Paul Butler Associates
Planning, Development & Heritage Consultants

Cambridge Park Ltd

82-84 Market Street, Manchester

Planning Statement

30 October 2025

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Contents

1. Introduction

2. Application Site and Surrounding Area

3. Description of Development

4. Pre-Application Consultation

5. Planning Policy Context

6. Assessment of the Proposed Development

7. Planning Balance and Conclusions

Appendix 1: Framework Construction Management Plan

Appendix 2: Framework Local Labour Agreement

Appendix 3: Internal Photographs of 82-84 Market Street

1. Introduction

Purpose of this Statement

1.1 This Planning Statement has been prepared by Paul Butler Associates on behalf of the applicant, Cambridge Park Ltd to support a planning application for works to convert 82-84 Market Street (herein referred to as 'the site') in Manchester City Centre for residential use.

1.2 The planning application proposal is for a proposed rear extension, alterations to the roof, conversion of the upperfloors to accommodate 8 new residential apartments and the formation of a new residential entrance from Sickle Street. The works proposed will change the use of the upper floors of 82-84 Market Street from vacant office space to residential apartments.

1.3 This planning statement will provide an overview of the development proposals, and assess the proposals against adopted national and local planning policy.

Documents submitted with the Planning Application

1.4 The planning application is accompanied by the following information:

Supporting Documents

- Cover letter prepared by Paul Butler Associates
- Location Plan, 25043 01A prepared by P4B Architecture
- Design and Access Statement prepared by P4B Architecture (Report Reference Stage 3 Developed Design RevC 30.10.2025)

- Planning Statement prepared by Paul Butler Associates, including Framework Construction Management Plan and Framework Local Labour Agreement, dated October 2025
- Heritage Statement prepared by Paul Butler Associates, dated October 2025
- Crime and Impact Statement for 82-84 Market Street, Manchester, M1 1PD prepared by Greater Manchester Police Version A 2024/0443/CIS/02 22.10.2025
- Energy Statements for 82-84 Market Street, Manchester, M1 1PD prepared by Base Energy, 05.03.2025
- Noise Impact Assessment for 82-84 Market Street Manchester, Report Reference no. J005365-8637-SI-02, prepared by PDA Acoustics, 11th February 2025
- Air Quality and Odour Assessment for 82-84 Market Street Manchester, prepared by Miller Goodall on behalf of Cambridge Park Ltd, 3rd February 2025
- Daytime Bat Survey for 82-84 Market Street Manchester, prepared by Rachel Hacking Ecology, 21/01/2025
- Transport Statement for 82-84 Market Street Manchester, prepared by Mode Transport Planning for Cambridge Park Ltd, October 2025
- Framework Travel Plan for 82-84 Market Street Manchester, prepared by Mode Transport Planning for Cambridge Park Ltd, October 2025
- Completed Questionnaire, MCC Appendix E - Waste Management Strategy Proforma, prepared by P4B Architecture
- Existing Floor Plan Level -1, 25043 02, prepared by P4B Architecture
- Existing Floor Plan Level 0, 25043 03A, prepared by P4B Architecture
- Existing Floor Plan Level 1, 25043 04, prepared by P4B Architecture
- Existing Floor Plan Level 2, 25043 05, prepared by P4B Architecture
- Existing Floor Plan Level 3, 25043 06, prepared by P4B Architecture
- Existing Roof Plan, 25043 24, prepared by P4B Architecture

- Existing Elevation A, 25043 07, prepared by P4B Architecture
- Existing Elevation B, 25043 08, prepared by P4B Architecture
- Existing Elevations C & D, 25043 09, prepared by P4B Architecture
- Existing Section A-A, 25043 10, prepared by P4B Architecture
- Proposed Floor Plans Level -1, 25043 11, prepared by P4B Architecture
- Proposed Floor Plans Level 0, 25043 12A, prepared by P4B Architecture
- Proposed Floor Plans Level 1, 25043 13B, prepared by P4B Architecture
- Proposed Floor Plans Level 2, 25043 14B, prepared by P4B Architecture
- Proposed Floor Plans Level 3, 25043 15B, prepared by P4B Architecture
- Proposed Floor Plans Level 4, 25043 16B, prepared by P4B Architecture
- Proposed Roof Plan Roof, 25043 17A, prepared by P4B Architecture
- Proposed Elevation A, 25043 18, prepared by P4B Architecture
- Proposed Elevation B, 25043 19A, prepared by P4B Architecture
- Proposed Elevation C + D, 25043 20A, prepared by P4B Architecture
- Proposed Entrance, 25043 21, prepared by P4B Architecture
- Proposed Section A-A, 25043 22A, prepared by P4B Architecture
- Typical New Window Section, 25043 23, prepared by P4B Architecture

Structure of this Statement

1.5 The remainder of this statement is structured as follows:

- Section 2 provides a description of the application site and surrounding area including a review of the planning history;
- Section 3 presents the proposed development for which planning permission is sought;
- Section 4 briefly outlines the pre-application engagement with the local planning authority;
- Section 5 sets out the planning policy relevant to the site and the proposed development;
- Section 6 provides an assessment of the scheme against the development plan and considers the material planning considerations; and
- Section 7 provides a summary of the overall case for granting planning consent.

2. Application Site and Surrounding Area

Application Site

2.1 The application site is located at the corner of Market Street and the corner of Sickle Street. It is situated in Manchester City Centre opposite to the Arndale Centre. The subject premises is a historic building that has been considered by Manchester City Council in previous decision-making to be a Non-Designated Heritage Asset due the age of its façade walls and the architectural detailing within the principal Market Street elevation. The ground floor is occupied by 'Greggs' and the upper floors are vacant (Figure 2.1).



Figure 2.1: View of the building from Market Street.



Figure 2.2: View of the rear elevation of the building from Sickle Street showing rendered ground floor.

The Surroundings

2.2 The site is located within the heart of Manchester City Centre, facing the Arndale Shopping Centre and fronting onto Market Street. Market Street is a busy shopping street pedestrianised between Cross Street and Fountain Street.

2.3 The surrounding area is predominantly characterised by retail and commercial uses although a number of residential developments contribute to the diversity of the area. Residential uses are predominantly located on the upper floors of buildings with the ground floors generally being in retail, commercial, restaurant and café uses. To the opposite side of Sickle Street is a converted commercial building now in commercial use at groundfloor with accommodation above.

2.4 The site is located within Upper King Street Conservation Area which encompasses all the properties on the southern side of Market Street aside from the southern extension to the Arndale Centre (Boots block), the Arndale being excluded from the Conservation Area. None of the buildings which form the northern boundary of the Conservation Area to Market Street are listed (see Figure 2.4 below).

2.5 82-84 Market Street faces onto the pedestrianised area of Market Street which is one of the main retail streets within the City Centre. To the west is the 'Gong Cha' store which occupies the groundfloor of an early Victorian building. To the east of the building is a pedestrianised alley, Sickle Street, which runs south from Market Street opening out to become a public highway which serves commercial and office buildings to the south. These are predominantly 20th century or later developments.

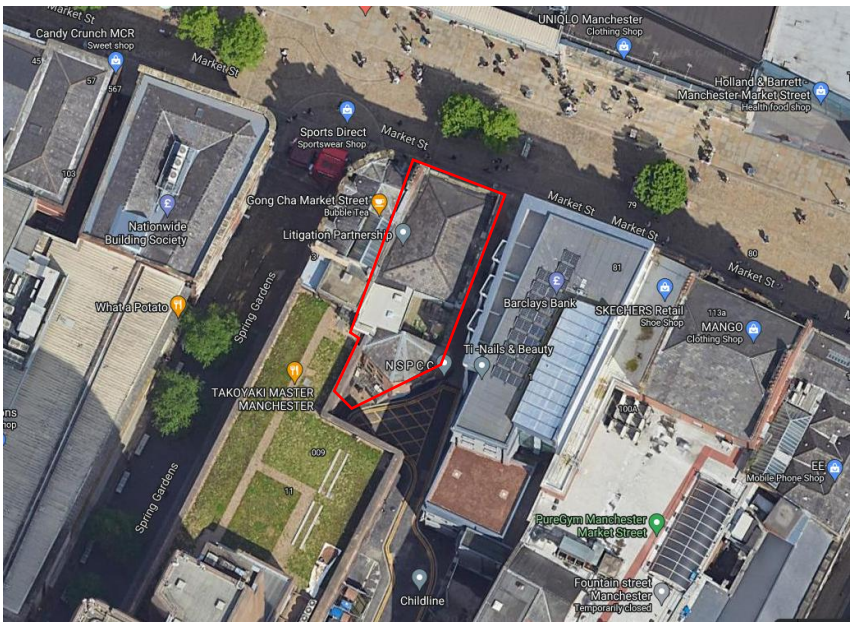


Figure 2.3: Aerial view identifying 82-84 Market Street (Red), Manchester, M1 1PD.

