

Application Number	Date of Appln	Committee Date	Ward
115233/FO/2017	13th Feb 2017	1 st of June 2017	City Centre Ward

Proposal Change of use of the existing ground plus two-storey building (but excluding the existing ground floor retail unit) and development of an additional two storey roof level extension, and external improvements, to create 12 residential apartments (Class C3), with storage provision at basement level.

Location 3 St John Street, Manchester, M3 4DN

Applicant Mr David Robinson , JR Properties, 40 Newbridge Lane, Stockport, SK1 2NA,

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Description

Site Context and Description

3-5 St John Street (also known as 268 Deansgate) is bounded by Deansgate, 270 Deansgate, Longworth Street and St John Street.

To the north are St John Street and a six storey stone building (St John Chambers) which is being converted from offices into apartments with a one storey roof top extension. East of the site is Deansgate, one of the main routes through the city centre and the former three to five storey Deansgate Goods Station, home to retail and leisure uses. South of the site is a three storey building occupied by Farrow and Ball. To the west is Longworth Street and a three storey office building.

The site is approximately 0.04 hectares in size and consists of a three storey building built circa 1958 as the National Library for the Blind. The building is of red brick construction with a sandstone base at the lower ground floor and sandstone sills.

The building includes a ground floor Class A1 retail unit (Richer Sounds) facing onto Deansgate. The upper floors are Class B1 (office) and Class D1 (Non-residential institution) uses and accessed from an entrance on St John Street.

It is next to the St. John's Street, Deansgate and Castlefield Conservation Areas. A number of Grade II listed buildings surround the site including the Great Northern Warehouse, 223 to 233 Deansgate and 253-291 Deansgate. Most of the terraced buildings in St. John Street to the west of the site are also Grade II listed.

The Proposal

Planning permission is sought to erect a two storey roof top extension and to change the use of the first and second floors to create 12 residential apartments (Class C3), with some changes to the appearance of the building. Storage would be provided in the basement and the ground floor retail unit would be retained.

There would be 11 two bedroom apartments and a one bedroom apartment with seven being within the existing building and five in a two storey roof extension. The apartments would be large with the one bed apartment at 63 m² and the two beds ranging from 70 m² to 93 m² and two would have roof terraces.

The building has been around 40% vacant since spring 2015 and is difficult to let due to its age and format. It is understood that the building requires significant investment to bring it up to standard and compete with other comparable office locations in the city centre.

Access and Movement

The proposal would be accessed via an existing entrance on St John Street and an accessible lift would be provided next to the stairway. Cycle storage spaces and the bin store are accessible from Longworth Street which is also accessible from the main circulation area. A passenger lift located in the lobby would offer access to all floors.

12 cycle spaces would be provided (one per apartment). No car parking is proposed as part of the development.

Built Form

The new third floor would be replace and extend the parapet (which is a later addition to the building) to create a new brickwork storey in matching brickwork. The building would be pointed in a mortar to match the stone window surrounds. The parapet would be capped with a natural stone to reflect the stone window surrounds.



Proposed Scheme (Deansgate Elevation)



Proposed Scheme (St John Street Elevation)

All windows would be replaced with dark grey powder coated aluminium double glazed windows to contrast with the pale stone surrounds. These windows would be divided in the same pattern to the existing window detail and those to the new third floor would match this specification.

The fourth floor would be a lightweight structure which would be recessed from the Deansgate, St John Street and Longworth Street elevations. It would be clad in powder coated aluminium opaque and clear glazed panels, a dark grey zinc roof capping detail and sedum roof. A clear glass balustrade around the perimeter would allow the roof top area to be used safely.



Visualisation of Proposed Scheme (Looking South west down Deansgate)

Benefits

In support of the application, the applicants have stated that the proposed scheme would deliver the following benefits:

- brings a currently underutilised and unviable existing building back into full use;
- secures the long term future of the building;
- provides new residential accommodation in the city centre; and
- responds positively to the objectives of the Residential Growth Strategy and the Strategic Plan for Manchester City Centre.

The application is supported by the following documents:

- Crime Impact Statement prepared by GMP (Version A 22/07/2015, Ref: 2015/0521/CIS/01);
- Architectural Design, Access and Environmental Statement prepared by Cartwright & Gross, dated February 2017 (Revision: PL01A_6th February 2017);
- Ecological Assessment prepared by Urban Green, dated January 2017;
- Heritage Statement prepared by Paul Butler Associates, dated 20 January 2017;
- Environmental Noise Impact Assessment Report prepared by Hann Tucker Associates (Ref. 22182/NIA1, dated 20 January 2017); and
- Planning Policy Compliance Statement prepared by Euan Kellie Property Solutions, dated 6 February 2017.

Consultations

Publicity - The application was advertised in the local press and on site as affecting the setting of listed buildings and conservation areas. 74 occupiers of properties surrounding the application site were notified and three letters of objection have been received. Two letters are from businesses that operate late night venues (bar/restaurant and nightclub uses) close to the application site. The other objection is from a consultant on behalf of the landlord of a building that accommodates three businesses that are open late at night.

The main issues of concern raised in these letters are:

- There are very few residents in the surrounding area that could be affected by the nightclub. It is likely that normal nightclub operations will disturb and cause nuisance to new residents.
- The development of residential uses in the surrounding area is likely to create a direct conflict between existing surrounding land uses and occupiers of the proposed development. This conflicts with the Core Strategy.
- The new residents would be forced to put up with noise and disturbances from customers late into the night.
- Customers will generate activity on the street that would lead to complaints from these new residents.

