

Application Number	Date of Appln	Committee Date	Ward
116099/FO/2017 & 116100/LO/2017	9th May 2017	27th Jul 2017	City Centre Ward

Proposal Refurbishment, restoration, reconfiguration and extension of former London Road Fire Station site to create a mixed use development comprising of hotel (Use Class C1), workspace/office (Use Class B1), commercial floorspace for shop and food and drink uses (Use Classes A1, A3 and A4), residential apartments (Use Class C3) and cinema and spa (Use Class D2), together with creation of new basement area, access and highways works, servicing, rooftop plant, landscaping and associated works

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LISTED BUILDING CONSENT for internal and external works in association with refurbishment, restoration, reconfiguration and extension of former London Road Fire Station site to create a mixed use development comprising of hotel, workspace/office, commercial floorspace for shop and food and drink uses, residential apartments, cinema and spa, together with creation of new basement area, access and highways works, servicing, rooftop plant, landscaping and associated works

Location London Road Fire Station, 50 London Road, Manchester, M1 2PH

Applicant Allied London Fire Station Limited, C/o Agent

Agent Mr John Cooper, Deloitte LLP, 2 Hardman Street, Manchester, M3 3HF,

Description

The applications relate to the former London Road Fire and Police Station, a Grade II* listed building, which has been largely vacant since 1986. It is bounded by London Road, Whitworth Street, Minshull Street and Fairfield Street and is opposite the Grade II listed train shed at Piccadilly Station and the Grade II listed former Goods Offices to Piccadilly Station. The site is within the Whitworth Street Conservation Area. The building has a high importance within the Whitworth Street Conservation Area, which was extended in June 1985 to include it.

The building is a series of four-storey interconnected buildings forming a single structure that follows the back of pavement with a large central courtyard. In addition to the Fire and Police Stations and residential accommodation, the building also accommodated other functions, including a bank, the Coroner's Court, a gas meter testing station and an ambulance station. Its exterior is constructed of red brick, terracotta and architectural faience sculpture, with a design that borrows from English Renaissance, Arts and Crafts and some Art Nouveau. The courtyard elevations are

simple and utilitarian, consisting mostly of red brick, with cast iron balconies to the upper floors.

The building occupies a large plot in a highly prominent and highly visible location. It is situated within the Piccadilly regeneration area, and near to The Corridor, North Campus and Mayfield regeneration areas. Each of these initiatives has identified the adverse impact that the application site has on the regeneration of the area and the importance of bringing forward acceptable proposals that would secure its re-use and refurbishment as soon as possible.

Planning permission and listed building consent were granted for the conversion of the building to a 227 bedroom 4* hotel, with associated facilities including restaurants, bar facilities and function spaces, on 17 September 2010 under planning references 093372/FO/2010/C2 and 093373/LO/2010/C2 respectively. In 2013, planning permission and listed building consent were again granted for the renewal of the consents by applications 103578/REP/2013/C2 and 103579/REP/2013/C2.

In 2016 planning permission was granted under application 111943 for a series of temporary public uses including markets, food and drink use and leisure uses for a temporary period until September 2017. A further permission was granted under application 113846 and allows for filming activities to take place within the former London Road Fire Station on a permanent but ad hoc basis.

The Proposal

Planning permission is sought for the refurbishment, restoration, reconfiguration and extension of the former London Road Fire Station to create a mixed-use development comprising of hotel (Use Class C1), workspace/office (Use Class B1), commercial floorspace for shop and food and drink uses (Use Classes A1, A3 and A4), apartments (Use Class C3), cinema and spa (Use Class D2), together with the creation of a new basement area, access and highways works, servicing, rooftop plant, landscaping and associated works.

The proposal would restore the building to enable its conversion into a range of uses and would include new features such as below-ground excavation works to create additional basement areas, a new courtyard entrance to the basement level, the installation of new lift and stair cores where appropriate and a new extension within the courtyard area to floors 1-3. Other modern interventions proposed include extra supports the balconies retained within the courtyard.

In summary the proposals would include:

- A 91-room bedroom hotel including reception area, private hire functions rooms, bar and restaurant areas and associated back of house facilities (Use Class C1);
- 21 flexible use live or work apartments (Use Class C3 or B1);
- 8 dedicated workspaces (Use Class B1);
- 9 shop or food and drinks units (Use Class A1, A3 or A4);
- A basement spa or shop unit (Use Class D2 or A1);
- Private hire function and/or boutique cinema rooms; and

- Plant room and w/c facilities.

The proposal aims to balance sensitive heritage issues with the need to provide the building modern levels of safety, security, access and comfort with. The hotel would be operated by Zetter and it would represent their first venture outside of London.

Where new physical interventions are proposed such as the new entrance in the courtyard area giving access to the basement, they have been designed to be clearly read as such and are detailed in a high quality complementary form which would respect the heritage significance of the building. The proposal aims to leave the site largely unaltered in terms of its layout and orientation apart from circulation improvements. A key concept of the design is to ensure that the amount of floorspace in each individual element is distinctive due to the historic nature of the building and the previously configured internal layout.

The courtyard would be excavated to create a basement and provide the space required for circulation and servicing. This excavation would allow a large commercial space to be created within the basement. The rest of the basement would have servicing and back of house areas as well as a series of small cinema screening rooms accessed directly off the main area. Nine commercial units for shop and food and drink units would be located at ground floor around the edge of the site.

The upper floors would be occupied by the workspaces, live or work units and also the hotel rooms to ensure sufficient daylight into the rooms and views out of the rooms. The hotel reception would be located on Whitworth Street.

The former Fire Engine House on Fairfield Street would become a self-contained bar/restaurant. This area is one of the most impressive in the former Fire Station and features glazed brick walls and a herringbone brick floor. The interior architecture of this space would be preserved.

The basement to Engine House would be sensitively refurbished. Existing pavement lights would be refurbished to bring light down into this area and new courtyard vents would provide fresh air into the space.

The Old Ambulance Room off Minshull Street South would be subdivided using the division lines of the ambulance bays. One of the bays would be utilised as a pedestrian entrance route into the courtyard and the other would be a shop unit.

The Gas Meter Testing Room is accessed from the internal courtyard and would become a fine dining restaurant. The double height space would be preserved, save for a mezzanine floor that would create additional dining space.

The former Gamewell Control Room has no original equipment, but has wood panelling to the walls and a decorative barrel vaulted ceiling. This would be preserved and reserved and become a shop outlet.

The Old Police Station is an area of high significance with many of the original features still intact, such as the glazed bricks and faience. This area could become a

spa facility, with the former police cells forming individual treatment rooms. Alternatively it could be a shop or food and drink unit.

The Coroners Court would be retained as existing, including the moveable furniture, to provide an additional function room that could be hired for events.

All shop and food and drink units would be let on a shell and core basis and a Tenant Design Guide would manage the fit out. . Heating, cooling and ventilation would be provided throughout the building which tenants could use.

The courtyard surface is in a poor condition and is original. It would be repaved using historically sensitive materials and would provide opportunities for external seating for ground floor food and drink units. A feature entrance to the basement would be created in the courtyard. It would be contemporary in appearance and triangular in shape in response to the shape of the courtyard. It would be predominantly glazed with an exposed steel structure to provide views through and also reflective views. It would be lit at night.

The courtyard elevations incorporate the original exposed walkways. These are structurally unstable and a secondary line of steel square section columns would be introduced around the courtyard perimeter. These would be attached to the walkways via a series of discreet steel connecting plates and at high level the columns would be tied back to the existing façade. These works would be reversible and effectively would provide a new colonnade at ground level.

The proposed hotel would preserve much of the character of the former Fire Station. The former Club Room, Gymnasium and Old Laundry Room would all be retained as per their original layout and scale and become the breakfast room, bar and ballroom for the hotel. In the more historically significant area, doors and windows would be retained and upgraded to meet security, fire and noise attenuation standards where possible. Secondary glazing would be introduced in order to meet thermal and acoustic insulation requirements.

A new hotel wing containing twenty bedrooms would be erected in the courtyard on the London Road wing. The fenestration and detailing to the courtyard would be sympathetic to the existing façade. The external balconies servicing the hotel would be covered whereas those serving the live and work units would remain open.

The 21 live/work units on the second and third levels would either be single floor units or duplex and the majority would be 1-bed. They would be flexible spaces ranging in size from 59 to 99 sq. m. and could be used as either Use Class B1 or Use Class C3. 8 dedicated workspace units are proposed at first floor level.

The main pedestrian access to the site would be from the entrance on London Road but there would be an additional entrance off Minshull Street South, utilising one of the former ambulance bays. There would be a number of entrances around the perimeter of the building to provide independent access into the 9 commercial units.

Making the main entrance into the hotel at the front of the building would not be possible without significant intervention. A new accessible lift would be located

adjacent to the main entrance on Whitworth Street, allowing full access into the building. This entrance has been developed as an integral part of the scheme. It would not be possible for all the hotel rooms to be fully accessible, however eleven of the ninety-one rooms would be fully DDA compliant. A number of the other rooms would be suitable for guests that have a degree of mobility issues or impairment.

Level access would be provided to all live or work unit entrances and all would be accessible through DDA compliant balcony widths and lift cores. The duplex units would not be fully accessible throughout due to internal stairways but they have the ability to be retrofitted to allow for internal DDA compliant access without interfering with the listed fabric of the building.

All workspace units on the first floor would be DDA compliant, with level access provided from the internal balcony and lift accesses provided to the first floor from ground level. The commercial units at ground level would all be fully accessible via level entrances and internal platform lifts.

New service lifts and staircases to serve the basement would be located sensitively. The general passenger lifts would be accessed from the existing entrances on Fairfield and the courtyard. All plant would be located either in the basement or on the roof of the new extension in the courtyard. Due to the close proximity of heavily trafficked roads on all sides of the building and the associated risks of noise and poor air quality, a mechanical ventilation strategy would be adopted throughout the development.

A Fabric and Repair Strategy has been submitted that forms the basis for the internal and external cleaning, repair and restoration of historic building elements and the careful removal of non-significant elements such as internal partition walls. Internal alterations would be carried out in the least sensitive areas where necessary in order to reduce the impact on the historic significance of the building.