2.6 The site accommodates no trees and is not subject to any Tree Preservation Orders. The subject building is not nationally listed however it is considered to be of local heritage interest and has been identified previously by Manchester City Council to be a Non-Designated Heritage Asset (NDHA). There are a number of listed buildings within the local area although none are considered close enough to the subject building to be impacted by the

development proposed. Locations of the nearest listed buildings within the Conservation Area are shown by Figure 2.4 below.

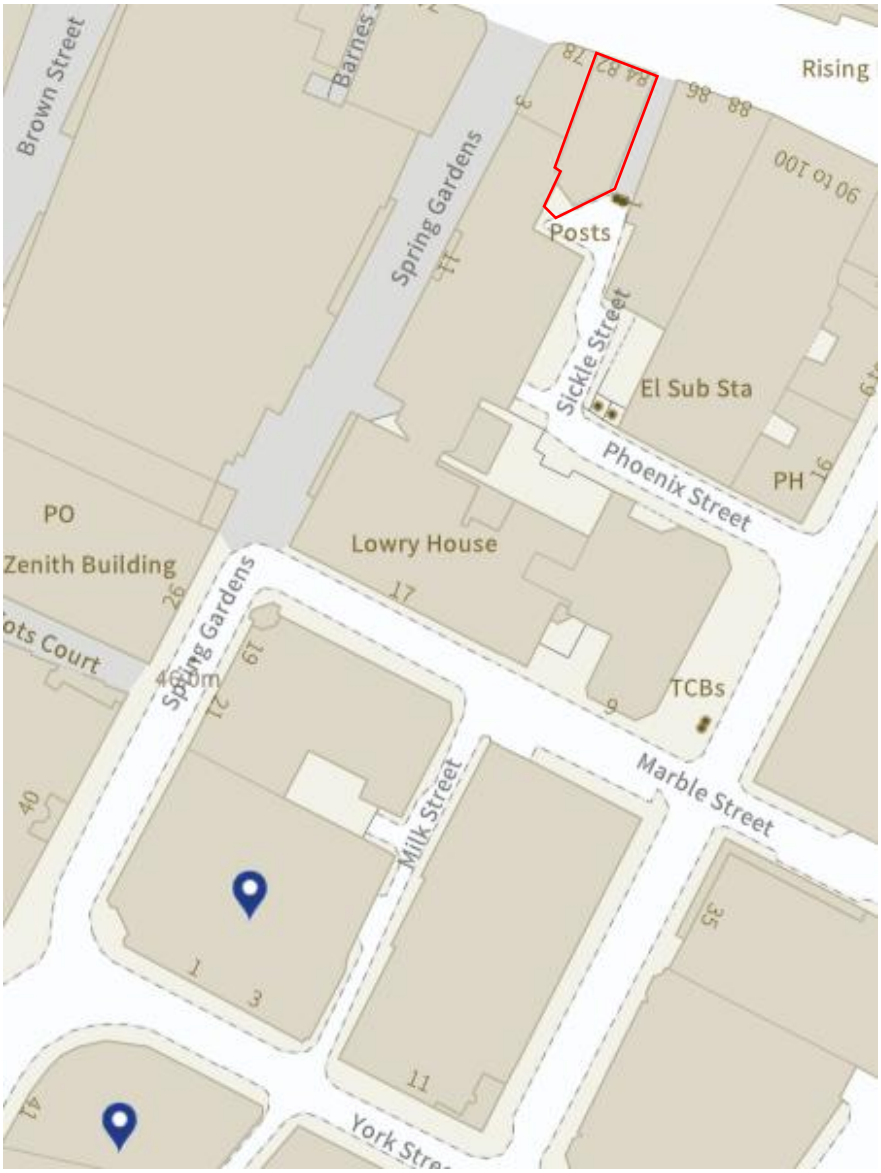


Figure 2.4: Plan showing the subject building (Red) in proximity to listed buildings in the Conservation Area (blue markers).

2.7 The Environment Agency website, shows the site to be located in Flood Zone 1 [ie land assessed as having a less than 1 in 1,000 annual probability of river flooding – the lowest level of risk] (Figure 2.6). The site is not at risk of surface water flooding.

2.8 The site is located within an Air Quality Management Area which covers the majority of Manchester City Centre.

2.9 The application site is located within the designated City Centre and Regional Centre, as identified on Manchester City Council (MCC)'s interactive proposals map (Figure 2.6).

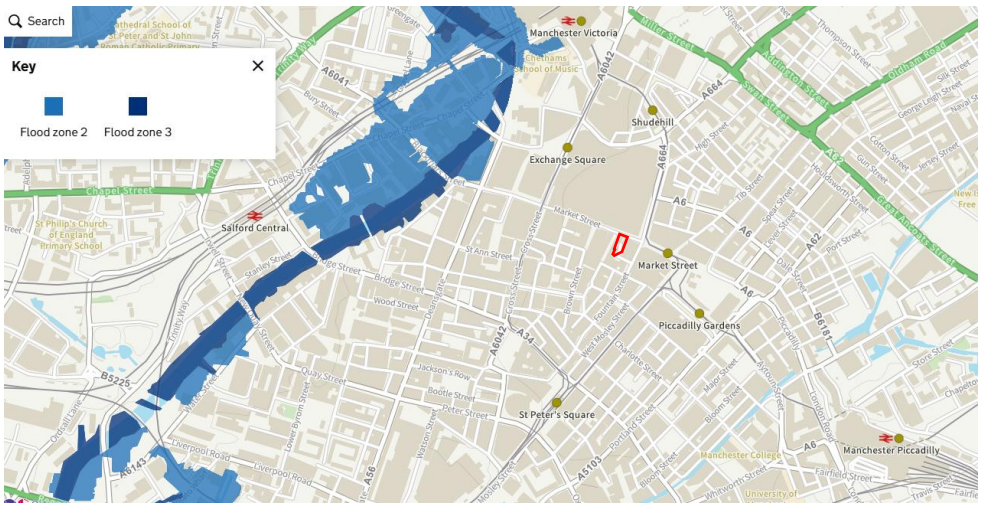


Figure 2.5: Flood Risk Map with the site area approximately identified in red.

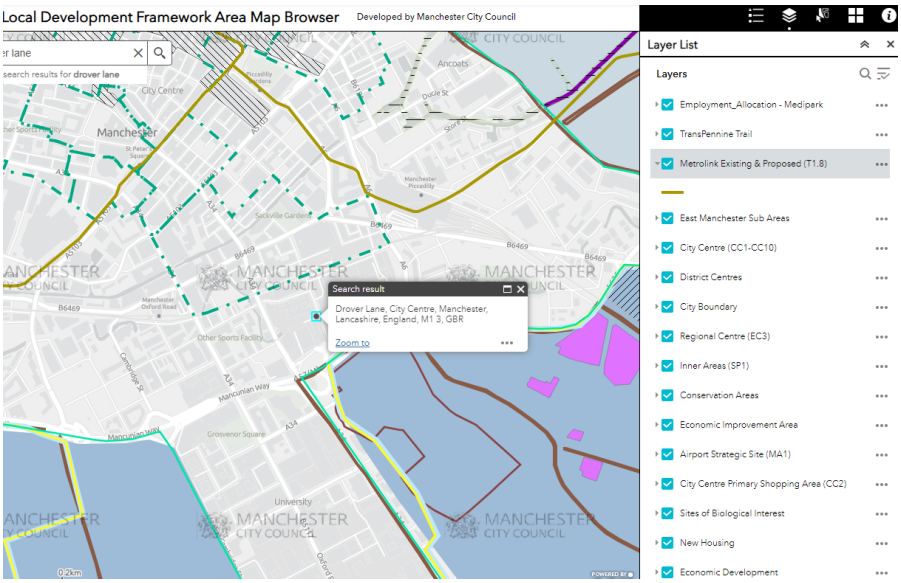


Figure 2.6: Local Development Framework Area Map Browser

Planning History

2.10 Further to a review of Manchester City Council's Planning Application Database, the planning history relating to the site and its immediate surroundings, and which is of note is provided in the table below.