- New residents would begin to complain and seek to get our business shut down or restricted in its hours of operation.
- The application will introduce new residents into the area which will require a higher level of peace and quiet.
- Existing delivery vehicles will create noise for residents.
- The proposal will result in very poor living conditions for residents and inevitably lead to friction and conflict.
- There is no provision for residents' vehicles on-site.
- The noise assessment of the nightclub is not representative or adequate. It does not include Friday or Saturday evenings and fails to meet Policy DM1 and the National Planning Policy Framework.
- Requirement to ventilate the proposed scheme in periods of hot weather has not been considered.
- The application makes no clear proposal for the future use of the basement and ground floor units of the building.
- Information submitted in the support of the proposal is insufficient to approve the application (no examples given).

Highway Services - No objection. Recommends conditions requesting that a Construction Management Plan and a Travel Plan are provided.

Environmental Health - No objection. Recommends conditions on noise and refuse storage and disposal.

Greater Manchester Police - The proposed development should be designed and constructed in accordance with the recommendations contained within the Crime Impact Statement.

Transport For Greater Manchester - No objection as there are unlikely to be any material traffic impacts that need consideration from TfGM.

Greater Manchester Ecology Unit - No objection. Site has little ecological value with negligible bat roost potential and no signs of nesting birds. The scheme includes the construction of a sedum roof which is welcome.

Corporate Property - no representations received

Environment and Operations - no representations received

United Utilities - no representations received

Environment Agency - no representations received

Wildlife Trust - no representations received

Housing Strategy - no representations received

Issues

Relevant National Policy

The National Planning Policy Framework (NPPF) sets out Government planning policies for England and how these are expected to be applied. The NPPF seeks to achieve sustainable development and states that sustainable development has an economic, social and environmental role (paragraphs 6 & 7). Paragraphs 11, 12, 13 and 14 of the NPPF outline a "presumption in favour of sustainable development". This means approving development, without delay, where it accords with the development plan.

Paragraph 12 states that proposed development that accords with an up-to-date Local Plan should be approved and proposed development that conflicts should be refused unless other material considerations indicate otherwise."

The proposed development is considered to be consistent with sections 1, 2, 4, 6, 7, 8 and 12 of the NPPF for the reasons outlined below.

Section 1 - Building a strong and competitive economy - The proposals would develop a high quality development and aid regeneration. The development would create jobs during the construction/conversion process and would complement the range of uses within the area. New residents would support the local economy through the use of facilities and services.

Section 2 - Ensuring the Vitality of Town Centres - The proposal would develop a site on a key City Centre route and bring residential apartments into the area. This would support Greater Manchester's growth objectives by delivering appropriate housing and meeting the demands of a growing economy and population. As the application site is within the City Centre, it would be well connected to existing amenities and services within the area and therefore help to promote sustained economic growth.

Section - 4 Promoting Sustainable Transport - The proposal is in an accessible location and close to many public transport routes. It is within easy walking distance of the City Centre's various station and transport hubs such as Deansgate, Oxford Road and Salford Central train Stations and Deansgate-Castlefield and St Peter's Square Metrolink Stops. The proposed scheme would be sustainable and contribute to wider sustainability and health objectives by giving people a choice about how they travel.

Section 6 - Delivering a wide choice of high quality homes - The scheme would provide an efficient mixed-use development that would facilitate 12 new homes in a sustainable location in the City Centre. New housing is needed in a range of locations, particularly within the City Centre, where residential growth is welcomed and promoted. The City Centre is the biggest source of jobs in the region and the proposal would provide suitable accommodation to support the growing economy.

Section 7 - Requiring Good Design - The proposed scheme has been the subject of discussion and negotiation with regard to its design, particularly with regard to the new fully accessible entrance the replacement windows and the roof-top extension. It

is considered that the proposed external alterations/additions at the building would be of a high quality and would help to raise the standard of design more generally in the area.

Section 8 - Promoting healthy communities - The development would facilitate social interaction and help to create a healthy, inclusive community. The development would help to integrate the site into the locality and increase levels of natural surveillance.

Section 12 - Conserving and Enhancing the Historic Environment - the proposals would not have an adverse impact on the character or appearance of the St. John Street or Deansgate Conservation Areas or on the setting of listed buildings and this is discussed in greater detail below.

Core Strategy

The proposals are considered to be consistent with Core Strategy Policies CC3, CC5, CC7, CC9, CC10, EC2, H1, T1, T2, EN1, EN3 and DM1.

The Core Strategy Development Plan Document 2012-2027 ("the Core Strategy") was adopted by the City Council on 11 July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy sets out the long term strategic planning policies for Manchester's future development. A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents.

The adopted Core Strategy contains a number of Strategic Spatial Objectives that form the basis of the policies contained therein, as follows:

SO1. Spatial Principles - The development would be in a highly accessible location and reduce the need to travel by private car and therefore support the sustainable development of the City and help to halt climate change.

SO2. Economy - The scheme would provide new jobs during the construction/conversion works in a highly accessible location. The development would provide housing near to employment opportunities and therefore help to support the City's economic performance, reduce economic, environmental and social disparities, and help to create inclusive sustainable communities.