The original windows would either be restored on site or sensitively treated off-site and returned to the site for reinstallation. Original entrances and doors would be retained on site and restored to their original condition.

A Fixtures and Fittings Strategy aims to preserve and retain as much as possible while facilitating the practical re-use of the building. Where it is not possible to retain items or finishes, e.g. parquet flooring, in its current location, the proposal seeks to re-use the elements elsewhere in the building. If any items cannot be re-used on site, they would be documented and disposed of appropriately.

The primary servicing route would be via Minshull Street South. Light good deliveries could also be made on Fairfield Street outside of the morning peak traffic periods.

It would not be practical to provide on-site car parking but there are several public car parks in the surrounding area that can accommodate up to 2000 cars. Alternatively the site is readily accessible by a variety of public transport modes.

There would be 28 on-street cycle parking spaces, 12 for guests of the hotel and staff, and 21 further spaces in the basement for the live or work units. In total, 61 new cycle parking spaces are proposed either on-site or on-street.

A taxi drop-off facility would be provided on Whitworth Street which would result in the loss of two existing pay and display bays.

Consultations

The application has been advertised in the Manchester Evening News as: a major development; affecting the setting of listed buildings; and affecting a conservation area. Site notices have been displayed and the occupiers of nearby properties have been consulted. Representations have been received from one nearby residential occupier. The main concerns raised relate to noise egress from the open courtyard, concerns that have been increased due to the temporary event that was held at the site over the Christmas period where noise from the courtyard was very audible, even with windows closed in the nearby residential accommodation. The objector believes that only daytime events using amplified sound should be allowed in the courtyard and such events should only take place a few times a year.

Highway Services - The site is in a highly sustainable location so the zero parking provision at the site is acceptable in this instance. There are two Enterprise car club bays nearby at Piccadilly Place.

On-street parking in the form of pay and display bays is available in the area. In terms of the proposed hotel drop off, the hotel's pedestrian entrance is situated on Whitworth Street to the north of the site. The applicant has indicated that one of the existing three pay and display bays is to be used for drop off purposes. It is recommended that the pay and display bays is removed and the existing double yellows extended to permit drop off / pick up, which is a similar arrangement provided at other hotels in the city centre. The applicant will be expected to compensate Manchester Parking for the loss of revenue associated with the pay and display bay removal.

It is recommended that the existing vehicular access adjacent to the proposed hotel entrance is reinstated to footway.

The proposed development includes a framework travel plan for the site as a whole, with appropriate measures to encourage sustainable access and this is supported in principle. It is recommended that the applicant provides a full travel plan prior to occupation.

The applicant should make good the footway surrounding the perimeter of the site. This includes reinstating all redundant vehicular access points where pedestrian entrances are proposed i.e. Fairfield Street / Minshull Street South and Whitworth Street.

The proposed Operating Management Strategy is acceptable.

Large delivery and refuse collections are to be undertaken from a proposed new loading bay on Minshull Street South. This will require the removal of two existing pay and display bays and subsequent compensation to Manchester Parking for the loss of revenue associated with the parking bay removals.

The applicant has indicated that two pay and display bays are to be removed as part of the new highway arrangement surrounding the site. A third pay and display bay will also require removal to accommodate an extended drop off facility for the new hotel. The applicant will therefore be required to compensate Manchester for the loss of three not two pay and display bays.

The provision of a new loading bay and the removal of existing pay and display bays will require the introduction of new Traffic Regulation Orders, to be funded by the applicant.

The requirement for the above TROs, footway improvement works and vehicular access reinstatements should be delivered via a S278 agreement, to be funded by the applicant.

It is recommended that a detailed Construction Management Plan is provided by the applicant prior to any construction works beginning.

Environmental Health - Requested that conditions relating to delivery hours, fume extraction, operating hours for the commercial uses, light glare, acoustic insulation of the premises, residential accommodation and external plant, waste and air quality should be attached to any approval granted.

MCC Flood Risk Management - Stated that two conditions should be attached to any approval granted to deal with the design of a sustainable surface waste drainage system for the site and the implementation, maintenance and management of the system.

Travel Change Team - No representations received

City Centre Regeneration - No representations received

Central Neighbourhood Team - No representations received

Greater Manchester Police - The proposed development should be designed and constructed in accordance with the recommendations contained within section 3.3 of the submitted Crime Impact Statement (URN: 2010/0567/CIS/03 Version A).

United Utilities Water PLC - Requested that two conditions relating to both foul and surface water drainage should be attached to any approval granted.

Historic England (North West) - These applications are for the conversion of the building for a mixed use as hotel, bars, cinema, restaurants, live/work and work spaces. The proposed uses are entirely appropriate and the conversion is sensitive to the significance to the building. Extensions and alterations are also well considered and designed, including a new sculptural glass entrance structure within

the courtyard and bedroom extensions to the east courtyard elevation. However, recommend that the design of the balcony secondary structural supports be re-examined to reduce their potential impact on the architectural significance of the building. Therefore support this application from a heritage perspective, but recommend that the design of the balcony supports is reconsidered.

Hotel conversion can frequently be highly destructive of historic interiors so encouraged by the approach of this scheme which seeks to utilise the existing internal character with the aim of achieving a distinctive interior that would celebrate its former use.

With regard to the live/work spaces and workspaces, welcome the retention of principal party walls and fireplaces although the loss of internal partitions would cause some harm. This harm would be justified in heritage terms given the retention of plan-form elsewhere and given the overall benefits of repairing and re-using the listed building.

To realize a minimal internal conversion, it is proposed to utilise the courtyard area below ground to create extended facilities and to enable the site to be more operationally efficient than could be achieved with the present layout. This is proposed to be accessed via an asymmetrical glass extension within the courtyard, housing an entrance with lift and stairs. There are many precedents for contemporary architectural interventions within enclosed historic spaces such as this. The sculptural qualities of the proposed structure would counterpoint the formality of the surroundings and would provide a focal point to help animate the courtyard. No objection to this proposal. To be successful, the detailed design and materials need to be of the highest architectural quality.

A further three storey bedroom extension is proposed to the eastern elevation of the courtyard, raised on columns and set away from the listed building, with the balconies forming a corridor, accessing existing apartments as at present and new bedrooms to the west. There is already an existing building projection at ground and first floor in the north-east corner which would be incorporated within the proposals. The courtyard shape and character, the ground floor elevation and courtyard entrance to London Road would be retained in full. While the extension would involve some harm to the architecture and fabric of the listed building, a combination of viability and the desire to conserve the existing historic interior of the listed building elsewhere, as outlined above, are the drivers for this approach. Therefore, consider there is justification for this on heritage grounds and accept the principle for an extension in this location.

Architecturally the form of the proposed extension harmonises with the listed building and the details and materials, including the proposed bronze cladding, appear to be a sensitive and appropriately high quality approach.

Within the courtyard the balconies, with their wrought iron balustrades and decorative columns are a significant unifying feature. The cantilevered design of the balconies is structurally problematic, however, and has resulted in the need to provide secondary support. This involves a proposal for new exterior columns regularly spaced to support a beam at the balcony edge. No objection to the principle of a secondary

system to support the balconies given their condition, which is clearly essential if the building is to have a viable future. However, early iterations of the proposal at pre-application indicated a lightweight, less visually prominent design, with fewer columns than currently shown. Have reservations about the final design, which is more dominant in appearance and has a greater impact on the architecture of the fire station courtyard. This owes much to the utilitarian square profile of the proposed columns, their number around the courtyard edge and the contrasting black colour, all of which cut across the unifying horizontality of the existing balconies and obscures the fine architectural detail of the historic metalwork behind. Consider that a more elegant and refined solution could readily be achieved, which avoids these concerns. Recommend that this element is reconsidered before determination or thereafter by condition.

Finally, with regard to the Coroner's Court, this is a highly significant space with its original furniture, fixtures and fittings. It is proposed to make some of its furniture removable to enable the space to be used more flexibly for special events. Understand this desire and support the re-use of this important space, however it is unclear which furniture would be adapted and how it would be ensured that the furniture is kept as a fixture of the listed building which is protected and retained within the building.

Environment Agency - Asked that conditions relating to the appropriate investigation and treatment of contaminated land, surface water drainage and piling should be attached to any approval granted.

Transport For Greater Manchester - No objections

Greater Manchester Archaeological Advisory Service - The application is supported by an Archaeological Desk Based Assessment (DBA) report prepared by Salford Archaeology. The DBA considers the likelihood that below ground remains of the earlier housing will survive in the development area. The case of the excavations in 2005 at the neighbouring Piccadilly Place, alongside the results from other small pieces of fieldwork. It concludes that there is a realistic prospect for remains of worker's housing to survive, and that any such remains might be threatened by the development proposals. The DBA benefits slightly through having available the results of a watching brief on two geotechnical test-pits dug as part of an intended series of testpits and window samples. Test pits TP1 and TP4 were dug in the fire station basement and in the very eastern corner of the central courtyard respectively. Neither demonstrated the existence or otherwise of earlier remains. They did however provide some useful information on the foundation form and depth of the fire station itself. The DBA concludes that whilst it is likely that the fire station's construction will have removed all physical evidence for the earlier housing within the footprint of the fire station complex buried foundations for the earlier housing may survive in-situ beneath the surface of the central courtyard.

The DBA suggests that a programme of investigation may be required, and this is likely to comprise a programme of evaluation trenching. This, it suggests, would most usefully be targeted on the footprint of the houses that stood along the former (1851 Ordnance Survey 25") Pump Court, the south side of Cross Acton Street and Broome Square, and would be intended to establish whether any buried remains survive in-

situ. If significant, intact archaeological remains are revealed, further targeted archaeological works in the form of an open-area excavation would most likely be required.

GMAAS accepts the DBA as submitted, along with its conclusions. GMAAS recommend that a condition be attached to the planning consent requiring that a programme of archaeological investigation be undertaken. This work should be undertaken in accordance with a written scheme of investigation prepared in advance by the appointed archaeological contractor and agreed with GMAAS, as Manchester Planning Authority's archaeological advisors.