Application Reference and address	Description of Development	Decision and Date
142465/FO/2025	Conversion of upper floors to 8 no. new residential apartments (Use Class C3a) together with erection of third floor extension together with roof alterations and the erection of a single storey entrance on Sickle Street.	Withdrawn 27.05.2025
136131/AO/2023	Installation of non illuminated individual letters fascia sign and projecting sign. Applicant Greggs. The Officer report notes that 'This application relates to a property within an historic building located at 82-84 Market Street, which is considered to be a non-designated heritage asset due to its age and the detailing within the elevations'.	Approved 25.04.2023
132332/AO/2021	Internally illuminated fascia sign and projecting sign	Approved 18.05.2022
132331/FO/2021	Siting of extraction equipment to rear and shopfront alterations	Approved 18.05.2022
130349/FO/2021	Create new entrance off sickle street and block up rear access door.	Approved 05.08.2021
060653/AO/CITY1/00	Internally illuminated static fascia name sign and double sided projecting sign	Approved 21.11.2000
060652/FO/CITY1/00	Installation of a new shopfront	Approved 21.11.2000
058821/FO/CITY1/00	Elevational alterations including rear extension	Approved 08.05.2000
055064/FO/CITY1/98	Retail development comprising retail on ground and first floors with second floor auxiliary accommodation and roof top plant after demolition of existing buildings	Not proceeded with 27.07.1999
055066/CC/CITY1/98	CONSERVATION AREA CONSENT Demolition of existing building in connection with proposed redevelopment	Not proceeded with 27.07.1999

Application Reference and address	Description of Development	Decision and Date
048567/FO/CITY1/95	Illuminated fascia name sign	Approved 05.02.1996
048568/AO/CITY1/95	Illuminated fascia name sign	Approved 05.04.1996
F/AD01542	Illuminated individual letter name sign on front elevation of shop.	Temporarily Approved 15.11.1977
F07357	Internal alterations and new shop front.	Approved 15.11.1977
F/AD01528	Illuminated fascia box sign on front elevation of shop.	Withdrawn 23.09.1977

Figure 2.7: Planning History

2.11 Planning application 142465/FO/2025 submitted earlier in the year for 'Conversion of upper floors to 8 no. new residential apartments (Use Class C3a) together with erection of third floor extension together with roof alterations and the erection of a single storey entrance on Sickle Street' was not supported by Greater Manchester Police who were concerned that the main entrance to the apartments would not be sufficiently prominent on Sickle Street and as a result were concerned that future residents using the entrance might perceive it to be vulnerable and could potentially compromise their personal safety. Planning application 142465/FO/2025 was withdrawn on 27.05.2025 to allow a revised entrance location to be agreed between the applicant, MCC and Greater Manchester Police. A meeting was held on site to review the entrance proposed under 142465/FO/2025 and to seek an improved location which could be supported by both MCC Officers (Planning and Highways) and Greater Manchester Police. The pre-application discussions which informed the present submission and application are detailed further at Section 4 below.

3. Description of Development

The Proposed Scheme

3.1 The application is for the change of use of vacant floorspace on the upper levels of the building to residential use. The planning application proposal is for a proposed rear extension, alterations to the roof, conversion of the vacant upperfloors to accommodate 8 new residential apartments and the formation of a new residential entrance from the corner of the building with Sickle Street.

3.2 The proposed development will provide 8no. residential apartments, the mix being 4no one bedroom apartments and 4no two bedroom apartments. The units will be provided across the upper floors as follows:

- First floor: 1 no. one bedroom apartment and 1 no. two bedroom apartment;
- Second floor: 1 no. one bedroom apartment and 1 no. two bedroom apartment;
- Third floor: 1 no. one bedroom apartment and 1 no. two bedroom apartment; and
- Fourth floor: 1 no. one bedroom apartment and 1 no. two bedroom apartment.

3.3 The apartment layouts will all be in accordance with nationally described space standards, being a mix of 1bed-1person, 1bed-2person, 2bed-3person and 2 bed-4person apartments.

3.4 The primary access to the previous scheme which was not supported by Greater Manchester Police was via a new entrance porch formed on Sickle Street adjacent to the head of the highway service 'cul-de-sac'. The present application proposal is for the main residential entrance to be brought onto the main pedestrian part of Sickle Street where it will

be far more prominent despite still being located within the footprint of the existing building. Refuse/recycling storage and also bike storage is proposed to be accommodated internally on the upper floors of the building.

3.5 External alterations involve an extension to the rear of the building which is designed to reflect the symmetry and fenestration pattern of the floor below. The front part of the roof is retained and flush roof lights are inserted aside Market Street to facilitate the conversion. Dormers are proposed to be installed to the retained and new build parts of the roof aside Sickle Street. Internally, the subdivision is altered to accommodate the conversion with the existing steel framed structure retained and reused. The building has been heavily altered in the past to facilitate office use and as a result the internal works do not impact on the significance of the building which exhibits a modern interior (Appendix 3).

3.6 The submitted Design and Access Statement and architectural drawing pack prepared by P4B Architecture include full details of the proposals.

4. Pre-Application Consultation

Overview

4.1 Pre-application discussions have played an important role in shaping the design of the proposed development. Paragraphs 39-42 of the National Planning Policy Framework set out the benefits of early engagement, including consideration of all fundamental issues associated with a proposal, which enables timely decisions to be made and reduces costs/delays to the applicant; and enables agreement on the information required to accompany an application.

4.2 The applicant and design team have liaised closely Greater Manchester Police and MCC Planning and Highway Officers prior to the submission of this application. Following the withdrawal of the previous application, the applicant issued MCC with NC Architecture plan P-010.B showing a potential alternative entrance repositioned to the corner of Sickle Street. The relocated entrance shown was subject to service diversions and leaseholder acceptance. In response MCC asked for opportunities to be considered to enhance the public realm in proximity to the new entrance, seeking an environment which was less akin to a service yard and more in keeping with the existing pedestrianised area.

4.3 The following feedback/recommendations/actions were made by MCC/GMP on site in response to NC Architecture sketch plan P-010.B:

- Applicant to ascertain extent of MCC adoption in area of proposed entrance and proposed bin store at existing entrance;
- Applicant to commission GMP to produce Crime Impact Statement;
- Applicant to engage Mode Transport Planning to produce swept path analysis for a car following relocation of bollards and submit to MCC Highways;

- Applicant to meet with Greggs on site for further discussion regarding acceptability of the proposed new corner entrance;

- Applicant's D&A should deal specifically with upgrading security at the repositioned residential entrance by measures to be recommended by GMP in their CIS (eg Lighting, CCTV, Entrance canopy treatment);

- GMP were unsupportive of planters on Sickle Street noting a concern these would likely accumulate litter which would have a negative impact on the area; and

- GMP recommended any external service yard to have a robust gate with access control panel and be well light and include for CCTV coverage of the yard.

4.4 P4B Architecture were subsequently appointed to prepare revised pre-app plans for submission to MCC and GMP. The following drawings were submitted for pre-app review:

- Dwg 01.25043 Existing Floor Plans Level 0 prepared by P4B which showed the existing ground level arrangement;

- Dwg 02A.25043 Proposed Floor Plans Level 0 prepared by P4B which detailed changes to the public realm;

- Dwg 03A.25043 Proposed Floor Plans Level 0 prepared by P4B which highlighted changes to the building; and

- Dwg J32-8554-PS001, a swept path analysis post development prepared by Mode Transport.

4.5 The proposal drawings listed above presented and reflect the design approach agreed on site between the applicant, MCC and GMP. The proposed pedestrian entrance to the

apartments is shifted to the chamfered corner of the application property with level access and defined with a glazed canopy. As agreed on site this involved extending the setted pedestrian area to Sickle Street, repositioning the metal bollards to shorten the highway slightly and extending the pedestrian area. The swept path plan showed the 1.7m repositioning of the bollards which extends the pedestrian realm past the face of the entrance. From the corner residents would have a view down both sides of Sickle Street and increased surveillance of the surrounding streets. The external bin store shown was protected with CCTV, well-lit and had inward opening gates to ensure these did not impact on the footway/highway. Vertical fencing was proposed as suggested by GMP on site.