SO3. Housing - The scheme would provide 12 new residential units in a highly accessible location and would meet demand for housing, near to employment opportunities, in a sustainable location. It would address demographic needs and support economic growth. The growing economy requires well located housing to provide an attractive place for prospective workers to live and allow them to contribute positively to the economy.

SO5. Transport - The development would be highly accessible reducing the need to travel by private car and making the most effective use of public transport facilities.

This would help to improve physical connectivity through the use of sustainable transport networks and help to enhance the functioning and competitiveness of the city and provide access to jobs, education, services, retail, leisure and recreation.

S06. Environment - The development would be consistent with the aim of seeking to protect and enhance the built environment and ensure the sustainable use of natural resources in order to: mitigate and adapt to climate change; support biodiversity and wildlife; improve air, water and land quality; improve recreational opportunities; and ensure that the City is inclusive and attractive to residents, workers, investors and visitors.

Policy SP 1 (Spatial Principles) - The development would be highly sustainable and be consistent with the aim of bringing forward economic and commercial development, alongside high quality city living within the Regional Centre. It would be close to sustainable transport provision, thereby reducing the need to travel, maximise the potential of the City's transport infrastructure and make a positive contribution to neighbourhoods of choice by enhancing the built environment by creating a well-designed development.

Policy CC3 (Housing) - It is expected that a minimum of 16,500 new homes will be provided in the City Centre up to 2027. The development would be part of a mixed-use development and would contribute to meeting the overall housing targets identified for the City Centre within the Core Strategy.

Policy CC5 (Transport) - The proposal would contribute to improving air quality by being accessible by a variety of modes of transport.

Policy CC7 (Mixed Use Development) - The proposed scheme would retain the existing retail unit on the ground floor. The proposal would therefore be part of a mixed development.

Policy CC9 (Design and Heritage) - The proposed scheme would have a high standard of design appropriate to its City Centre context and would not have an adverse impact on surrounding heritage assets and conservation areas.

Policy CC10 (A Place for Everyone) - The proposal would be a mix of one and two bedroom apartments of different sizes which could appeal to a wide range of people from single professionals to older singles and couples. The apartments would have high standards of accessibility.

Policy EC2 (Existing Employment Space) – the proposed scheme has demonstrated that the existing office use is unviable in terms of business operations, building age and format and the proposal is able to offer greater benefits in terms of the Core Strategy's vision and spatial objectives than the existing use.

Policy H1 (Overall Housing Provision) - The development would provide new homes in the City Centre, which would be consistent with regeneration objectives and help to create a mixed use community.

Policy T1 (Sustainable Transport) - The proposed development would encourage a modal shift away from car travel to more sustainable alternatives.

Policy T2 (Accessible Areas of Opportunity and Need) - The proposed development would be easily accessible by a variety of sustainable transport modes and would help to connect residents to jobs and local facilities.

Policy EN1 (Design Principles and Strategic Character Areas) - The proposal involves good quality design, and would result in development which would enhance the character of the area and the overall image of Manchester.

Policy EN3 (Heritage) - It is considered that the quality and design of the proposed external changes at the building would not adversely affect the character and appearance of the adjacent Conservation Areas and would not have a detrimental impact on the settings of the nearby listed buildings.

Policy DM1 (Development Management) - All development should have regard to specific issues. Of these the following issues are or relevance to this proposal:

- Appropriate siting, layout, scale, form, massing, materials and detail;
- Adequacy of internal accommodation and external amenity space.
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area;
- Effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation;
- Accessibility to buildings, neighbourhoods and sustainable transport modes;
- Community safety and crime prevention
- Refuse storage and collection
- Vehicular access and car parking
- Effects relating to built heritage

The application is considered in detail in relation to the above issues within this report and is considered to be in accordance with this policy.

Saved Unitary Development Plan Policies

DC18.1 Conservation Areas - It is considered that the proposal would not adversely affect the character and appearance of the nearby St. John Street and Deansgate Conservation Areas.

DC19.1 Listed Buildings - It is considered that the proposal would not have a detrimental impact on the setting of the nearby listed buildings.

DC26.1 and DC26.5 Development and Noise - The application is supported by an acoustic assessment and it is considered that appropriate measures can be carried out to acoustically insulate the building and any plant or equipment to protect the amenities of occupiers of the building and of neighbouring residents.

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

This document supplements guidance within the Adopted Core Strategy with advice on development principles including design, accessibility, design for health and promotion of a safer environment. The proposals comply with these principles where relevant.

Strategic Plan for Manchester City Centre 2015-2018

The Strategic Plan 2015-2018 updates the 2009-2012 plan and seeks to shape the activity that will ensure the City Centre continues to consolidate its role as a major economic and cultural asset for Greater Manchester and the North of England. It sets out the strategic action required to work towards achieving this over the period of the plan, updates the vision for the City Centre within the current economic and strategic context, outlines the direction of travel and key priorities over the next few years in each of the city centre neighbourhoods and describes the partnerships in place to deliver those priorities. The proposed development would be consistent with achieving these priorities.