Greater Manchester Ecology Unit - No objections

Network Rail - No representations received

Twentieth Century Society - No representations received

Ancient Monuments Society - No representations received

Council For British Archaeology - No representations received

Georgian Group - No representations received

Society For The Protection Of Ancient Buildings - No representations received

Victorian Society - 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 apply. 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, 10, 11 and 12 of the NPPF for the reasons outlined below.

Section 1 - Building a strong and competitive economy - The proposals would be a high quality development in an area in need of further regeneration. It would create jobs during construction and in operation and would complement the existing

residential community within the area as well existing hotels. 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 key site and help to create a neighbourhood that would attract and retain a diverse labour market. This would support Greater Manchester's growth objectives of delivering appropriate housing and meeting the demands of a growing economy and population. It would be in a location that is well connected and would therefore help to promote sustained economic growth.

Section 4 - Promoting Sustainable Transport - The location is accessible and directly opposite Piccadilly Station which gives access to train, Metrolink and Metroshuttle services and bus routes are nearby. Development here would be sustainable and contribute to wider sustainability and health objectives giving people a choice about how they travel.

Section 6 - Delivering a wide choice of high quality homes - The scheme would provide an efficient, high-density development that would bring 21 live or work units to a sustainable location. The scheme would provide a range of accommodation sizes and help to create a sustainable, inclusive and mixed community. Housing investment is required in appropriate locations within Manchester as the City grows. The City Centre is the biggest source of jobs in the region and the proposal would provide suitable accommodation to support the growing economy and help to create a vibrant, thriving and active community.

Section 7 - Requiring Good Design - The building would be sensitively restored and refurbished. It would help to raise the standard of design more generally in the area. The new additions and spaces proposed would be of a contemporary high quality design that would complement the heritage asset.

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

Section 10 - Meeting the challenge of climate change, flooding and coastal change - The site is in a highly sustainable location and an Environmental Standards Statement has demonstrated that the development would accord with a wide range of principles intended to promote the responsible development of energy efficient buildings and would meet a 'Good' BREEAM rating.

The site does not fall within an area at risk of flooding as it is in Flood Zone 1.

Section 11 - Conserving and enhancing the natural environment - The documents submitted with this application have considered issues such as ground conditions, noise and lighting, and the impact on ecology and demonstrate that the proposal would have no significant adverse impacts in respect of the natural environment.

Section 12 - Conserving and Enhancing the Historic Environment - The proposals would not have an adverse impact on the character or appearance of the Whitworth

Street/Princess Street Conservation Area or on the Grade II* listed building and setting of nearby listed buildings and this is discussed in greater detail below.

Core Strategy

The proposals are considered to be consistent with Core Strategy Policies SP1, H1, H8, CC1, CC3, CC4, CC5, CC6, CC7, CC8, CC9, CC10, T1, T2, EN1, EN3, EN4, EN6, EN8, EN9, EN14, EN15, EN16, EN17, EN18, EN19, DM1 and PA1.

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:

S01. 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.

S02. Economy - The scheme would provide new jobs during construction along with permanent employment and facilities 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.

S03. Housing - The scheme would provide 21 live or work 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.

S05. 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 provide a high quality environment protecting and enhancing the natural and built environment and ensuring the sustainable use of natural resources.

Policy SP 1 Spatial Principles - The development would be highly sustainable providing high quality residential accommodation. It would be close to sustainable transport provision, maximise the potential of the City's transport infrastructure and

contribute to the creation of a neighbourhood where people choose to be. It would enhance the built and natural environment, create a well-designed place that would enhance and create character, re-use an existing building and reduce the need to travel.

Policy CC1 Primary Economic Development Focus: City Centre and Fringe - The City Centre is a strategic economic location and focus of employment growth where a variety of high quality accommodation types, sizes and foot-plates are encouraged to boost investment by local, national and international businesses. The provision of a range of economic development uses such as retail, leisure, entertainment, cultural and tourism facilities within the City Centre is supported to promote the development of a vibrant employment location attractive to businesses, employees and visitors to the City Centre. The proposal would bring a vacant building back into use as a hotel-led mixed-use development within a mixed-use area.

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 located within an area identified as a suitable location for residential development and thus would contribute to meeting the overall housing targets identified for the City Centre within the Core Strategy.

Policy CC4 Visitors - Tourism, Culture and Leisure - The City Centre is seen as the focus for culture and leisure in the City Region. The proposal would support this policy by adding a further facility to support tourism and leisure.

Policy CC5 Transport - The proposal would be accessible by a variety of modes of transport and would help to improve air quality.

Policy CC6 City Centre High Density Development - The proposals would be a high density development and involve an efficient use of land.

Policy CC7 Mixed Use Development - The City Centre presents the most viable opportunities for mixed-use development and active ground floor uses (shops, food and drink and leisure) are appropriate in locations which have an established public function, or as part of a mixed-use development which will create such an environment. The proposal would add to the mix of uses in an area that has an established public function helping to maintain the vibrancy of the City Centre, and would therefore be in keeping with this policy.

Policy CC8 Change and Renewal - The proposal would make a significant contribution to the City Centre's role in terms of employment and improve the accessibility and legibility of the Centre.

Policy CC9 Design and Heritage - The proposal would bring a heritage asset back into use with new elements added that would be of the highest standard in terms of appearance and function.

Policy CC10 A Place for Everyone - The proposed live or work units would appeal to single professionals and couples. Large parts of the development would be accessible.

Policy H1 Overall Housing Provision - The development would provide new homes which would be consistent with regeneration objectives and help to create a mixed use community. The development would contribute to the ambition of building 90% of new housing on brownfield sites. The redevelopment of the site would have a positive impact on the surrounding area.

Policy H8 Affordable Housing - No affordable housing or financial contribution are proposed in this instance. This is discussed in more detail below.

Policy C10 Leisure and the Evening Economy - Development that supports the evening economy will be permitted where it contributes to the vitality of district centres and supports a balanced and socially inclusive evening/night-time economy, subject to cumulative impact, residential amenity and balance of uses. It is considered that subject to the implementation of measures to control the manner in which the mixed-use development would operate, the proposal would not have a detrimental cumulative impact, would not have a detrimental impact on residential amenity and would maintain an acceptable balance of uses within the area, and is therefore consistent with this policy.

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 proposal would be easily accessible by a variety of sustainable transport modes and would help to connect residents to jobs, local facilities and open space.

Policy EN1 Design Principles and Strategic Character Areas - The proposal involves a good quality design, and would result in a development which would enhance the character of the area and the overall image of Manchester. The positive aspects of the design are discussed in more detail below.

Policy EN3 Heritage - The proposal would bring an important listed building back into use with new additions designed to complement the heritage asset. It is considered that the quality and design of the proposed building would enhance the character and appearance of the conservation area. This is discussed in more detail below.

Policy EN4 Reducing CO2 Emissions by Enabling Low and Zero Carbon Development - The proposed development would follow the principle of the Energy Hierarchy to reduce CO2 emissions.

Policy EN6 Target Framework for CO2 reductions from low or zero carbon energy supplies - The development would comply with the CO2 emission reduction targets set out in this policy.

Policy EN 8 Adaptation to Climate Change - The proposed energy statement for the scheme sets out how the building has been designed to consider adaptability in relation to climate change.

Policy EN14 Flood Risk - A Flood Risk Assessment has been prepared which assesses the flood risk as low. This is discussed in more detail below.

Policy EN 16 Air Quality - The proposal would be highly accessible by all forms of public transport and reduce reliance on cars and therefore minimise emissions from traffic generated by the development.

Policy EN 17 Water Quality - The development would not have an adverse impact on water quality.

Policy EN 18 - Contaminated Land and Ground Stability - A desk study which identifies possible risks arising from ground contamination has been submitted with the application.

Policy EN19 Waste - The development would be consistent with the principles of the waste hierarchy. In addition the application is accompanied by a Waste Management Strategy.

Policy DM 1 - Development Management - This policy sets out the requirements for developments in terms of Code for Sustainable Homes and outlines a range of general issues that all development should have regard to. Of these the following issues are or relevance to this proposal:

- appropriate siting, layout, scale, form, massing, materials and detail;
- design for health;
- adequacy of internal accommodation and amenity space.
- impact on the surrounding areas in terms of the design, scale and appearance of the proposed development;
- that 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;
- impact on safety, crime prevention and health; adequacy of internal accommodation , external amenity space, refuse storage and collection, vehicular access and car parking; and
- impact on biodiversity, landscape, archaeological or built heritage, green Infrastructure and flood risk and drainage.

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.

Policy PA1 Developer Contributions - This is discussed in the section on Viability and Affordable Housing Provision below.

Saved Unitary Development Plan Policies

E3.3 (Enhancing the City's Environment) - Seeks to upgrade the appearance of the City's major radial routes and orbital roads, including derelict buildings. This proposal would bring an important vacant building back into use and would thereby upgrade the appearance of an important radial route into the City Centre.

DC18.1 Conservation Areas - It is considered that the proposal would enhance the character and appearance of the Whitworth Street/Princess Street Conservation Area. This is discussed in more detail later in the report.

DC19.1 Listed Buildings - It is considered that the proposal would not have a detrimental impact on the Grade II* listed building. This is discussed in more detail later in the report.

Policy DC20 Archaeology - The site has an archaeological interest and a scheme of investigation is proposed.

DC26.6 Development and Noise - The development control process will be used to reduce the impact of noise on people living and working in the City and that developments likely to result in unacceptably high levels of noise will not be permitted in residential areas. It is considered that, subject to the recommended conditions the proposal would not have a detrimental impact on the amenities of nearby residents and occupiers of buildings. The application is supported by acoustic assessments and it would be adequately insulated to protect the amenity of occupiers of the development. This is discussed in more detail later on in this report.

RC20 (Area 16) 'Small Area Proposals' - Seeks to retain and find new uses for the Fire Station building, which this proposal would achieve.

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

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

Providing for Housing Choice SPD

This document provide guidance about the mixture of new housing provision required in Manchester to meet the requirements of the City's planning policies and government guidance about planning policies and housing provision. A core driver of success is the creation of 'Neighbourhoods of Choice' where there should be a wide choice of housing. The proposed development contributes to the achievement of this.