4.6 The revised plans submitted at pre-app, showed extending the cobbled pedestrian part of Sickle Street which runs to Market Street to link with the new residential entrance area, repositioning the bollards and decreasing the highway turning head. In response to the above drawings, MCC requested removal of the external bin store as this would was viewed to be 'a bolt on and an overdevelopment on the site'. MCC requested internal bin store provision and cycle storage contained within the building. These features are show on the submitted application drawings. GMP responded to the pre-app, expressing their support for the revised proposals, for the location of the entrance door, treatment of the alleyway, lighting and CCTV provision. MCC Highways were also supportive of the adjustments to the service yard with the Mode drawing demonstrate a large car is able to turn within Sickle Street beside the development using a 3-point turn manoeuvre, and avoiding the proposed extended pedestrian area/bollards.

5. Planning Policy Context

5.1 Planning policy guidance of relevance to the proposed development, and which provides the context for its assessment, is set out within national and local planning policy guidance. This includes:

- The National Planning Policy Framework (NPPF); and,
- The Development Plan for Manchester.

National Planning Policy Guidance

Planning and Compulsory Purchase Act 2004

5.2 Section 38(6) of this Act states that the determination of planning applications must be made in accordance with the Development Plan, unless other material considerations indicate otherwise. This establishes the Development Plan as the primary decision-making document when considering planning applications. In this instance the development plan is the Manchester Development Plan (comprising of Places for Everyone, Manchester Core Strategy Development Plan, the Saved Policies of the Unitary Development Plan for Manchester and Supplementary Planning Documents).

National Planning Policy Framework (NPPF)

5.3 The National Planning Policy Framework (NPPF) was revised in December 2024, and sets out the government's planning policies and how these are expected to be applied. It replaces the Framework published in December 2023, however a presumption in favour of sustainable development continues to be at the heart of the NPPF which ensures that development is pursued in a positive way.

5.4 Development proposals that accord with an up-to-date Development Plan should be approved without delay. Where there are no relevant development plan policies, or the policies which are most important for determining the application are out of date, permission should be granted unless:

- The application of policies in the Framework that protect areas or assets of particular importance provides a clear reason for refusing the proposed development; or

- Any adverse impact of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination.

5.5 Paragraph 8 confirms that there are three dimensions to sustainable development; economic, social and environmental. To achieve sustainable development, economic, social and environmental gains should be pursued in mutually supportive ways through the planning system.

Delivery Sustainable Development

5.6 The NPPF explains that the purpose of the planning system is to contribute to the achievement of sustainable development. Planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area. These sustainable objectives should be delivered through the preparation and implementation of plans and the application of the policies in the framework. The NPPF is split into 17 chapters, the chapters of relevance to this development are discussed below.

5.7 Delivering a sufficient supply of homes (Chapter 5) – paragraph 61 explains that in order to support the government's commitment to significantly boosting the supply of homes, it is

important that a sufficient amount and variety of land comes forward for development where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.

5.8 Paragraph 73 highlights that small to medium sized sites can make an important contribution to meeting the housing requirement of an area, and are often built out relatively quickly. Paragraph d) emphasises the importance of windfall sites and states local authorities should support their development through giving great weight to the benefits of using suitable sites within existing settlements for homes.

5.9 Building a strong and competitive economy (Chapter 6) - emphasises that the government is committed to ensuring that the planning system should help to support economic growth. It recognises that a poor environment and a lack of housing can act as a potential barrier to investment.

5.10 Promoting healthy communities (Chapter 8) – advises the planning system should aim to achieve healthy, inclusive and safe communities. Planning decisions should aim to achieve places which promote, amongst other things, safe and accessible developments, where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion.

5.11 Promoting sustainable transport (Chapter 9) - to protect and exploit opportunities for the use of sustainable transport modes, development should be located and designed to give priority to pedestrian and cycle movements and have access to high quality public transport facilities.

5.12 Paragraph 116 advises that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.

5.13 Making effective use of land (Chapter 11) – the NPPF recognises the need for the planning system to promote an effective use of land in meeting the need for homes and other uses. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously developed or 'brownfield' land. Paragraph 125 (c) explains that the planning system should specifically give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, proposals for which should be approved unless substantial harm would be caused. Further, sub-section (d) of this paragraph explains that planning should also promote and support the development of under-utilised land and buildings especially if this would help to meet identified needs for housing where land supply is constrained, and available sites could be used more effectively.

5.14 The chapter goes on to discuss how appropriate densities can be achieved. Paragraph 129 sets out that the planning system should support development that makes efficient use of land, taking into account the following:

- the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;
- the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;
- the desirability of maintaining an area's prevailing character and setting or of promoting regeneration and change; and
- the importance of securing well-designed, attractive and healthy places.

5.15 Achieving well-designed places (Chapter 12) - this chapter sets out at paragraph 135 that planning policies and decisions should aim to ensure that developments:

- Will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development.

- Are visually attractive as a result of good architecture and appropriate landscaping.

- Are sympathetic to local character and history including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation.

- Establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit.

- Optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development and support local facilities and transport networks.

- Create places that are safe, inclusive and accessible and which promote health and well-being.

5.16 Meeting the challenge of climate change, flooding and coastal change (Chapter 14) - this chapter emphasises the importance of securing reductions in greenhouse gas emissions, minimising vulnerability and providing resilience to the impacts of climate change; and, in terms of flooding, development should be made safe without increasing flood risk elsewhere.

5.17 Conserving and enhancing the natural environment (Chapter 15) – advises the planning system should minimise impacts of biodiversity. It should also prevent new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability.

5.18 Conserving and enhancing the historic environment - the NPPF builds upon the provisions of the Planning (Listed Buildings and Conservation Areas) Act 1990 and requires at paragraph 207 that *'In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting*'.

5.19 Paragraph 215 states '*Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use*'.

5.20 Paragraph 216 states '*The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset*'.

5.21 Decision making – guidance in paragraph 39 states that local planning authorities should approach decisions in a positive and creative way, and work proactively with applicants. Decision-makers at all levels should seek to approve applications for sustainable development where possible.

Planning Practice Guidance

5.22 The Planning Practice Guidance (PPG) was published in March 2014 and collates guidance previously published in a number of separate documents. The guidance in the PPG has been taken into consideration in formulating development proposals for the redevelopment of the application site.

Local Planning Policy Guidance

5.23 The Development Plan for Manchester comprises the following documents:

- Places for Everyone Joint Development Plan Document (March 2024);
- Manchester Core Strategy Development Plan Document (July 2012);
- Saved policies of the Unitary Development Plan for Manchester (July 1995); and
- The Guide to Development in Manchester Supplementary Planning Document and Guidance (April 2007);

Places for Everyone Joint Development Plan Document 2024

5.24 The Places for Everyone Joint Development Plan Document took effect and became part of the statutory development plan for each of the nine PfE authorities on 21st March 2024. The following policies are relevant to the determination of a planning application:

5.25 Policy JP-S1: 'Sustainable Development' advises that 'To help tackle climate change, development should aim to maximise its economic, social and environmental benefits simultaneously, minimise its adverse impacts, utilise sustainable construction techniques and actively seek opportunities to secure net gains across each of the different objectives'.

5.26 Policy JP-S2: 'Carbon and Energy' advises that '*The aim of delivering a carbon neutral Greater Manchester no later than 2038, with a dramatic reduction in greenhouse gas emissions, will be supported through a range of measures including: 1) Promoting the retrofitting of existing buildings with measures to improve energy efficiency and generate renewable and low carbon energy, heating and cooling';* and *'3) Taking a positive approach to renewable and low carbon energy schemes, particularly schemes that are led by, or meet the needs of local communities'.* Connections to low carbon

energy/heating/cooling networks are encouraged since these are identified to have the potential to achieve significant emissions reductions .