Stronger Together: Greater Manchester Strategy 2013 (GM Strategy)

The sustainable community strategy for the Greater Manchester City Region was prepared in 2009 as a response to the Manchester Independent Economic Review (MIER). MIER identified Manchester as the best placed city outside London to increase its long term growth rate based on its size and productive potential. It sets out a vision for Greater Manchester where by 2020, the City Region will have pioneered a new model for sustainable economic growth based around a more connected, talented and greener City Region, where all its residents are able to contribute to and benefit from sustained prosperity and a high quality of life.

The proposed residential development of the application site will clearly support and align with the overarching programmes being promoted by the City Region via the GM Strategy.

Manchester Residential Quality Guidance

Manchester City Council has prepared the Manchester Residential Quality Guidance (December 2016). This seeks to achieve design excellence in all new housing to be built in the City, and includes minimum space standards and high environmental standards.

The size of the proposed new residential units also exceed the minimum standards set out in the Manchester Residential Quality Guidance

Conservation Area Declarations

St John Street Conservation Area

St John Street is the only surviving Georgian terraced street in central Manchester, and forms the heart of the conservation area which was designated on 4th November 1970. The boundary of the conservation area follows Artillery Street, Longworth Street, Camp Street, Culvercliffe Walk, Lower Byrom Street, Quay Street and Byrom Street.

The street remains level along its length from Deansgate to Byrom Street, though the latter slopes gently down to Quay Street. At the west end the view along St John Street was originally terminated by St John's Church, now replaced by a formal garden containing a central memorial and trees. Cobden House (occupied by Richard Cobden) was larger than any on St John Street and had an extensive garden. Following occupation by the County Court, the garden became totally developed with buildings. One of those buildings (erected in 1896), along with Byrom House, fronts on to the narrow St John's Passage. This route provided pedestrian access between Byrom Street and Lower Byrom Street, alongside St. John's Churchyard, vehicles being barred by cast iron bollards at both ends. Both sets of bollards are listed for their architectural or historic interest.

The linear, dynamic, directional character of St John Street, Artillery Street, Culvercliffe Walk and Longworth Street contrasts with the static, tranquil spaces of the gardens, particularly St John's Churchyard. The contrast is also significant in the hard materials of the streets and the soft trees and shrubs in the gardens.

New structures need not be imitations of old buildings; indeed it is preferable that each one should have a vitality of its own and reflect the period in which it is built. Development should respect the architectural character of the existing historic buildings.

Deansgate Conservation Area

Deansgate Conservation Area was designated by the City Council on 26 June 1985. It includes much of the area surrounding Peter Street and the junctions of Deansgate with both Quay Street and Bridge Street. The area is situated on ground which is mostly flat, although there is a gentle slope down Peter Street in a westerly direction towards the river. Peter Street, and its continuation into Quay Street, is the most important junction in the area. Acute and oblique angles affect the plan form of buildings; since land in the city centre is at a premium, buildings totally cover their site and as a result more interesting buildings occur, many with corner entrances which are typical of Manchester.

Generally, buildings in the area display the Manchester characteristic of a tri-partite subdivision of the elevations, consisting of an over-large ground floor, a less highly modelled middle section and a varied top level seen against the sky. Buildings on Peter Street, Quay Street and part of Deansgate are of different ages and styles, but retain a positive relationship with one another. Where redevelopment proposals are

put forward, the City Council will seek designs which are consistent with the character of surrounding buildings.

Castlefield Conservation Area

One of the largest conservation areas in Manchester, Castlefield is situated on the south-west side of the city centre. Its focus is the Roman fort from which it derived its name - i.e. 'castle in the field'.

The Castlefield area has evolved bit by bit over a very long period of time. Innovations have proliferated here and artefacts have been constructed where they were needed. The Romans built their fort on elevated ground, partly protected by the rivers Irwell and Medlock. Canals were dug where natural water courses could be diverted to maintain water levels. Canal basins and wharves were so numerous by the time the railways were built that the only practical means of introducing railway transport was by building viaducts. The result is a multi-level environment which is unique in the world.

By 1850 there were distinct zones devoted to housing, warehouses and transport. Liverpool Road was an important highway, sloping gently down to the River Irwell, whilst the area occupied by the Roman road, connecting the fort with the north, had been re-developed for other uses. Deansgate now occupies the site of this road. At the east end of Liverpool Road the small-scale buildings on the south side are the residue of housing, most buildings having now been converted to commercial uses.

Although the variety of building materials used in Castlefield is very wide, it tends to be more rugged and industrial in character than in other parts of the city centre. Stone, brick and slate are used extensively, but the most impressive building components are the massive cast-iron columns supporting the railway viaducts and, of course, the viaducts themselves, which are constructed of iron lattice beams.

When the quays and canal branches were used for loading, unloading and transporting goods, they needed to be durable and resistant to the heavy pounding of horses' hooves and the iron rims of wagon wheels. Granite setts were therefore used as they were the most durable material available. After many years of use, the top surfaces became smooth and rounded.

Principle of the Proposed Use and the Scheme' Contribution to Regeneration

The proposed conversion and use of the upper floors to apartments is considered to be acceptable. The applicant has stated that the building has been 40% vacant since spring 2015, is difficult to let due to its age and format and is in need of substantial investment. It would deliver a range of good quality apartments and would complement existing and new residential developments in the area (the building immediately to the north of the site which has consent for change of use from offices to 11 apartments).