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 application site falls within the area designated as Piccadilly and the Plan states that a major priority for the city within this area is the redevelopment of the former London Road Fire Station. It states that this Grade II* listed building, which has been vacant for over a quarter of a century, sits at a key gateway to the city centre adjacent to Piccadilly Station. It is considered that the proposed development would be consistent with achieving this priority.

Central Manchester Strategic Regeneration Framework

This Strategic Regeneration Framework sets a spatial framework for Central Manchester within which investment can be planned and guided in order to make the greatest possible contribution to the City's social, economic and other objectives. The plan lists key objectives for Central Manchester, including promoting a dynamic economy that supports the long term prosperity of the many communities, opportunities for all, new and improved housing, a renewed physical environment and flourishing communities that are safe and well managed. It is considered that the application proposals would contribute significantly to achieving several of the key objectives that are set out in the Framework, including creating a renewed urban environment and making Central Manchester an attractive place for employer investment.

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 mixed-use development of the application site will clearly support and align with the overarching programmes being promoted by the City Region via the GM Strategy. The proposal would deliver the comprehensive redevelopment of the former London Road Fire Station within the City Centre in order to bring much needed homes to the area, a new hotel and a significant number of commercial units. Delivering appropriate housing in a well-connected location would assist in the promotion of sustained economic growth.

Manchester Residential Quality Guidance

This guidance was endorsed by the City Council in December 2016 and outlines the considerations that will help to deliver high quality residential development as part of successful and sustainable neighbourhoods across Manchester. It sets out nine components that, when combined, will inform and help to create high quality residential development. The proposed development is consistent with the guidance found in this documents, including that given for apartment sizes.

Mayfield Strategic Regeneration Framework (2014)

The redevelopment of the Mayfield site is proposed to include around 1300 new homes, 75,000 sq.m of office space, a 350-bedroom hotel, retail and leisure facilities and a new city park. Mayfield is very close to the application site as it is immediately adjacent to Piccadilly Station and is a priority regeneration project. It will act as a catalyst for the regeneration of the wider Piccadilly area.

HS2 Manchester Piccadilly Strategy Regeneration Framework (2014)

In order to respond to the opportunities presented by HS2 and the Northern Hub, a Strategic Regeneration Framework (SRF) for the area surrounding Piccadilly Station was approved in 2014. It aims to maximise the once in a century opportunity provided by HS2 and the Northern Hub to create a world class transport hub and arrival point into the city. The investment in the Piccadilly area represents a unique opportunity to transform and regenerate the northern and eastern gateway to the City Centre. London Road Fire Station is located within the SRF area and the re-use of the site is supported. The SRF notes that the Grade II* building is a highly distinctive local landmark that is pivotal to the character of London Road. In addition the SRF highlights the importance of hotels as essential to capturing the regeneration and has the ambition of 1000 new hotel rooms within the SRF area.

North Campus (2017)

North Campus is adjacent to the application site and was once part of the former home of the University of Manchester Institute of Science and Technology (UMIST). It is currently part of the University of Manchester's estate. North Campus seeks to enhance connections in the City Centre through creating a mixed-use neighbourhood. The area seeks to directly benefit from HS2 and its proximity to the integrated transport hub. The use mix proposed with the North Campus regeneration area is considered complementary to the nearby HS2 and Mayfield SRF objectives.

Manchester Corridor

North Campus forms part of the corridor so the former London Road Fire Station site is adjacent to this. A key part of the Corridor Framework is to provide a connection to and from Oxford Road to Piccadilly Station formed by Whitworth Street.

Whitworth Street/Princess Street Conservation Area Declaration

The Whitworth Street/ Princess Street Conservation Area was designated in 1974 and extended in 1985 to include the area bounded by Whitworth Street, London Road and the railway viaduct, i.e. the area where the application site is located. Its physical form is established by the wealth of Victorian and Edwardian buildings erected between 1850 and 1920. They reflect the historical importance of the textile industry in the city and provide the most distinctive element in the Conservation Area streetscape. The buildings vary in size and range from six to seven storeys and are characterised by having rich and deeply modelled front facades in brick and/or terracotta, whilst the rear was almost entirely glazed either in a vertical plane or a stepped configuration. Although the area is no longer connected with the textile industry, the architectural building style associated with it remains largely intact in the area and it should be noted that the area does contain many substantial buildings,

such as the Former Refuge Assurance Offices (Palace Hotel), UMIST, India House, Asia House and Lancaster House. The height of the warehouses give the area its most obvious physical character of a 'canyon' like atmosphere. These buildings all have large floor plates and contain substantial amounts of floorspace and are indicative of substantial buildings have been a characteristic of this area for many years. London Road Fire Station is recognised within the conservation area as one of the world's most important buildings of its type as it previously accommodated a complete community of forty firefighters, policemen and their families for comfortable living and training.

Legislative requirements

Section 66 of the Listed Building Act 1990 provides that, in considering whether to grant planning permission for development that affects a listed building or its setting, the local planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

Section 72 of the Listed Building Act provides that in the exercise of the power to determine planning applications for land or buildings within a conservation area, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.

S149 Equality Act 2010 provides that in the exercise of all its functions the Council must have regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations between person who share a relevant protected characteristic and those who do not. This includes taking steps to minimise disadvantages suffered by persons sharing a protect characteristic and to encourage that group to participate in public life. Disability is a protected characteristic.

S17 Crime and Disorder Act 1998 provides that in the exercise of its planning functions the Council shall have regard to the need to do all that it reasonably can to prevent crime and disorder.

Principle of the Proposed Uses and the Scheme's Contribution to Regeneration

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 an important link between economic growth, regeneration and housing and the provision of new residential development is an essential component of the next phase of economic growth. The proposal would redevelop a site on a gateway route and therefore help to transform a key entry point to the City Centre. This would improve the perception and image of the area and the City in general and could act as a catalyst for further regeneration. The proposal would complement the existing hotel offer and existing/proposed residential community in the area and help to enhance connections to the city centre.

The proposal would deliver highly significant regeneration benefits. It would create a new destination through a conservation-led approach to one of Manchester's most important heritage assets. The building forms a gateway to the City Centre from

Piccadilly Station and its restoration and reuse would act as a catalyst to the regeneration of the surrounding area, including Mayfield, the HS2 Masterplan and the North Campus, as well as the ongoing enhancement of the Whitworth Street connection into the heart of the Manchester Corridor.

Redevelopment of the former London Road Fire Station is identified as a key regeneration project given its importance as a highly distinctive local landmark with the potential to make a significant contribution to the regeneration of the area through its refurbishment and re-use.

The site is located within the HS2 SRF area which recognises the importance of hotels to capturing regeneration and has the ambition of 1000 new hotel rooms within the area. The regeneration of the site would contribute to the ambitions of the HS2 SRF by creating a neighbourhood where people would choose to be, bringing an important landmark building back into public use and providing a new gateway landmark into the HS2 and Mayfield areas. The proposal would support the ambitions of the HS2 SRF and the regeneration initiatives of this part of the City Centre in particular.

The use of a large part of the building as a hotel is considered to be entirely appropriate and would contribute to the promotion of Manchester as a tourist destination and conference centre, and provide a high quality facility in the City Centre close to major public transport facilities.

The building is one of the few examples of an historic municipal building. In addition to its historic and architectural significance, the key features of the building are the courtyard, the Courthouse, the Police station and cells, the gymnasium, the laundry, the engine sheds and the Gamewell control room. The levels of intervention proposed in these areas have been sensitively designed and are the minimum necessary to ensure the building can be successfully converted. Having established that the use of the building as a mixed-use hotel-led development is acceptable in principle, it is necessary to evaluate whether the impact of the works associated with its conversion are acceptable in terms of their impact on the listed building. It is considered that the level of intervention does not involve substantial harm to the building and that the public benefits that are generated justify the works that are proposed.

Manchester's 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) and the proposed development would contribute to this need within a part of the City Centre that has been identified as a suitable location for further residential development. Residential development would be consistent with a number of the Greater Manchester Strategy's key growth priorities, delivering homes to meet the demands of a growing economy and population, in a well-connected location, adjacent to a major employment centre and promoting sustained economic growth within the City.

The proposal would deliver a range of flexible live or work spaces that are either 1-bed or 2-bed units. The proposal would regenerate a priority regeneration site within

the City and bring a vacant Grade II* listed building, that is also on the Buildings at Risk register, back into public use. The development would be high quality and would be in keeping with the aspirations of the emerging Residential Growth Prospectus.

The proposal allows for a number of Use Class B1 workspace units plus retail/food and drink units that would bring activity to the site at all times of the day. This would ensure a vital and viable development.

In view of the above, the development would be consistent with the objectives of the City Centre Strategic Plan, the Greater Manchester Strategy, and would complement and build upon Manchester City Council's current and planned regeneration initiatives. The proposals contained within these applications are important components of the wider regeneration of the Piccadilly Gateway, The Corridor and the Mayfield regeneration areas of the City Centre. The building currently has an adverse impact on these important regeneration areas and could inhibit further investment. The early re-use and refurbishment of the building as proposed in these applications would contribute positively to regeneration in this area. As such, it would be consistent with sections 1 and 2 of the National Planning Policy Framework, and Core Strategy policies SP1, EC1, CC1, CC4, CC7, CC8, CC10, EN1 and DM1.

Heritage Impact

Sections 66 and 72 of the Listed Building Act 1990 provide that, in considering whether to grant planning permission for development that affects a listed building or its setting, the local planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses, and in determining planning applications for land or buildings within a conservation area, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area. Section 12 of the NPPF establishes the criteria by which planning applications involving heritage assets should be assessed and determined. Paragraph 128 identifies that Local Planning Authorities should require applications to describe the significance of any heritage assets in a level of detail that is proportionate to the assets importance, sufficient to understand the potential impact of the proposals on their significance. Where a development proposal would lead to less than substantial harm to the significance of a heritage asset, this harm should be weighed against the public benefits of the proposals. The NPPF also states that any development proposal which fails to give due weight to the conservation of heritage assets are deemed not to be sustainable development and should not be supported. It also states that the redevelopment of a site adjacent to heritage assets could affect the setting of them, and that effect could be neutral, beneficial or harmful. Developments should ensure that the balance of the impact on the heritage assets is demonstrably beneficial, minimising any negative impact on their significance.