5.27 Policy JP-S5: 'Clean Air' promotes measures to support improvements in air quality.

5.28 Policy JP-S6: 'Resource Efficiency' promotes the '*achievement of a circular economy and a zero-waste economy will play a key role in meeting Greater Manchester's ambition of becoming a leading green city region by 2038*'. It encourages the use of sustainable design and construction techniques to reduce carbon emissions, adapt and future proof to the impact of climate change, reduce and recycle waste and minimise water use.

5.29 Policy JP-H1: 'Scale, Distribution and Phasing of New Housing Development' A minimum of 60,061 net additional dwellings will be delivered in Manchester over the period of 2022-2039. The new homes will be of good quality and design, adaptable, supported by the necessary infrastructure and amenities and their distribution will support the Plan's overall strategy which enables people to reduce the need to travel.

5.30 Policy JP-H3: 'Type, Size and Design of New Housing' Development across the plan area should seek to incorporate a range of dwelling types and sizes to meet local needs and deliver more inclusive neighbourhoods. Residential developments should provide an appropriate mix of dwelling types and sizes reflecting local plan policies, and having regard to masterplans, guidance and relevant local evidence.

5.31 Policy JP-H4: 'Density of New Housing' New housing development should be delivered at a density appropriate to the location, reflecting the relative accessibility of the site by walking, cycling and public transport and the need to achieve efficient use of land and high-quality design.

Manchester Core Strategy Development Plan Document (July 2012)

5.32 The Core Strategy, adopted in July 2012, sets out the long-term strategic policies for Manchester's future development. The Core Strategy is the key Development Plan Document against which proposals for development in Manchester will be judged. Core

Strategy objectives and policies that are of particular relevance to a future development of the site include:

5.33 Spatial Objective SO1: 'Spatial Principles' states that the sustainable development of the City can contribute to halting climate change.

5.34 Spatial Objective SO2: 'Economy' supports a significant further improvement of the City's economic performance, to spread the benefits of this growth across the City to reduce economic, environmental and social disparities, and to help create inclusive sustainable communities.

5.35 Spatial Objective SO3: 'Housing' seeks the provision of a significant increase in high quality housing provision at sustainable locations to address demographic needs and support economic growth.

5.36 Spatial Objective SO6: 'Environment' seeks to protect and enhance the natural and built environment of the city, ensure the sustainable use of natural resources, and secure a high standard of design in all development proposals.

5.37 Policy SP1: 'Spatial Principles' which states that the Regional Centre will continue to be the focus for retail, alongside high quality city living; and, that development should aid the creation of neighbourhoods of choice by creating well designed places that enhance or create character; protect and enhance the built and natural environment; minimise emissions and reuse previously developed land wherever possible; and, improve access to jobs and services.

5.38 Policy EC1: 'Land for Employment and Economic Development' identifies Manchester City Centre as a key location for growth.

5.39 Policy EC2: '*Provides that the Council will seek to retain and enhance existing employment space and sites. Alternative uses will only be supported on sites allocated accordingly, or if it can be demonstrated that: The existing use is un-viable in terms of business operations,*

building age and format; The existing use is incompatible with adjacent uses; The existing use is unsuitable for employment having had regard to the Manchester Salford - Trafford SFRA; or On balance, proposals are able to offer greater benefits in terms of the Core Strategy's vision and spatial objectives than the existing use'.

5.40 Policy CC1: 'Primary Economic Development Focus: City Centre and Fringe' states that the City Centre is a strategic economic location and focus of employment growth in the City and City Region. The City Centre and fringe will be considered a suitable location for the consideration of high density buildings and commercially led mixed use schemes.

5.41 Policy CC3: 'Housing' states that the City Centre is expected to provide a minimum of 16,500 new residential units from 2010-2027. A number of key locations for residential development are identified by CC3 with residential development in other parts of the City Centre supported where they are in line with Policy CC7.

5.42 Policy CC5: 'Transport' supports development that will improve pedestrian safety, improve air quality and increase the scope for accessible public realm improvements.

5.43 Policy CC6: 'City Centre High Density Development' states that City Centre development will generally be high-density to maximise the efficient use of land; and the scale, massing and height of development in the City Centre will significantly exceed what is appropriate elsewhere in the City.

5.44 Policy CC7: 'Mixed Use Development' states that the City Centre presents the most viable opportunity for mixed-use development. Active ground floor uses will be appropriate in locations which have an established public function, or as part of a development which will create such an environment.

5.45 Policy CC9: 'Design and Heritage' states that development in the City Centre should preserve or enhance heritage assets including listed buildings and conservation areas; and, that the Council will support high density and mixed use development in the City Centre.

5.46 Policy CC10: 'A Place for Everyone' states that the City Centre will develop as a location which appeals to a wide range of residents/visitors, including uses that increase diversity of activity and high standards of accessibility to buildings and spaces.

5.47 Policy H1: 'Overall Housing Provision' states approximately 60,000 new dwellings will be provided for in Manchester between March 2009 and March 2027. High density developments and the City Centre is expected to accommodate 16,500 new dwellings between the period 2009-2027. The type, size and tenure of the housing mix will be assessed on a site by site basis and be influenced by local housing need and economic viability.

5.48 Policy T1: 'Sustainable Transport' advises that the Council will support proposals that deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport.

5.49 Policy T2: 'Accessible areas of opportunity and need' seeks to ensure that new development is easily accessible by walking/cycling/public transport.

5.50 Policy EN3: 'Heritage' advises new developments must preserve or enhance the character and setting of areas and buildings of acknowledged importance (Refer to PBA Heritage Statement submitted in support of application).

5.51 Policy EN4: 'Reducing CO2 Emissions by Enabling Low and Zero Carbon Development' encourages the use of building materials with low embodied carbon in new development and refurbishment schemes .

5.52 Policy EN8: 'Adaption to Climate Change' requires that developments are adaptable to climate change in terms of design.

5.53 Policy EN14: 'Flood Risk' states that development should be directed away from sites at the greatest risk of flooding and towards sites with little or no risk of flooding.

5.54 Policy EN16: 'Air Quality' states that developers should take measures to minimise and mitigate the local impact of emissions created by the use of the development itself.

5.55 Policy EN18: 'Contaminated Land and Ground Sustainability' states that the Council will give priority for the remediation of contaminated land to strategic locations.

5.56 Policy EN19: 'Waste' states that developers will be required to submit a waste management plan to demonstrate how the waste management needs of the end user will be met.

5.57 Policy DM1: 'Development Management: which sets out various issues that development should have regard to, including: appropriate siting, layout, scale, form, massing, materials and detail; impact on the surrounding areas; effects on amenity; accessibility; community safety and crime prevention; adequacy of internal accommodation; refuse storage and collection; and effects relating to archaeological or built heritage.

Saved Policies of the Unitary Development Plan (UDP) for the City of Manchester (adopted 1995)

5.58 The UDP was superseded by the Core Strategy. However, a number of UDP polices have been 'saved'. Extant polices contained within the UDP which are relevant to the proposed scheme include:

- Policy DC18 'Conservation Areas' states that the Council will seek to preserve and enhance the character of its designated conservation areas.

- Policy DC19 'Listed Buildings' seeks to ensure that development does not have a detrimental impact upon the setting of listed buildings.

- Policy DC26.1: 'Development and Noise' states that the Council will use the development control process to reduce the impact of noise on people living and

working in, or visiting, the City. Policy DC26 aims to minimise the adverse impact of noise on noise-sensitive developments.

Supplementary Planning Guidance

5.59 In addition to the objectives and policies of the Places for Everyone, Core Strategy and Saved UDP, it is anticipated that the following other documents will also be considered by MCC in the determination of a planning application:

- The Guide to Development in Manchester Supplementary Planning Document and Guidance (April 2007) and

- Design for Access 2 (December 2003).

6. Assessment of the Proposed Development

Introduction

6.1 It is a requirement of section 38(6) of the Town and Country Planning Act 2004 that where a development plan contains policies relevant to an application, the decision must be made in accordance with the development plan, unless material considerations indicate otherwise.

6.2 The statutory development plan therefore relating to the application site consists of the Places for Everyone Plan (adopted March 2024), the Manchester City Council Core Strategy (adopted 2012) and the saved policies of the UDP. Material considerations relating to the application site include the National Planning Policy Framework, Planning Practice Guidance and Supplementary Planning Documents prepared by Manchester City Council.