Regeneration is an important planning consideration. The City Centre is the primary economic driver in the City Region and is crucial to its longer term economic success. There is a crucial link between economic growth, regeneration and the

provision of residential development and, as the City moves into its next phase of economic growth, further housing provision is required to fuel and complement it.

Manchester is the fastest growing city in the UK, having increased by 19% since 2001, with the city centre increasing its population from a few thousand in the late 1990s to circa 24,000 by 2011. The population is expected to increase by 100,000 by 2030, and this, together with trends and changes in household formation, requires additional housing.

Sixty thousand new homes are required over the next 20 years (3,000 per annum) including 16,500 in the city centre. The proposed scheme would contribute to this need within the City Centre. Providing the right quality and diversity of new residential accommodation for the increasing population will be critical to maintaining continued growth and success.

Residential development in this location would be consistent with a number of the Greater Manchester Strategy's key growth priorities. It would deliver homes to meet the demands of a growing economy and population, in a well-connected location, within a major employment centre and would promote sustained economic growth within the City.

Viability and Affordable Housing Provision

H8 of the Core Strategy requires that consideration be given to the provision of affordable housing within all new residential developments on site of 0.3 hectares and above or where 15 or more units are proposed for development to contribute to the City-wide target for 20% of new housing provision to be affordable. The proposed scheme is below these thresholds.

Historic Environment

A Heritage Impact Assessment has been submitted in support of the application. It sets out the potential impacts of the scheme on a wide range of heritage assets. Section 66 of the Listed Buildings Act requires members to give special consideration to the desirability of preserving the setting of listed buildings when considering whether to grant planning permission for proposals which would affect it.

Section 72 of the Listed Buildings Act requires members to give special consideration to the desirability of preserving the setting or preserving or enhancing the character or appearance of a conservation area when considering whether to grant planning permission for proposals that affect it.

Development decisions should also accord with the requirements of Section 12 of the National Planning Policy Framework which notes that heritage assets are an irreplaceable resource and emphasises that they should be conserved in a manner appropriate to their significance. Of particular relevance to the consideration of this application are sections 132, 133 and 134.

The proposed scheme, on balance, preserves the setting of the adjacent conservation areas and the setting of the nearby listed buildings. It complies with

Section 66 and Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990. It would not lead to 'substantial' harm or any meaningful level of 'less than substantial' harm to the setting of the conservation areas, or any other heritage assets. The proposals form part of the high quality regeneration of the city centre.

The significance of the non-designated heritage asset would be not be adversely impacted. The proposal would secure the future use of the building and deliver public benefits (including an enhanced building).

It is considered, therefore, that, notwithstanding the considerable weight that must be given to preserving the setting of the listed buildings as required by virtue of Section 66 of the Listed Buildings Act, the harm caused would be less than substantial and would be outweighed by the public benefits of the scheme and meet the requirements set out in paragraphs 132 and 134 of the NPPF.

For the reasons set out above, it is considered that the proposed development has been designed with regard to the sustaining and enhancing the significance adjacent heritage assets and would make a positive contribution to local character and distinctiveness and therefore meets with the requirements of paragraph 131 of the NPPF.

Design Issues / Impact on Townscape and Architectural Quality

One of the main issues to consider in assessing this proposal is whether the development is appropriate for the site. Key factors to evaluate are the buildings' scale, form, massing, proportion and silhouette, facing materials and relationship to other structures.

The extended building would be lower than buildings directly to the north and south. The extension has been sensitively designed and the removal of the existing parapet which is not original is considered to be acceptable. The two penthouses would have roof terraces. The extension has simple and well detailed elevations with rhythm that reflects the existing elevations. The glazing would be a mix of clear and opaque spandrel panels which would appear as glazing; this would create a simple palette and would appear as fully glazed from street level.

The external changes are considered to be acceptable. The fully accessible entrance has been positioned next to the existing main entrance so would not be a standalone feature on the building and this is welcomed. The windows would replicate the existing apertures, jambs/surrounds and glazing bars. The roof top extension would be read as a lightweight, subservient addition to the building and would be set back from the edge of the roof to further reduce its impact.

The success of the brick extension and new parapet will depend on the quality of the materials, the detailing and the specification of the proposed repointing work. A condition is proposed to cover this.

In summary, it is concluded that the proposed scheme would be a contextually responsive development with high quality materials in accordance with the Council's Core Strategy policies.

Relationship to Transport Infrastructure

The site is well located for buses, trains and trams. There are no significant adverse impacts and the proposed development is acceptable in transport terms. Conditions covering a Construction Management Plan and Travel Plan are proposed.

Sustainability

The proposal would minimise reliance on energy using equipment for heating, cooling and lighting. All windows contain openable lights to allow for natural ventilation. The sedum roof would create improved levels of insulation to the full extent of the new roof.

This re-use of the existing building, converting to residential, makes the scheme highly sustainable and reduces the environmental impact of the proposed scheme. The applicant has stated that it is committed to the reduction of waste through the life cycle of the proposed scheme. During construction phase, this could be addressed through the use of the Considerate Contractor Scheme.

The applicant states that, where possible, seeks to use materials with low embodied energy which are locally sourced. Any materials which contain damaging chemicals will be avoided. The proposal will retain all floors of the current building including the existing structure.