Paragraph 7 of the NPPF notes that one of the key dimensions to sustainable development is protecting and enhancing our historic environment. The NPPF advises that decisions on applications affecting heritage assets should be made on the basis of the significance of the asset and the harm or impact that a proposal would cause to that significance. Harm can either be substantial or less than substantial. Great weight should be given to the asset's conservation and any harm

or loss requires clear and convincing justification. Where a development proposal will lead to the less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal.

Core Strategy Policy EN3 'Heritage' highlights that the City Council will encourage development that complements and takes advantage of the distinct historic features of its districts and neighbourhoods. New developments must be designed so as to support the City Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance. Proposals which enable the re-use of heritage assets are encouraged where they are considered consistent with the significance of the heritage asset

The former Fire Station headquarters is a highly prominent building, which occupies an entire block within the Whitworth Street Conservation Area and is one of Manchester's most important heritage assets, being an outstanding example of municipal development. The building is consequently of national significance, and is unusually complete in terms of its surviving architectural detailing and features. The building has been largely vacant since the mid-1980s and has deteriorated.

A Heritage Impact Assessment concludes that the proposal would result in limited instances of minor or moderate adverse impact, but no instances of significant adverse impact.

Heritage considerations have been integral to the design and many original and historic features would be retained including doors and windows. Alterations that are required would be done in a sympathetic and sensitive manner to avoid harm to the listed building whilst affording an opportunity to bring the building back into viable use. The functions within the building would work with the existing plan form and retain the significant volumes within it. Additions that are required to facilitate the re-use have been minimised and the new extension for example would be architecturally subservient to the original building.

The NPPF states that where development would lead to less than substantial harm to the significance of a designated heritage asset, which is the case with this proposal, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use. The proposal would deliver a number of public benefits, including removing risks to a heritage asset, securing the optimum viable use of the heritage asset in support of its long term conservation, and the contribution of the scheme towards wider regeneration initiatives. It would revitalise this vacant and under-utilised landmark, historic building and create a vibrant leisure and tourism destination at a gateway location in the City Centre. The development would have economic public benefits including creating a range of employment opportunities through both the construction phase and operational phase, would provide space for small start-up businesses and would increase visitor spending.

The new use would secure the long-term future of the building and would allow for its repair and rehabilitation, whilst also providing public access. The proposal would be sensitive to the building with the principle spaces remaining intact and wherever

possible historic features and details would be restored and incorporated into the new use.

The site lies within the Whitworth Street Conservation Area and the City Council has a statutory duty to ensure that new development would preserve or enhance its character or appearance. The proposal would repair and refurbish the external elevations of the building as well as upgrade the material to the adjoining pavements. It is considered therefore that the proposal would enhance the Whitworth Street Conservation Area.

Amenity and Effect on the Local Environment

Subject to compliance with appropriate conditions that would be attached to any consent granted, the building can be suitably insulated to prevent any significant break out of noise. This would also prevent unacceptable noise transference between the different uses within the building and prevent occupiers being disturbed from external noise sources. As the bars, function rooms and external seating areas within the courtyard could generate noise, conditions are recommended to ensure that there would be no disamenity to residents and other building occupiers through noise generated by the development.

As the proposals involves the conversion of an existing building and the new build extension proposed within the courtyard would not be any higher than the existing building, there would be no impact on neighbouring buildings in terms of loss of daylight/sunlight or overshadowing.

Relationship to Transport Infrastructure

The site is highly accessible by a choice of transport modes including trains, trams and buses and is accessible on foot and by bike. No car parking but public car parking is available at nearby car parks and on-street pay and display parking bays are also available in the area. The development would increase traffic levels around the site but it would not cause material harm.

A framework Travel Plan has been prepared to support the application and this sets a package of practical measures aimed at reducing the transportation and traffic impact of the development, which would encourage the use of public transport and non-car modes.

43 cycle parking spaces are available within Piccadilly Station and 28 would be provided on street outside of the application site. 12 cycle parking spaces would be available in the basement and courtyard for staff and guests together with showers for staff. A further 21 no. cycle parking spaces would be provided within the basement for the 21 no. live or work units.

Full access and Inclusive Design

The proposals incorporate different solutions to achieve level access into and throughout the building. Given the nature of the listed building and the need to balance issues of access against the need to protect important historic features of

the building, the level of access and the design solutions to achieve access are considered to be acceptable. The proposals would therefore be consistent with sections 7 and 8 of the National Planning Policy Framework and policies SP1, DM1 and CC10 of Core Strategy.

Archaeology

A desk based archaeology statement concludes that the site has potential for archaeological remains to be present, particularly from the industrial period. Prehistoric, Roman or Medieval remains are not anticipated to be present at the site. Groundworks, including those involved in the excavation of the courtyard, have the potential to directly impact or damage the below-ground remains that may have survived in situ. A programme of further investigation is therefore proposed to comprise evaluation trenching. Should any significance intact remains be found, an open-area excavation is likely to be required and a written scheme of investigation produced.

Contaminated Land and Impact on Water Resources

As there is the possibility that some contamination may exist on the site due to previous land uses, it is recommended that a condition be attached to any permission requiring a site investigation to identify if any mitigation measures or remediation are required to reduce the potential risks from ground contamination. In view of the above, the proposals would be consistent with section 11 of the National Planning Policy Framework and policy EN18 of the emerging Core Strategy.

Flood Risk and Sustainable Drainage System (SuDS)

The site is within Flood Zone 1, meaning that the risk of flooding from rivers and the sea is low, and is within the Conurbation Core Critical Drainage Area.

It is proposed that surface water run-off from the internal roofs along with rainfall falling directly onto the courtyard would be directed into/onto a newly constructed permeable paved internal courtyard covering. Out falling surface water would continue to discharge into the public water sewer but at a restricted rate, where practicable, compared to the existing, as agreed with United Utilities.

Ecology and Biodiversity

There are no areas of ecological importance at the site or within the vicinity of the site. No records of protected or Priority Species are held for the site. The site does not include any area of vegetation that would otherwise be suitable for species of fauna. There are no trees currently on the site and no tree planting is proposed to be incorporated within the scheme. There are no implications in relation to breeding birds, notably Black Redstarts, however the building does have the potential to support other more common bird species such as gulls. As a precautionary measure it is recommended that a further site visit is carried out by qualified ecologist immediately prior to works progressing if works would commence during the bird breeding season to establish if any species are present on site.

Crime and Disorder

The proposal would bring vitality to this vacant site and the broader area. The development would allow overlooking to the roads surrounding the site so would enliven the street scene and help to provide natural surveillance within the immediate area. A Crime Impact Statement considers that the proposal is generally acceptable subject to the advice contained in the report being implemented. It is recommended a condition be attached which requires the development to achieve 'Secured by Design' accreditation. In view of the above the proposals are consistent with section 8 of the National Planning Policy Framework, and policies SP1 and DM1 of the Core Strategy.

Sustainable Design and Construction

An Energy Statement, Environmental Standards Statement and BREEAM pre-assessment have been submitted for the proposed development. The former London Road Fire Station is a Grade II* listed building and whilst it is intended to comply with current Part L Building Regulations requirements as far as practicable, there would be a number of areas where planning and heritage concerns may have to take priority. The building performance would be as energy efficient as possible, without impacting on the building's historic appearance. In order to achieve good energy efficiency within the proposal, various systems are proposed including high efficiency gas fired boilers, heat recovery mechanical ventilation throughout, energy efficient LED lighting and water conserving sanitary ware. A BREEAM rating of 'Good' is achievable given the extent of the proposed development and the necessity to work within the limits of a Grade II* listed building. In accordance with Core Strategy Policies EN4 and EN6, the principles of the energy hierarchy have been applied to the development

Waste Management

A total of 18 waste bins would be required which would be located in the basement below the service entrance. There would also be bins in back of house areas. On collection days, the bins would be transferred to ground level by two service lifts and then taken out to the highway. The proposed strategy is to service the entire development from Minshull Street South so that passing traffic would not be blocked by servicing vehicles on Fairfield Street, Whitworth Street and London Road. A Servicing Strategy proposes to time and schedule regular waste collections and deliveries so that they are well coordinated.

A condition should be attached to any approval to ensure that an adequate waste management strategy is implemented.

Viability and Affordable Housing Provision

There are circumstances where residential developments are exempt from providing affordable housing. This includes where it is demonstrated that the financial viability of the scheme would be undermined. A high standard of design and construction is proposed to appropriately and sensitively restore the listed building and bring it back into use. The costs of this would be substantial. In addition, a certain allowance also

needs to be made for the reasonable future maintenance and upkeep of the development. The proposal includes for a modest 21 no. units that could be used as either residential or workspace. Given the flexible use of these units and the significant cost involved in bringing the Grade II* listed building back into viable public use, it is not considered that the provision of finance for affordable housing or the submission of a viability assessment is required in this instance.

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 policies 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.

Application 116099/FO/2017

Recommendation APPROVE

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.

