention to upgrade any of the spaces for electric car charging? If so, please provide details.

There is currently no demand for electric car charging points from the Manchester Life staff that will utilise the carpark. Should demand for the carpark rise, Manchester Life will review.

A formal air quality assessment has not been prepared or submitted. This is because the team believe the proposal does not negatively impact air quality in the area on the basis that:

- The car park has capacity for one less space than its previous use as a car park with twenty-two spaces.
- Manchester Life staff that will make use of the carpark are already driving into the area and parking in other paid carparks locally.

On that basis, we believe there will be no negative impact on air quality resulting from this application.

Q5) Please include commentary within your supporting statement about the impact of the development on the Conservation Area.

The site has been acquired by Manchester Life Development Company 3 Limited to form part of a residential redevelopment proposal which will bring the area back into active use.

Whilst those proposals are progressing, they are not expected to start on site until late 2025. We believe a meanwhile use for the site is important to deter antisocial behaviours in the area via frequent use and the passive surveillance which comes with that use.

In this manner, we consider that the application has a positive benefit towards the safe use and security of the Conservation Area until such time as development proposals can come forward.