Environmental Issues

Noise

Mixed uses including residential and leisure uses are a feature of Manchester city centre. To have a nightclub and a restaurant near, next to, or below residential apartments is not uncommon. As with many other similar developments in the city centre, any noise ingress to the proposed residential scheme would be managed by way of a condition which would ensure that noise levels within the apartments are acceptable.

The condition would also require the applicant to prepare a verification report. The purpose of this is to ensure and record that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report. The report would also include post completion testing to confirm that internal noise criteria has been met. Any instances of non-conformity with the recommendations in the report would need to be detailed along with any measures required to ensure compliance with the internal noise criteria.

The applicant has stated that proposed building and plant can be acoustically insulated to protect the amenities of occupiers of the building and of neighbouring

residents. The applicant is committed to mitigating the noise by uprating the glazing specifications (acoustic laminated double/triple glazing up to secondary glazing solutions) and providing a mechanical ventilation solution that would allow users to close windows during noisy events and maintain sufficient ventilation.

In relation to ventilation, this could be managed through the use of mechanical ventilation (if deemed necessary). This approach is consistent with conditions attached to the recent planning permission for residential apartments at St John's Chambers, immediately to the north of the site 111175/FO/2016/C1.

Subject to these measures being in place, the internal noise levels in the apartments would be acceptable.

Waste

A secured covered waste storage area is provided on the ground floor for use by the occupants. This comprises 1340 litres of General Waste, 1100 litres of Mixed Waste, 1100 litres of Paper Waste and 140 litres of Food Waste. This has been designed in accordance with the advice of Manchester City Council's Waste Management Strategy, which has an emphasis on the separation of waste for recycling at source.

The collection of refuse for the residential accommodation will be organised by a management company. A condition is proposed requiring the applicant to provide further information regarding the servicing management strategy for the building, detailing the frequency of refuse collection, type of vehicle used for servicing and exact location

Full Access and Inclusive Design

The design principles adopt an inclusive approach to allow easy, safe and secure access to all areas of the building for disabled visitors and residents and the scheme will fully comply with the requirements of Part M.

The proposed scheme would provide level access at the main entrances and throughout the scheme. Once inside the building, all floors are accessible via large passenger lifts, and the stairs are designed to the ambulant disabled standard. Lifts and stairs are easily accessed from each building's reception area.

Crime and Disorder

A Crime Impact Statement has been prepared. It concludes that the proposal is acceptable subject to the advice contained within the Statement.

In view of the above the proposals are considered to be consistent with section 8 of the National Planning Policy Framework, and policies SP1 and DM1 of the Core Strategy.

Ecology and Biodiversity

An Ecology Statement has concluded that the building has negligible bat roost potential due to it being in good overall condition with a lack of any features suitable for roosting bats. No evidence of nesting birds was observed during the survey and the Site's lack of vegetation and busy well-lit urban location makes it of little ecological value.

The provision of the sedum roof would have a positive impact on biodiversity. It would be planted with appropriate species to encourage wildlife. All wood used in the project will be from FSC sources and the use of tropical wood will be avoided.

Flood Risk

The site is located within Flood Risk Zone 1 on the Environment Agency's Flood Map, and as such is at low risk of flooding from rivers or sea. A Flood and Drainage Strategy has been prepared and accompanies the application.

Consultees and Objectors' Comments

It is considered that the majority of the grounds of objection have been addressed in the main body of the report.

Conclusion

Planning permission is sought for a change of use of an existing building from Class B1 (office) and Class D1 (Non-residential institution) uses to 12 residential apartments (Class C3) and the development of an additional two storey roof level extension. The building is 3-5 St John Street (also known as 288 Deansgate) and is a three storey non-designated heritage asset in the south west of the city centre.

It is considered that the proposed use is acceptable and an appropriate response to national and local planning policy. The proposed scheme secure the building's future use and offer greater benefits (than the existing use) in terms of the Core Strategy's vision and spatial objectives

The site is a highly accessible location for public transport. It would fulfil an important role providing 12 new apartments for sale in the city centre, where there is a need and high demand. The site is considered to be an appropriate site for a two storey extension and the proposed scheme would be a contextually responsive development with high quality materials.

A condition is proposed setting specific noise limits and sound insulation requirements for the proposal. This includes limits for entertainment noise. At detailed design stage, the applicant will be required to conduct appropriate noise surveys, prepare a verification report, ensure and record that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report. There would also be post completion testing to confirm that the internal noise criteria has been met.

The impact of the proposed scheme on the significance of the adjacent listed buildings have been considered very carefully. It is considered that the proposed scheme would lead to less than substantial harm to the significance of the heritage assets. In relation to the three adjacent conservation areas, it is considered that the cumulative impact on the conservation area would be less than significant.

In conclusion, it is considered that the proposal is in accordance with the City of Manchester's planning policies and regeneration priorities, including the Adopted Core Strategy, the City Centre Strategic Plan and the Community Strategy. It is also in accordance with the national planning policies contained within the National Planning Policy Framework and should be approved.

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

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved polices of the Unitary Development Plan, the Head of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the approval of the application is proportionate to the wider benefits of approval and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation APPROVE

Article 35 Declaration

Article 35 Declaration

Officers have worked in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Appropriate conditions have been attached to the approval.