6.3 The remainder of this section will examine the principle of development proposed for this site, followed by an appraisal of the scheme against all other relevant planning and environmental considerations. Having regard to the above planning policy guidance, the main material considerations against which the proposed scheme should be considered, and which are discussed in this section, include:

- Principle of Development;
- Residential Amenity;
- Mix and density of apartments;
- Design and Heritage Considerations;
- Highways and Accessibility;
- Environmental Considerations;
- Crime and Security;
- Waste Management; and
- Sustainable Development: Economic, Social and Environmental Benefits.

Principle of Development

6.4 The application proposals are for conversion of vacant floorspace on the upper floors of a commercial building to residential use. This is wholly acceptable in principle given both local and national planning policies support the provision of new homes in sustainable urban locations. Core Strategy Policy H1 advises that the City Centre is expected to accommodate 16,500 new dwellings between the period 2009-2027. Core Strategy Policy CC7 advises that, other than in locations specifically mentioned in Policy CC3, residential development will be supported as part of schemes which include employment generating use, in this case Greggs. It goes on to state that the Council must be satisfied that proposals will contribute to the economic regeneration of the City and that the residential element of the scheme is of a scale which will ensure that the economic uses on the site, including retail will be maximised. The Policy also advises that active ground floor uses (shops, food and drink and leisure) will be appropriate in locations which have an established public function, or as part of a development which will create such an environment. The proposed development is consistent with Core Strategy Policy CC7 and will provide appropriate residential use of the upper floors whilst also retaining active ground floor retail use (Greggs).

6.5 Paragraph 125 of the NPPF states that planning should promote and support the development of under-utilised buildings, especially if this would help to meet identified needs for housing where land supply is constrained, and available sites could be used more effectively. Paragraph 90 of the NPPF requires that local planning policies recognise that residential development often plays an important role in ensuring the vitality of town centres. The proposal is acceptable since it makes use of an existing building, and the proposed residential use will be compatible with neighbouring uses. It will provide increased footfall helping to boost custom and trade to local businesses. Retail use will be retained at ground floor level thereby retaining retail frontage to Market Street.

6.6 There are no site specific adopted Development Plan policies which would prevent a residential scheme from being developed on the upper floors of the building aside from area wide policy Core Strategy EC2 which seeks to retain and enhance existing employment space and sites. In this instance the upper floors of the building don't appear to have

attracted office occupiers since the major structural works were completed and can be considered long-term vacant, unviable as office accommodation. The first floor appears to have been fitted out ready for letting but could only attract an interim office use, judging from the remnant signage within the unit. This use (the last use) appears to have been short lived before Colliers were marketing the space, as per image p1040427 below, but without success.

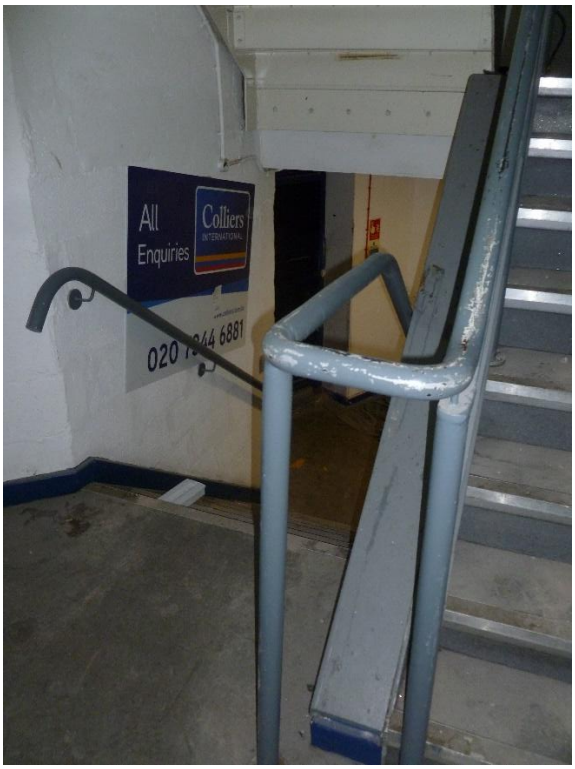


Figure 6.1: Colliers have marketed the building previously

6.7 The failure to achieve a viable rental income from the first floor likely prevented fit out of the upper floors leaving the second and third floors as shells. Photos of these spaces are included at Appendix 3 to this note so the poor condition of these spaces, including water ingress to the second and third floors can be appreciated. Had there been a market for office use for these spaces, the previous owner/developer would have completed and fully tenanted the building previously. The spaces don't appear well suited to modern office use and the units can only offer indirect access through low grade circulation spaces and a poor quality access which is not well suited for visitors. The trend toward working from home

has likely ended all prospects for refurbishing these spaces for office accommodation and the result is a building which only sustains economic activity/jobs at ground floor in the form of Greggs which the proposals will retain. The scheme can therefore be regarded to comply with EC2 as new use offers greater benefit than continued vacancy and further decline of what is there presently. MCC have accepted the proposal would comply with EC2, for the above reasons, during pre-application liaison to withdrawn application 142465/FO/2025.

6.8 It is noted that apartment development has been approved nearby including within the adjacent building at the opposite side of Sickle Street, the pedestrian route leading to Market Street. The scheme, known as Kula apartments, offers rentals on serviced one and two bedroomed apartments

6.9 Planning policy seeks to maximise the potential of previously developed sites, including empty buildings, within the urban area making the most of opportunities to deliver housing on previously developed land. The site is within the core of Manchester City Centre which makes it an ideal location for residential development. The location means that the majority of the City Centre can be readily accessed on foot with Railway Stations and Metrolink Stations readily accessible. The central location means that the accommodation will be attractive to a wide range of residents keen on living in a central location with easy access to facilities and employment sources. The proposed scheme will bring vacant floorspace into active use and ensure it makes a positive contribution to the provision of accommodation within the City Centre. The National and Development Plan policies set out within the previous section of this note confirm that the principle of residential accommodation is acceptable in this location. The principle of retail use being retained at ground floor level is acceptable given that existing use is lawful and within an established shopping area.

6.10 Overall, the principle of the proposed development is considered to be acceptable. The proposed development is in accordance with Places for Everyone Policies including JP-S1 JP-H1, JP-H4 and Core Strategy Policies including H1, CC3, CC7, EC2 and the provisions of the NPPF.

Mix and density of Apartments

6.11 Pfe Policy JP-H3: 'Type, Size and Design of New Housing' aims to ensure that development across the plan area should seek to incorporate a range of dwelling types and sizes to meet local needs and deliver more inclusive neighbourhoods. Residential developments should provide an appropriate mix of dwelling types and sizes reflecting local plan policies, and having regard to masterplans, guidance and relevant local evidence. It is acknowledged that MCC prefer residential schemes in the City Centre to provide no more than 33% 1 bedroom units.

6.12 The pre-application scheme to withdrawn application 142465/FO/2025 for the site achieved 6 no. 1 bed and studio properties (63%) of total accommodation the proposal and above the MCC threshold of 33% 1 bed units. The application proposal is modified to achieve a greater proportion of 2 bedroom units than previously. The mix now proposed is 4no 1bed units (50% of total) and 4no 2 bed units although there is good reason and justification for the mix proposed.

6.13 More two bed units cannot easily be provided due to both the constrained floor area of the existing building and the awkward location of the existing stair and lift cores. As the existing stairs and lift are located at one end of the building, rather than more centrally, additional space is required for circulation lobby space. With the above in mind, the maximum useable habitable floor area is, at most, 115m2 per floor. Based on the nationally described space standards, the minimum size of a 2b3p flat is 61m2. Therefore two, 2b3p flats would require 122m2 as a minimum. It is therefore not possible to create more than one 2bed flat per floor.

6.14 The scheme achieves the maximum number of two bedroom units possible within the constraints of the site. The scheme's provision of 8no. dwellings will make a meaningful contribution to meeting housing need, and at the same time assist in the regeneration of this part of the City Centre. The proposed dwelling mix is also considered acceptable given the constraints of the existing building noted above which warrants more 1 bedroom units. The only way to increase the percentage of 2 bed flats in the building would be to reduce the overall number of units. This would not increase the number of 2 or 3 bed flats being

provided, only the overall percentage and at the same time prejudicing the delivery of the conversion.