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:

Drawings

3336-D001 Rev P3

3336-D029 Rev P4
3336-D030 Rev P4
3336-D031 Rev P4
3336-D032 Rev P4
3336-D033 Rev P4
3336-D035 Rev P3

3336-D102 Rev P2
3336-D109 Rev P23
3336-D110 Rev P24
3336-D111 Rev P22
3336-D112 Rev P23
3336-D113 Rev P22
3336-D114 Rev P20
3336-D115 Rev P12

3336-D179 Rev P3
3336-D180 Rev P3
3336-D181 Rev P3
3336-D182 Rev P3
3336-D183 Rev P3
3336-D184 Rev P2

3336-D189 Rev P2
3336-D190 Rev P2
3336-D191 Rev P2
3336-D192 Rev P2
3336-D193 Rev P2
3336-D194 Rev P2

3336-D201 Rev P2
3336-D209 Rev P2
3336-D210 Rev P2
3336-D229 Rev P3
3336-D230 Rev P3
3336-D231 Rev P3
3336-D232 Rev P3
3336-D233 Rev P3
3336-D234 Rev P2

3336-D311 Rev P3
3336-D312 Rev P3
3336-D313 Rev P3
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3336-D319 Rev P3
3336-D321 Rev P3

3336-D322 Rev P3
3336-D323 Rev P3
3336-D234 Rev P3
3336-D325 Rev P3
3336-D326 Rev P3
3336-D327 Rev P3
3336-D328 Rev P3
3336-D261 Rev P3
3336-D362 Rev P2
3336-D363 Rev P2
3336-D364 Rev P2
3336-D365 Rev P2
3336-D366 Rev P2
3336-D371 Rev P2
3336-D372 Rev P2
3336-D373 Rev P2
3336-D374 Rev P2
3336-D375 Rev P2
3336-D376 Rev P2
3336-D381 Rev P4
3336-D382 Rev P4
3336-D383 Rev P3
3336-D384 Rev P3
3336-D385 Rev P2
3336-D391 Rev P2

3336-D831 Rev P4
3336-D832 Rev P4
3336-D833 Rev P4
3336-D834 Rev P7
3336-D835 Rev P4
3336-D835 Rev P4
3336-D826 Rev P4
3336-D837 Rev P7
3336-D838 Rev P7
3336-D839 Rev P4
3336-D840 Rev P4
3336-D841 Rev P4
3336-D845 Rev P4
3336-D846 Rev P4
3336-D847 Rev P4
3336-D848 Rev P4
3336-D851 Rev P5
3336-D852 Rev P5
3336-D853 Rev P5
3336-D861 Rev P5
3336-D862 Rev P5
3336-D863 Rev P5
3336-D900 Rev P3

ME01 Rev P10
ME02 Rev P9
ME03 Rev P7
ME04 Rev P6
ME05 Rev P7
ME06 Rev P10

ME23 Rev P4
ME26 Rev P3
ME27 Rev P2
ME28 Rev P6
ME29 Rev P5
ME30 Rev P3
ME31 Rev P4

3336-S401 Rev P7

all stamped as received by the Local Planning Authority on 27 April 2017

Drawing VN60607-TR116, received via email on 11 July 2017

The submitted Operational Management Plan Rev B, received via email on 12 July 2017

The Coroner's Court Design Parameters Strategy, received via email on 18 July 2017

Condition and General Fabric Survey and Repair Method Statement by SLHA;
Structural Report prepared by Curtins;
Accommodation Schedule prepared by Levitt Bernstein;
Design and Access Statement prepared by Levitt Bernstein;
Heritage Significance Statement prepared by Heritage Architecture;
Heritage Impact Assessment prepared by Levitt Bernstein;
Tenant Design Guide prepared by OBI;
Fixture and Fitting Strategy prepared by Levitt Bernstein;
Archaeological Desk Based Assessment prepared by Salford Archaeology;
Ecological Survey prepared by the Tryer Partnership;
Transport Statement prepared by Vectos;
Framework Travel Plan prepared by Vectos;
Waste Management Strategy including a Waste Proforma prepared by Vectos;
Flooding Risk Assessment and Drainage Strategy by Curtins;
Phase 1 Ground Conditions Survey prepared by Curtins;
Energy Statement prepared by Crookes Walker Consulting;
Environmental Standards Statement and BREEAM Pre-Assessment prepared by SAL;
Lighting Strategy within the Design and Access Statement prepared by Levitt Bernstein;
Signage Strategy within the Design and Access Statement prepared by Levitt Bernstein;
Outline Construction Management Plan prepared by Allied London;

M&E Strategy including Ventilation Strategy prepared by Crookes Walker Consulting; and,
Crime Impact Statement prepared by GMP, Version A, dated 9 January 2017, URN: 2010/0567/CIS/03

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to policies SP1 and DM1 of the Core Strategy.

3) No development shall take place until the applicant or their agents or successors in title has secured the implementation of a programme of archaeological works. The works are to be undertaken in accordance with Written Schemes of Investigation (WSI) submitted to and approved in writing by Manchester Planning Authority. The WSIs shall cover the following:

1. A phased programme and methodology of investigation and recording to include:

- archaeological evaluation through trial trenching
- dependent on the above, open area excavation and recording
- a watching brief, if thought necessary, on any further development related groundworks

2. A programme for post investigation assessment to include:

- production of a final report on the significance of the below-ground archaeological interest.

3. Deposition of the final report with the Greater Manchester Historic Environment Record.

4. A scheme to display and interpret the heritage interest as part of the new development and to make provision for the publication of the results of the archaeological investigations in an appropriate journal or series.

5. Provision for archive deposition of the report and records of the site investigation.

6. Nomination of a competent person or persons/organisation to undertake the works set out within the approved WSI.

Reason - In accordance with NPPF Section 12, Paragraph 141 - To record and advance understanding of heritage assets impacted on by the development and to make information about the heritage interest publicly accessible.

4) 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, 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.

5) Prior to the commencement of this part of the development, a programme for the submission of final details of the landscape and public realm works shall be submitted and approved in writing by the City Council as Local Planning Authority. The programme shall include submission and implementation timeframes for the following details:

- (a) The proposed hard landscape materials, including the materials to be used for the footpaths and for the areas between the pavement and the line of the proposed building;
- (b) Any external lighting;
- (c) Details of measures to create potential opportunities to enhance and create new biodiversity within the development to include bat boxes and brick, bird boxes and appropriate planting.

The above details shall then be submitted to and approved in writing by the City Council as local planning authority and fully implemented in accordance with the approved timeframes.

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies R1.1, I3.1, T3.1, S1.1, E2.5, E3.7 and RC4 of the Unitary Development Plan for the City of Manchester and policies SP1, DM1, EN1, EN9 EN14 and EN15 of the emerging Core Strategy.

6) Full detailed designs (including the introduction of traffic regulation orders and other potential traffic measures if required) of all highways works shall be submitted to and approved in writing by the City Council as Local Planning Authority, prior to this part of the development commencing. The highway works shall be implemented in accordance with the approved details prior to any part of the development being first occupied.

Reason - In the interests of highway safety, and to ensure that the junction operates satisfactorily pursuant to policies T1 and DM1 of the Core Strategy for Manchester.

7) Before the development first becomes operational, full details of a servicing strategy for the development shall be submitted to and approved in writing by the City Council as Local Planning Authority. The servicing strategy shall ensure that all vehicles requiring loading access to the site are scheduled and managed appropriately.

Reason - In the interests of public safety, pursuant to policy DM1 of the Core Strategy.

8) Prior to the commencement of the development, a detailed construction management plan outlining working practices during development shall be submitted to and approved in writing by the City Council as Local Planning Authority. For the avoidance of doubt this should include;

Prior to the commencement of the development a detailed construction management plan outlining working practices during development shall be submitted to and approved in writing by the local planning authority, which for the avoidance of doubt should include:

- Display of an emergency contact number;
- Details of Wheel Washing;
- Dust suppression measures;
- Compound locations where relevant;
- Location, removal and recycling of waste;
- Routing strategy and swept path analysis;
- Parking of construction vehicles and staff;
- Sheeting over of construction vehicles.

Development shall be carried out in accordance with the approved construction management plan.

Reason - To safeguard the amenities of nearby residents and highway safety, pursuant to policies SP1, EN9, EN19 and DM1 of the Manchester Core Strategy

The development shall be carried out in accordance with the approved construction management plan.

Reason - To safeguard the amenities of nearby residents and highway safety, pursuant to policies SP1, EN9, EN19 and DM1 of the Core Strategy.

9) No externally mounted telecommunications equipment shall be mounted on any part of the building hereby approved, including the roofs.

Reason - In the interest of visual amenity, pursuant to policy DM1 of the Core Strategy.

10) Prior to the commencement of development, a programme for the issue of samples and specifications of all materials to be used on all external elevations, including the extension within the courtyard, and within all external hard landscaped areas of the development shall be submitted to and approved in writing by the City Council, as local planning authority. Samples and specifications of all materials to be used within all external hard landscaped areas and on all external elevations of the development, including jointing and fixing details, details of the drips to be used to prevent staining and a strategy for quality control management, shall then be submitted to and approved in writing by the City Council as local planning authority in

accordance with the programme as agreed above. The development shall be carried out in accordance with the approved details.

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.

11) a) Before the development hereby approved commences, a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site shall be submitted to and approved in writing by the City Council as local planning authority. The Preliminary Risk Assessment shall conform to City Council's current guidance document (Planning Guidance in Relation to Ground Contamination).

In the event of the Preliminary Risk Assessment identifying risks which in the written opinion of the Local Planning Authority require further investigation, the development shall not commence until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the City Council as local planning authority.

The measures for investigating the site identified in the Site Investigation Proposal shall be carried out, before the development commences and a report prepared outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy) which shall be submitted to and approved in writing by the City Council as local planning authority.

b) When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority.

In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on the site at any time before the development is occupied, then development shall cease and/or the development shall not be occupied until, a report outlining what measures, if any, are required to remediate the land (the Revised Remediation Strategy) is submitted to and approved in writing by the City Council as local planning authority and the development shall be carried out in accordance with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies DM1 and EN18 of the Core Strategy.

12) The development hereby approved shall achieve a post-construction Building Research Establishment Environmental Assessment Method (BREEAM) rating of 'good'. A post construction review certificate shall be submitted to and approved in

writing by the City Council as local planning authority within 6 months of Practical Completion of the building hereby approved.

Reason - In order to minimise the environmental impact of the development pursuant to the principles contained in the Guide to Development in Manchester 2 and policies SP1, DM1 and EN8 of the Core Strategy

13) The development hereby approved shall not be occupied or used until the City Council as local planning authority has acknowledged in writing that it has received written confirmation that the development has been built in with the recommendations contained within section 3.3 of the submitted Crime Impact Statement prepared by GMP, Version A, dated 9 January 2017, URN: 2010/0567/CIS/03 and the City Council as local planning authority has acknowledged in writing that it has received written confirmation of a secured by design accreditation.

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.

14) Prior to development commencing, a local labour agreement relating to the construction/conversion phase of development shall be submitted to and agreed in writing with the City Council as local planning authority. The approved scheme shall be in place prior to the commencement of the development and shall be kept in place thereafter.