Reason for recommendation

Conditions to be attached to the decision

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

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

2) The development hereby approved shall be carried out in accordance with the following drawings and documents unless otherwise agreed in writing by the City Council as Local Planning Authority:

- 610_100 Site Location Plan
- 610_101 Existing Site Plan
- 610_102 Existing Basement and Ground Floor Plans
- 610_103 Existing First, Second Floors and Roof Plan
- 610_104 Existing Elevations
- 610_105 Existing Elevations
- 610_201A PL01 - Proposed Site Plan
- 610_202A PL01 - Proposed Basement and Ground Floor Plans
- 610_203 PL01 - Proposed First and Second Floor Plans
- 610_204 PL01 - Proposed Third, Fourth Floors and Roof Plan
- 610_300 PL01 - Proposed Elevations
- 610_301A PL01 - Proposed Elevations and Section
- 610_302 PL01 - Proposed Elevations
- 610_303 PL01 - Proposed Street Scenes
- 610_304 PL01 - Rendered Elevation A (illustrative only)
- 610_400 PL01 - Proposed Deansgate Visual (illustrative only)
- 610_401 PL01 - Proposed St John Street Visual (illustrative only)
- Crime Impact Statement prepared by GMP (Version A 22/07/2015, Ref: 2015/0521/CIS/01)
- Architectural Design, Access and Environmental Statement prepared by Cartwright & Gross, dated February 2017 (Revision: PL01A_6th February 2017)
- Ecological Assessment prepared by Urban Green, dated January 2017
- Heritage Statement prepared by Paul Butler Associates, dated 20 January 2017
- Environmental Noise Impact Assessment Report prepared by Hann Tucker Associates (Ref. 22182/NIA1, dated 20 January 2017)
- Planning Policy Compliance Statement prepared by Euan Kellie Property Solutions, dated 6 February 2017
- Project Technical Memorandum prepared by Andrew Jameson, Hann Tucker Associates (Ref. 22182, dated 12 April 2017)

Reason - To ensure that the development is acceptable to the City Council as local planning authority as specified in policies SP1 and DM1 of the Core Strategy.

3) The apartments hereby approved shall be used only as private dwellings (which description shall not include serviced apartments/apart hotels or similar uses where sleeping accommodation (with or without other services) is provided by way of trade for money or money's worth and occupied by the same person for less than ninety consecutive nights) and for no other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1995, or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason: To safeguard the amenities of the neighbourhood by ensuring that other uses which could cause a loss of amenity such as serviced apartments/apart hotels do not commence without prior approval pursuant to Core Strategy policies SP1 and DM1 and to ensure the permanent retention of the accommodation for normal residential purposes.

4) No materials proposed on any of the external elevations and the proposed roof-top extension shall be installed on-site until samples and specifications of these materials, along with repointing, jointing and fixing details, have been submitted to and approved in writing by the City Council as local planning authority.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, as specified in policies SP1 and DM1 of the Core Strategy.

5) The development shall be implemented in accordance with the approved acoustic and window specification information so as to achieve the internal noise criterion as follows:

- Bedrooms (night time - 23.00 - 07.00) 30 dB LAeq (individual noise events should not normally exceed 45 dB LAmax by more than 15 times)
- Living Rooms (daytime - 07.00 - 23.00) 35 dB LAeq

Additionally, where entertainment noise is a factor in the noise climate the sound insulation scheme shall be designed to achieve internal noise levels in the 63Hz and 125Hz octave centre frequency bands so as not to exceed (in habitable rooms) 42dB and 36dB, respectively.

Upon completion of the development and before first occupation of the residential units, a verification report will be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report. The report shall also undertake post completion testing to confirm that the internal noise criteria has been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the internal noise criteria.

Reason - To ensure an acceptable development in the interests of residential amenity, pursuant to policy DM1 of the Core Strategy.

6) Any externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating noise level of 5dB (LAeq) below the existing background (LA90) in each octave band at the nearest noise sensitive location.

Before development commences, the scheme shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the site.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Core Strategy.

7) Before the development commences a scheme for the storage and disposal of refuse shall be submitted to and approved in writing by the City Council as local planning authority. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

New developments shall have refuse storage space for segregated waste collection and recycling. Internal and external storage areas are required.

Reason - In the interests of amenity and public health, pursuant to policies SP1 and DM1 of the Core Strategy.

8) A Construction Management Plan should be provided by the applicant prior to any construction works beginning. The Plan should detail the phasing and quantification / classification of vehicular activity associated with planned construction. This should include commentary on types and frequency of vehicular demands together with evidence (including appropriate swept-path assessment) of satisfactory routeing both within the site and on the adjacent highway.

The document should also consider ongoing construction works and contractor parking in the locality.

Reason: To ensure that the appearance of the development is acceptable and in the interests of the amenity of the area, pursuant to policies EN15, EN16, EN17 and EN18 of the Core Strategy and Guide to Development 2 (SPG).

9) Before first occupation of any part of the development, a Travel Plan including details of how the plan will be funded, implemented and monitored for effectiveness, shall be submitted to and approved in writing by the City Council as local planning authority. The strategy shall outline procedures and policies that the developer and occupants of the site will adopt to secure the objectives of the overall site's Travel Plan Strategy.

Additionally, the strategy shall outline the monitoring procedures and review mechanisms that are to be put in place to ensure that the strategy and its implementation remain effective. The results of the monitoring and review processes shall be submitted in writing to the local planning authority and any measures that are identified that can improve the effectiveness of the Travel Plan Strategy shall be adopted and implemented. The Travel Plan shall be fully implemented prior to first occupation of the building by residential occupiers and shall be kept in operation at all times thereafter.