6.15 With regard to density, Pfe Policy JP-H4: 'Density of New Housing' advises that new housing development should be delivered at a density appropriate to the location which in this instance means promoting a density that make efficient use of land. The proposals constitute the redevelopment of previously developed land with much needed housing, thereby representing an efficient use of land and relieving pressure to build on more valuable and potentially less sustainable greenfield locations. The provision of 8 units is considered appropriate and compliant with Policy JP-H4.

6.16 With regard to the mix and density of accommodation proposed it is clear that the scheme complies with Pfe policies JP-H3 and JP-H4 and NPPF.

Residential Amenity

6.17 The proposed development relates to the conversion of an existing building, together with a roof extension. The Georgian façade of building has been judged to have heritage merit, and the fenestration layout is to be retained. The proposed flats are arranged to respect the positioning of existing fenestration. The design of the scheme has been based on the 'Technical housing standards – nationally described space standard' document. All flats meet or are in excess of the appropriate recommendations for one bed flats and two bed flats. The flats will also be designed and fitted to meet current requirements in terms of energy efficiency.

6.18 The proposals involve the creation of new windows and a roof extension with dormer windows and roof lights. The application building is located in a historic streetscape where some buildings are densely developed in a tight urban grain. All habitable rooms will benefit from natural light and outlook. The site is in close proximity to the Kula apartments on Sickle Street although these units are designed with offset habitable room window splays so as to prevent direct views into the application building from the opposite site of Sickle Street thereby preventing overlooking.

6.19 The proposed scheme will make use of vacant floorspace located above a Greggs Bakery. It is recognised that the Greggs Bakery is routinely associated with a level of activity from early morning, through the day and into the early evening (closing 9.00pm). The potential impacts of this use have been duly noted by the applicant and the submission demonstrates through the specification/construction of the proposed accommodation that potential noise and odour impacts from Greggs operation can be addressed.

6.20 Greggs Mechanical plant is to be relocated from street level to roof level as part of the application development. Subject to appropriate mitigation being detailed as part of a planning application this will ensure that the proposed accommodation is compatible with the ground floor use of the building. It is anticipated that any noise insulation and odour mitigation can be dealt with by planning condition.

6.21 The accommodation proposed will meet an identified need in the market for high quality accommodation and quality finishes, fixtures and fittings are proposed. The scheme also accommodates cycle storage and storage space for bins. The existing lift is retained and repurposed to allow level access through the building.

6.22 Overall, the scheme is acceptable in terms of impact to residential amenity of existing and future occupiers. The proposals are in accordance with Core Strategy Policy DM1 and the relevant provisions of the NPPF.

Design and Heritage Considerations

6.23 Full details of the extension design and justification for the design approach taken are submitted in the DAS which forms part of planning application. The application is also supported by a Heritage Statement which considers whether the elevational changes proposed have implications for heritage designations. As noted in the Heritage Statement prepared by Paul Butler Associates, the subject building is not nationally listed, it is however within Upper King Street Conservation Area which encompasses properties on the southern side of Market Street. There are no listed buildings adjoining the application building or within the immediate setting of the subject building.

6.24 The external facades of the subject building are considered to be of architectural interest and are the reason the premises have been regarded previously to be a Non-Designated Heritage Asset (NDHA) by Manchester City Council. The facades are retained by the scheme and heritage impact is accordingly limited.

6.25 Internally it is proposed to convert the first, second and third floors of the building to residential accommodation. A site survey has concluded that the internal fabric is without historic interest. No historic partition walls are present on the 1st-3rd floors, nor is there any historic room fabric such as lath and plaster ceilings, architraves, plastered/decorative walls, plaster skirting, doors, timber floors or fire surrounds etc (See Photographs at Appendix 3). We believe any internal features were most likely completely removed when the modern steel frame was inserted into the building. The steel frame has been boxed in, likely for fire protection or to prevent noise transfer between floors.

6.26 The proposed conversion works are combined sensitively with a roof top extension which proposes to form a fourth floor following the partial removal of the rear part of the roof and conversion of the retained front part. When viewed from Market Street the existing slate roof of the building is not prominent and is not considered to contribute significantly to the appearance of either 82-84 Market Street or to the Conservation Area. The existing roof is not an original feature of the building: the slates of the hipped roof sit above a modern membrane and the supporting roof timbers are machine cut. It is likely the front roof was replaced when the steel frame was inserted and at the same time as the rear roof was constructed.

Highways, Accessibility and Parking

6.27 The site is located in an exceptionally sustainable and accessible location in the centre of Manchester, and within the main shopping area. Future residents will have access to a range of shops, amenities, leisure facilities, services and job opportunities. The site benefits from good public transport links, being in close proximity to Metrolink tram stop and Railway

Stations including Picadilly, Victoria and Oxford Road offering regular services to a wide range of destinations. Picadilly Gardens Bus Station is also within walking distance of the site.

6.28 The application proposals do not involve provision of car parking spaces. This is considered appropriate given the highly sustainable, city centre location of the site. Indeed, the level of provision proposed within the scheme will also help to support a reduction in reliance upon the private car and help to encourage use of more environmentally friendly and sustainable modes of transport amongst future residents. Provision of secure cycle storage for residents will be provided internally within the building, which will also help to encourage sustainable and healthy transport patterns.

6.29 The application is supported by a Transport Statement and a Framework Travel Plan prepared by Mode Transport Planning. With regard to these documents, it has been demonstrated that the scheme accords with the transport policy guidance within PfE including Policies JP-S1, JP-S5, Core Strategy Policies Policy SP1, CC5, T1, T2 and transport policy within the NPPF.

Environmental Considerations

Ecology

6.30 The proposed development involves removal of the existing roof. A Bat Survey was commissioned to determine the presence of any protected species so appropriate mitigation can be taken when delivering the scheme, should these be present. However, the report concluded the site was surrounded by very poor-quality bat foraging habitat and in an area exposed to high levels of artificial light during the evening and night. Given the sites location and surrounding habitat quality, Rachel Hacking Ecology concluded that it would be unlikely bats would make use of the site which was confirmed to have negligible potential to support roosting bats.

Land Contamination

6.31 The proposed scheme is not associated with any intrusive below ground works meaning land contamination matters are not relevant in the determination of this application.

Flood risk

6.32 The site is located in Flood Risk Zone 1 which is the lowest level of risk. Changes to the basement and groundfloor commercial areas are not applied for within the scheme and the habitable residential accommodation lies at first floor and above. No changes are necessary to existing drainage arrangements. The proposed development will not be at elevated risk of flooding, nor will the works increase flooding on other land.

Air Quality

6.33 The site is located within an Air Quality Management Area. An Air Quality Assessment (AQA) has been prepared by Miller Goodall. The report identifies the potential for construction phase air quality impacts to occur, however it is considered that the use of good practice control measures would provide suitable mitigation for the development and reduce potential impacts to an acceptable level.

6.34 The AQA also examined the effect of air quality on the proposed development. The report concludes that the proposed development site is surrounded by pedestrianised streets, and the rear of the road only has service vehicle entry way. Therefore, NO2 concentrations at the proposed development would be similar to background concentrations rather than higher roadside concentrations aside busier roads elsewhere. The report also concludes, since the scheme is not served by parking, that '*The potential for air quality changes arising from development traffic to cause adverse effects can be concluded as not significant*'. Accordingly, the site is considered to be suitable for the use proposed when assessed from an air quality perspective and PfE Policy JP-S5: Clean Air is complied with as well as relevant provisions of the NPPF.

Odour

6.35 An Odour Assessment has been prepared by Miller Goodall and is submitted in support of the planning application. The report summarises assessed the risk of potential odours effects impacting on the development and conclude that odour control at Greggs is good and that there is little or no residual odour remaining after mitigation and as such, potential odour impacts are not considered to represent a constraint to the development.

Energy

6.36 The applicant has commissioned Base Energy to provide advice and guidance with regard to options for achieving an energy efficient building and minimising carbon dioxide emissions in order to ensure the development complies with the policy objectives of NPPF and Places for Everyone Plan (PFE). Two options have been recommended. The first involves accommodating a communal ASHP at roof plant deck level to provide for the heating and hot water needs of the development. The second option involves making internal provision within each apartment by fitting each unit with a small internal heat pump fitted to the hot water system with dimplex wall heaters to supply heating. The preference is to install a communal ASHP (Base Energy Option 1) although should this not be possible for whatever reason, the applicant will revert to internal provision (Base Energy Option 2) albeit this is acknowledged to be a less efficient than Option 1.