Reason - To safeguard local employment opportunities, pursuant to policies EC1 of the Core Strategy for Manchester.

15) The cycle parking area shown on the approved plans shall be made available at all times whilst the site is occupied.

Reason - To ensure that there is adequate cycle parking for the development proposed when the building is occupied in order to comply with policy DM1 of the Manchester Core Strategy.

16) The residential apartments within the scheme hereby approved shall be used only as private dwellings (which description shall not include serviced apartments/aparthotels 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/aparthotels 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.

17) Any piling/investigation boreholes/ground source heating and cooling systems using penetrative methods are not permitted, other than with the express written consent of the local planning authority. The development shall be carried out in accordance with the approved details.

Reason - To ensure a safe form of development which poses no unacceptable risk of pollution, pursuant to policy DM1 of the Core Strategy.

18) Notwithstanding the information shown on/within the approved drawings and documents listed in condition 2 of this approval, before commencement of this part of the works, full details of the works proposed to, and an ongoing strategy for the use of, the Coroners Court area of the development shall be submitted to and approved in writing by the City Council as Local Planning Authority. The works within, and the operation of, this area shall be carried out in accordance with the approved details.

Reason - To ensure an acceptable development at the listed building, pursuant to policies DM1, EN3 and CC9 of the Core Strategy and saved policy DC19.1 of the Unitary Development Plan.

19) External lighting shall be designed and installed so as to control glare and overspill onto nearby residential properties. If any lighting at the development hereby approved, when illuminated, causes glare or light spillage which in the opinion of the City Council as local planning authority causes detriment to adjoining and nearby residential properties, within 14 days of a written request, a scheme for the elimination of such glare or light spillage shall be submitted to the City Council as local planning authority and once approved shall thereafter be retained in accordance with details which have received prior written approval of the City Council as Local Planning Authority.

Reason - In order to minimise the impact of the illumination of the lights on the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Core Strategy.

20) No development shall take place until surface water drainage works have been implemented in accordance with a scheme that is based on the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards, the details of which shall be submitted to and approved in writing by the Local Planning Authority before development commences. The scheme shall include information on the following:

- Details of surface water attenuation that offers a reduction in surface water runoff to as low as reasonably practicable
- Evidence that the drainage system has been designed so that flooding does not occur during a 1 in 100 year rainfall event with allowance for climate change in any part of the building
- An assessment of overland flow routes for extreme events that is diverted away from buildings (including basements)

- Hydraulic calculations of the proposed drainage system for the entire network
- Construction details of flow control and SuDs elements.

Unless otherwise agreed in writing with the Local Planning Authority, no surface water shall discharge to the public sewerage system either directly or indirectly.

Reason - To promote a sustainable development, secure proper drainage and manage the risk of flooding and pollution, pursuant to guidance within the NPPF and policies EN8 and EN14 of the Core Strategy.

21) The development hereby permitted shall not be occupied until details of the implementation, maintenance and management of the sustainable drainage scheme for the lifetime of the development have been submitted to and approved in writing by the City Council as local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:

- A verification report providing photographic evidence of construction as per design drawings;
- As built construction drawings (if different from design construction drawings);
- A management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

Reason - To manage flooding and pollution, to ensure that a managing body is in place for the sustainable drainage system and to ensure there is funding and maintenance mechanism for the lifetime of the development, pursuant to policies EN8 and EN14 of the Core Strategy.

22) No infiltration of surface water drainage into the ground where contamination has been identified is permitted other than with the written consent of the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason - To ensure a safe form of development which poses no unacceptable risk of pollution, pursuant to policy DM1 of the Core Strategy.

23) Foul and surface water shall be drained on separate systems.

Reason - To secure proper drainage and to manage the risk of flooding and pollution, pursuant to policy DM1 of the Core Strategy.

24) Deliveries, servicing and collections, including waste collections, shall not take place outside the following hours:

07:30 to 20:00, Monday to Saturday
10.00 to 18.00 on Sundays and Bank Holidays

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policy DM1 of the Manchester Core Strategy.

25) Before the development first becomes operational, a scheme for the extraction of any fumes, vapours and odours from any kitchen areas within the commercial operations within the premises, including the hotel, hereby approved shall be submitted to, and approved in writing by, the City Council as local planning authority. An odour impact assessment is required together with suitable mitigation measures, information regarding the proposed cleaning/maintenance regime for the fume extraction equipment, and details in relation to replacement air. Mixed use schemes should ensure provision for internal ducting in risers that terminate at roof level where practicably possible. Schemes that are outside the scope of such developments shall ensure that flues terminate at least 1m above the eaves level where practicably possible and/or any openable windows/ventilation intakes of nearby properties. Any scheme should make reference to the Defra document entitled 'Guidance on the Control of Odour and Noise from Commercial Kitchen Exhaust Systems', particularly Annex B. The scheme shall be implemented in accordance with the approved details prior to first occupancy and shall remain operational thereafter.

Reason - In the interests of the amenities of the occupiers nearby properties in order to comply with saved policy DC10 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

26) The 9 no. commercial units within the basement and ground floor of the premises and any uses within the courtyard (excluding external seating areas) shall not be open/operated outside the following hours:-

08:00 to 00:00 Monday to Friday
09:00 to 00:00 on Saturdays
10:00 to 23:00 on Sundays and Bank Holidays

Dispersal of guests shall occur 30 minutes before curfew.
Amplified music shall cease an hour before close.

Reason - In interests of residential amenity in order to reduce noise and general disturbance in accordance with saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

27) Before any external seating areas within the courtyard of the premises are first brought into use, full details of the hours of use proposed for these areas shall be submitted and approved in writing by the City Council as Local Planning Authority. The development shall be implemented in accordance with the approved hours.

Within the external seating areas, the use of amplified sound or any music within them will need to be assessed. Full details of the proposed strategy for amplified sound or any music will therefore have to be submitted to and agreed in writing with the City Council as Local Planning Authority before the areas are used in this way. The development shall be used in accordance with the approved details.

Reason - In interests of residential amenity in order to reduce noise and general disturbance in accordance with saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

28) Before the development commences a scheme for acoustically insulating the proposed residential accommodation against noise from Fairfield Street and London Road shall be submitted to and approved in writing by the City Council as local planning authority. There may be other actual or potential sources of noise which require consideration on or near the site, including any local commercial/industrial premises. The approved noise insulation scheme shall be completed before any of the dwelling units are occupied.

Noise survey data must include measurements taken during a rush-hour period and night time to determine the appropriate sound insulation measures necessary. The internal noise criteria are as follows:

Bedrooms (night time - 23.00 - 07.00) 30 dB LAeq (individual noise events shall not exceed 45 dB L_{Amax,F} 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) 47dB and 41dB, respectively.

Reason - In interests of residential amenity in order to reduce noise and general disturbance in accordance with saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

29) 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 level of 5dB (LAeq) below the typical background (LA90) level 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.

30) No development shall commence until a scheme for the storage (including segregated waste recycling) and disposal of refuse has been 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. The scheme shall include:

- Estimated volumes and types of waste produced by the development,
- Details of internal and external stores for both waste and recycling, including any plans and designs,

- Location of the proposed collection point and details of the route the collection vehicle will take,
- Details of how waste will be transferred between stores and to the collection location,
- Details of number and capacity of bins proposed and collection frequency.

Reason - To ensure an acceptable development and to protect amenity, pursuant to policy DM1 of the Manchester Core Strategy.

31) Notwithstanding the information shown on/within the approved drawings and documents listed in condition 2 of this approval, before the works relating to the installation of secondary structural supports to the external balcony walkways on the internal courtyard elevations commence, full details of the works proposed shall be submitted to and approved in writing by the City Council as Local Planning Authority. The works shall be implemented in accordance with the approved details.

Reason - To ensure an acceptable development at the listed building, pursuant to policies DM1, EN3 and CC9 of the Core Strategy and saved policy DC19.1 of the Unitary Development Plan.

Application 116100/LO/2017

Recommendation APPROVE

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.

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 18 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

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

Drawings

3336-D001 Rev P3

3336-D029 Rev P4

3336-D030 Rev P4

3336-D031 Rev P4

3336-D032 Rev P4

3336-D033 Rev P4

3336-D035 Rev P3

3336-D102 Rev P2
3336-D109 Rev P23
3336-D110 Rev P24
3336-D111 Rev P22
3336-D112 Rev P23
3336-D113 Rev P22
3336-D114 Rev P20
3336-D115 Rev P12

3336-D179 Rev P3
3336-D180 Rev P3
3336-D181 Rev P3
3336-D182 Rev P3
3336-D183 Rev P3
3336-D184 Rev P2

3336-D189 Rev P2
3336-D190 Rev P2
3336-D191 Rev P2
3336-D192 Rev P2
3336-D193 Rev P2
3336-D194 Rev P2

3336-D201 Rev P2
3336-D209 Rev P2
3336-D210 Rev P2
3336-D229 Rev P3
3336-D230 Rev P3
3336-D231 Rev P3
3336-D232 Rev P3
3336-D233 Rev P3
3336-D234 Rev P2

3336-D311 Rev P3
3336-D312 Rev P3
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3336-D317 Rev P3
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3336-D322 Rev P3
3336-D323 Rev P3
3336-D234 Rev P3
3336-D325 Rev P3
3336-D326 Rev P3

3336-D327 Rev P3
3336-D328 Rev P3
3336-D261 Rev P3
3336-D362 Rev P2
3336-D363 Rev P2
3336-D364 Rev P2
3336-D365 Rev P2
3336-D366 Rev P2
3336-D371 Rev P2
3336-D372 Rev P2
3336-D373 Rev P2
3336-D374 Rev P2
3336-D375 Rev P2
3336-D376 Rev P2
3336-D381 Rev P4
3336-D382 Rev P4
3336-D383 Rev P3
3336-D384 Rev P3
3336-D385 Rev P2
3336-D391 Rev P2