Reason - In accordance with the provisions contained within planning policy guidance and in order to promote a choice of means of transport, pursuant to policies T2 and EN16 of the Core Strategy

10) The development shall be carried out in accordance with the recommendations contained within section 3.3 and the physical security specifications listed within section 4 of the of the submitted Crime Impact Statement.

Reason - To reduce the risk of crime pursuant to policies SP1 and DM1 of the Core Strategy and to reflect the guidance contained in the National Planning Policy Framework.

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 115233/FO/2017 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

The following residents, businesses and other third parties in the area were consulted/notified on the application:

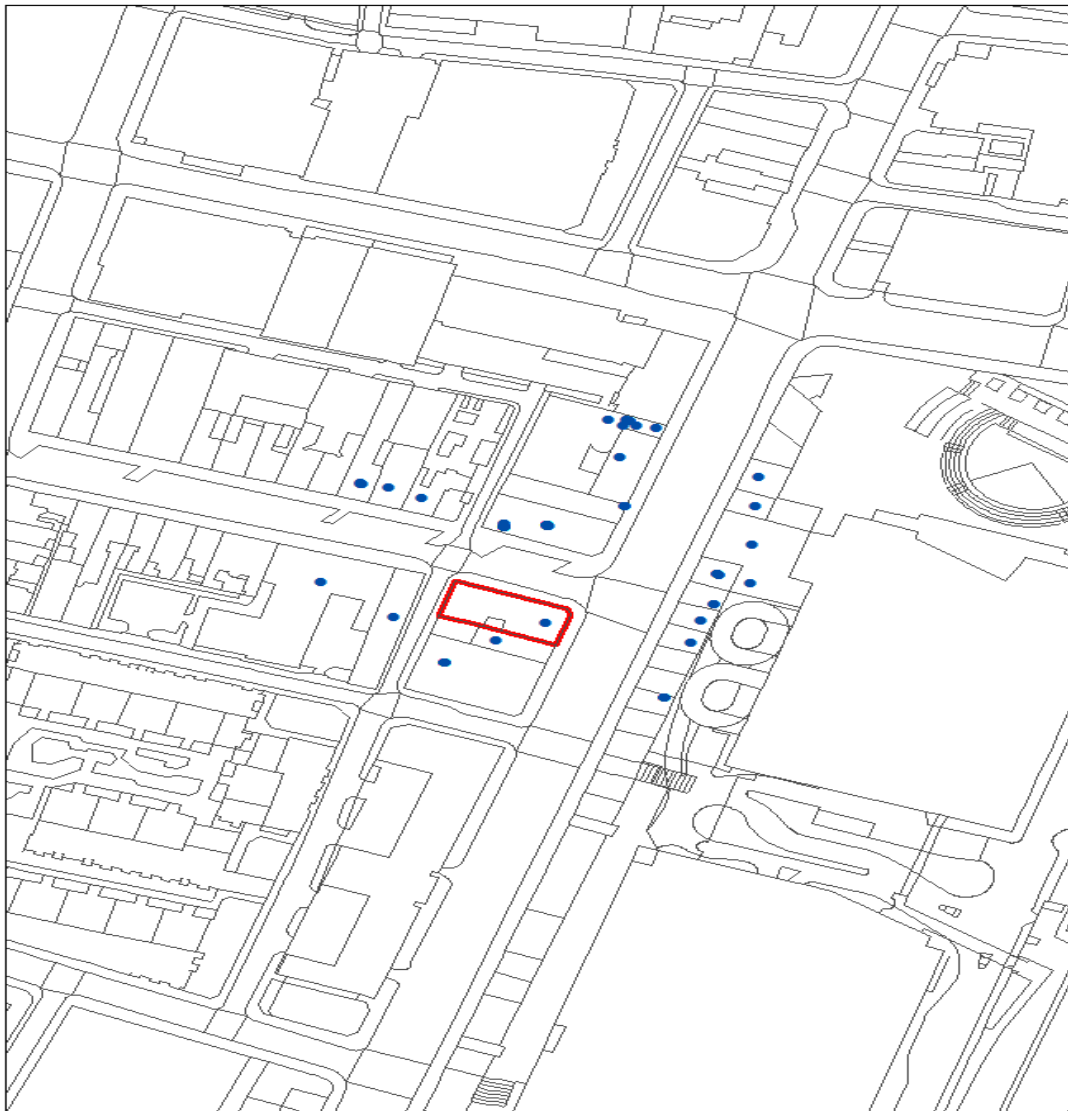
Highway Services
Environmental Health
Corporate Property
Environment & Operations (Refuse & Sustainability)
United Utilities Water PLC
Greater Manchester Police
Environment Agency
Transport For Greater Manchester
Greater Manchester Ecology Unit
Wildlife Trust
Housing Strategy Division

A map showing the neighbours notified of the application is attached at the end of the report.

Representations were received from the following third parties:

Highway Services
Environmental Health
Greater Manchester Police
Transport For Greater Manchester
Greater Manchester Ecology Unit

Relevant Contact Officer : Laurie Mentiplay
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Email : l.mentiplay@manchester.gov.uk



 Application site boundary  Neighbour notification
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