Crime and Security

6.37 The vacancy of the application premises means it is vulnerable to vandalism and unauthorised occupation. The proposed development will reduce the opportunity for crime by bringing the building back into use, and increasing CCTV and natural surveillance in the area. A Crime Impact Statement (CIS) has been prepared by GMP and is submitted in support of this planning application. The CIS recognises the positive features of the development from a crime prevention perspective. These include: the re-use of a vacant building; the building will be more animated with 'occupied' windows looking onto the public realm, there will be footfall associated with the apartments; and the development

will facilitate passive surveillance of the surrounding streets. The CIS makes recommendations with regard to security measures which are considered to enhance the security of the development including CCTV and lighting.

Waste Management

6.38 Bin Storage is integrated into the building. Provision of separate bins will allow for the segregation of refuse and recyclable waste. Residents will access the bin and recycling areas from within the development, not needing to leave the internal communal areas of the building. Bins will be moved to the street on bin emptying day.

Sustainable Development: Economic, Social and Environmental Benefits

6.39 Economic: It is well documented that a shortage of housing can result in economic barriers. The provision of 8 apartments will make a meaningful contribution to Manchester's housing delivery targets. The provision of 1 bed and 2 bed accommodation may help to free up larger properties which are under single person occupancy. Nearby shops and businesses may also benefit as a result of the proposals increasing the customer base. Retention of the retail use at ground floor level on Market Street will retain the frontage in active economic use helping to protect the vitality and viability of this part of the City Centre.

6.40 Social: The proposals will provide much needed housing in the city centre which has a full range of amenities, services and employment opportunities on the doorstep, also being well served by public transport. The proposed development will deliver good quality housing and contribute to the creation of a mixed and sustainable community.

6.41 Environmental: The proposals will provide 8 residential apartments within an existing building, in a sustainable urban location. The scheme will provide much needed accommodation, which will help ease pressure on more sensitive greenfield and Green Belt sites. Future residents will benefit from the highly sustainable and accessible nature of the development, thereby reducing the need to travel by car and helping to reduce carbon emissions and delivering improved air quality in contrast to a development with car parking. The visual

environment will be greatly enhanced by the proposals, which in turn will have a positive impact on heritage assets.

7. Planning Balance and Conclusions

7.1 This Planning Statement has been prepared for Cambridge Park Ltd in support of an application seeking full planning permission for a proposed rear extension, alterations to the roof, conversion of the upperfloors to accommodate 8 new residential apartments and the formation of a new residential entrance from Sickle Street.

7.2 This statement has provided an assessment of the various planning impacts associated with the proposals, supported by technical reporting where relevant. This assessment has successfully demonstrated that there are no technical reasons that would warrant refusal of planning permission.

Summary of contribution to Sustainable Development

7.3 In summary, set against the three dimensions of sustainable development identified at paragraph 8 of the NPPF, the proposed development would fulfil all of the following:

Economic role:

- In the short term, job opportunities associated with the construction and procurement will be created.

- Increasing footfall in Manchester City Centre and thereby having a positive impact on the custom of nearby commercial uses.

Social role:

- The provision of 8 new apartments will make a positive contribution to Manchester's housing supply, providing opportunities for those seeking to live within the City Centre.

Environmental role:

- Providing housing in a highly sustainable and accessible location where residents will be able to live without needing to rely on owning a car.

- Re-use of an existing vacant building which will help reduce pressure to develop housing in more sensitive locations.

- Improving the visual quality of the building and this part of the Manchester City Centre.

- Increasing CCTV and natural surveillance helping to reduce the risk of crime and fear of crime.

7.4 In light of the need to balance the benefits of allowing the proposed development against any adverse impacts that may arise as a result, we conclude that the benefits outlined above would not be significantly and demonstrably outweighed by any perceived adverse impacts if planning permission was granted. The proposals are therefore considered to constitute sustainable development as defined by paragraph 8 of the NPPF and consequently the presumption in favour of sustainable development should apply in the determination of this application.

Appendix 1: Framework Construction Management Plan

This appendix to the Planning Statement provides initial details in respect of how it is envisaged the construction phase will be managed. At the planning submission stage of the process, in advance of a contractor being appointed it is not feasible to submit a detailed construction management plan. A construction management plan is usually produced by the main contractor as they will have their own 'in house' procedures and regulations in place to manage the construction phase. The appointment of a contractor typically takes place once planning permission has been approved, and therefore this matter is usually the subject of a pre commencement planning condition in the Manchester City Council administrative area.

Cambridge Park Ltd and their appointed contractor will continue to work closely with neighbouring building owners to ensure that construction activity is managed effectively to minimise potential impacts on occupants of the surrounding buildings.

Cambridge Park Ltd are keen to manage this process proactively and this may include the site manager liaising with adjoining building managers so they have a 'point contact' should they need it. It is also envisaged that the contractor will hold a consultation session with the building managers of surrounding buildings prior to construction commencing. As mentioned above the construction management plan is usually the subject of a planning condition and will likely include information with respect to the items listed below:

- Establishing a point of contact for neighbouring building managers prior to construction works commencing on site.
- Identified construction compound.
- Identified vehicular access for all construction traffic, staff vehicles and heavy goods vehicles.
- Defined routes for demolition and construction traffic, including HGVs.
- Details of dust suppression measures and measures to control dust and mud on the surrounding public highway network.
- Methodology for the undertaking of clearance and demolition, including any asbestos identified to be removed by a licensed contractor.
- Specified working hours for the site including hours for the delivery of materials.

• Identified measures for the management of on-site construction vehicles and plant machinery in order to reduce noise/emissions.

• Measures for securing the site, including on site security and lighting.

Cambridge Park Ltd will work proactively with the Council through the post planning approval in order to formalise the effective management of the construction phase.

Appendix 2: Framework Local Labour Agreement

Cambridge Park Ltd and their appointed contractor will ensure that the project adds value to the local economy by maximising employment and training opportunities for residents of the surrounding neighbourhoods.

It is recommended that a Local Labour Agreement is the subject of a planning condition as most contractors have their own 'in-house' staff such as Learning & Development Officers and Engagement Officers who support apprentices, work placements and trainees and engage with local stakeholders to identify opportunities for collaborative working.

Paul Butler Associates have liaised with Westley Robinson in the Work and Skills Team at Manchester City Council previously with regard to planning submissions. Westley Robinson has confirmed previously that a detailed Local Labour Agreement is not required for application validation, but that their recommendation would be for a suitably worded planning condition to be applied to any grant of planning permission.

The applicant is in agreement to such a condition being applied and is committed to working with the Work and Skills Team to ensure that employment opportunities resulting from this development are made available to Manchester residents.

Appendix 3: Internal Photographs of 82-84 Market Street



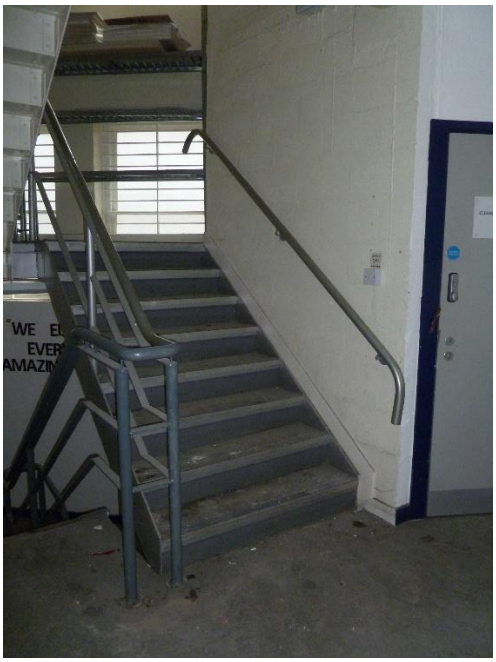
First Floor: No historic fabric.



Frist floor: No historic ceilings above suspended ceiling.



Second floor: no historic features aside from exposed brickwork.



Inserted staircase leading to all floors.



Third floor: Showing no ceilings or plasterwork are present.



Windows throughout are modern timber frames with modern thin double glazed units.