3336-D831 Rev P4
3336-D832 Rev P4
3336-D833 Rev P4
3336-D834 Rev P7
3336-D835 Rev P4
3336-D835 Rev P4
3336-D826 Rev P4
3336-D837 Rev P7
3336-D838 Rev P7
3336-D839 Rev P4
3336-D840 Rev P4
3336-D841 Rev P4
3336-D845 Rev P4
3336-D846 Rev P4
3336-D847 Rev P4
3336-D848 Rev P4
3336-D851 Rev P5
3336-D852 Rev P5
3336-D853 Rev P5
3336-D861 Rev P5
3336-D862 Rev P5
3336-D863 Rev P5
3336-D900 Rev P3

ME01 Rev P10
ME02 Rev P9
ME03 Rev P7
ME04 Rev P6
ME05 Rev P7

ME06 Rev P10

ME23 Rev P4
ME26 Rev P3
ME27 Rev P2
ME28 Rev P6
ME29 Rev P5
ME30 Rev P3
ME31 Rev P4

3336-S401 Rev P7

all stamped as received by the Local Planning Authority on 27 April 2017

Drawing VN60607-TR116, received via email on 11 July 2017

The submitted Operational Management Plan Rev B, received via email on 12 July 2017

The Coroner's Court Design Parameters Strategy, received via email on 18 July 2017

Condition and General Fabric Survey and Repair Method Statement by SLHA;
Structural Report prepared by Curtins;
Accommodation Schedule prepared by Levitt Bernstein;
Design and Access Statement prepared by Levitt Bernstein;
Heritage Significance Statement prepared by Heritage Architecture;
Heritage Impact Assessment prepared by Levitt Bernstein;
Tenant Design Guide prepared by OBI;
Fixture and Fitting Strategy prepared by Levitt Bernstein;
Archaeological Desk Based Assessment prepared by Salford Archaeology;
Ecological Survey prepared by the Tryer Partnership;
Transport Statement prepared by Vectos;
Framework Travel Plan prepared by Vectos;
Waste Management Strategy including a Waste Proforma prepared by Vectos;
Flooding Risk Assessment and Drainage Strategy by Curtins;
Phase 1 Ground Conditions Survey prepared by Curtins;
Energy Statement prepared by Crookes Walker Consulting;
Environmental Standards Statement and BREEAM Pre-Assessment prepared by SAL;
Lighting Strategy within the Design and Access Statement prepared by Levitt Bernstein;
Signage Strategy within the Design and Access Statement prepared by Levitt Bernstein;
Outline Construction Management Plan prepared by Allied London;
M&E Strategy including Ventilation Strategy prepared by Crookes Walker Consulting;
and,
Crime Impact Statement prepared by GMP, Version A, dated 9 January 2017, URN: 2010/0567/CIS/03

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to policies SP1 and DM1 of the Core Strategy.

3) Notwithstanding the information shown on/within the approved drawings and documents listed in condition 2 of this approval, before the works relating to the installation of secondary structural supports to the external balcony walkways on the internal courtyard elevations commence, full details of the works proposed shall be submitted to and approved in writing by the City Council as Local Planning Authority. The works shall be implemented in accordance with the approved details.

Reason - To ensure an acceptable development at the listed building, pursuant to policies DM1, EN3 and CC9 of the Core Strategy and saved policy DC19.1 of the Unitary Development Plan.

4) Notwithstanding the information shown on/within the approved drawings and documents listed in condition 2 of this approval, before commencement of this part of the works, full details of the works proposed to, and an ongoing strategy for the use of, the Coroners Court area of the development shall be submitted to and approved in writing by the City Council as Local Planning Authority. The works within, and the operation of, this area shall be carried out in accordance with the approved details.

Reason - To ensure an acceptable development at the listed building, pursuant to policies DM1, EN3 and CC9 of the Core Strategy and saved policy DC19.1 of the Unitary Development Plan.

5) Prior to the commencement of this part of the development, a programme for the submission of final details of the landscape and public realm works shall be submitted and approved in writing by the City Council as Local Planning Authority. The programme shall include submission and implementation timeframes for the following details:

- (a) The proposed hard landscape materials, including the materials to be used for the footpaths and for the areas between the pavement and the line of the proposed building;
- (b) Any external lighting;
- (c) Details of measures to create potential opportunities to enhance and create new biodiversity within the development to include bat boxes and brick, bird boxes and appropriate planting.

The above details shall then be submitted to and approved in writing by the City Council as local planning authority and fully implemented in accordance with the approved timeframes.

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies R1.1, I3.1, T3.1, S1.1, E2.5, E3.7 and RC4 of the Unitary Development Plan for the City of Manchester and policies SP1, DM1, EN1, EN9 EN14 and EN15 of the emerging Core Strategy.

6) No externally mounted telecommunications equipment shall be mounted on any part of the buildings hereby approved, including the roofs.

Reason - In the interest of visual amenity, pursuant to policy DM1 of the Core Strategy.

7) Prior to the commencement of development, a programme for the issue of samples and specifications of all materials to be used on all external elevations, including the extension within the courtyard, and within all external hard landscaped areas of the development shall be submitted to and approved in writing by the City Council, as local planning authority. Samples and specifications of all materials to be used within all external hard landscaped areas and on all external elevations of the development, including jointing and fixing details, details of the drips to be used to prevent staining and a strategy for quality control management, shall then be submitted to and approved in writing by the City Council as local planning authority in accordance with the programme as agreed above. The development shall be carried out in accordance with the approved details.

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.

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 refs: 116099/FO/2017 and 116100/LO/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 applications:

Highway Services
Environmental Health
MCC Flood Risk Management
Travel Change Team
City Centre Regeneration
Central Neighbourhood Team
Greater Manchester Police
United Utilities Water PLC
Historic England (North West)
Environment Agency
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
Greater Manchester Ecology Unit
Network Rail
Twentieth Century Society
Ancient Monuments Society

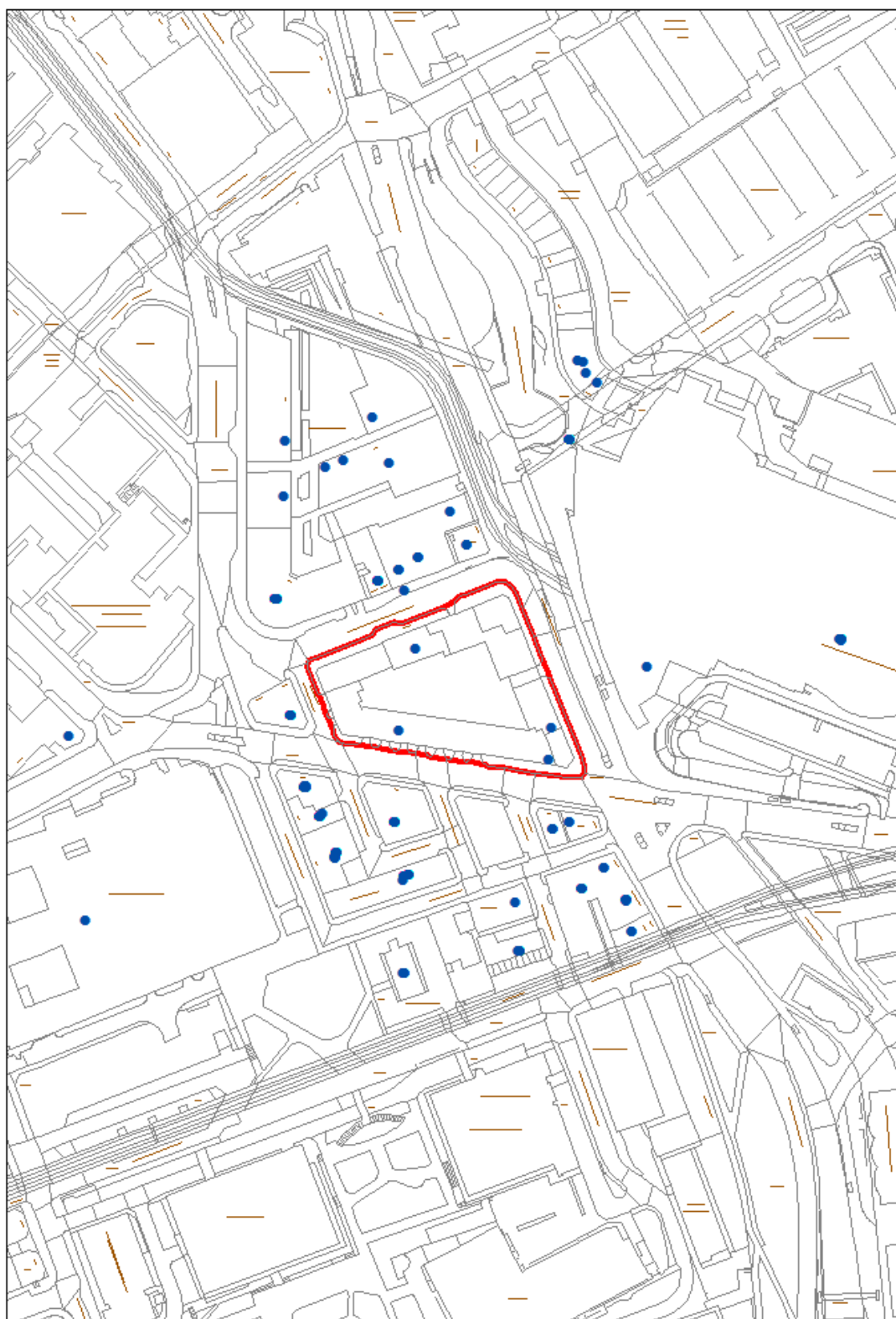
Council For British Archaeology
Georgian Group
Society For The Protection Of Ancient Buildings
Victorian Society

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

Representations were received from the following third parties:

Highway Services
Environmental Health
MCC Flood Risk Management
City Centre Regeneration
Greater Manchester Police
United Utilities Water PLC
Historic England (North West)
Environment Agency
Greater Manchester Archaeological Advisory Service
Greater Manchester Ecology Unit
Resident of 5 Piccadilly Place

Relevant Contact Officer :	Carolyn Parry
Telephone number :	0161 234 4022
Email :	c.parry@manchester.gov.uk



 Application site boundary  Neighbour notification
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