

<b>Application Number</b>	<b>Date of Appln</b>	<b>Committee Date</b>	<b>Ward</b>
111925/FO/2016/C1	15th Apr 2016	30th Jun 2016	City Centre Ward

**Proposal** Change of use from Office (Use Class B1) to form a 215 suite Hotel (Use Class C1), with existing ground floor retail uses and associated units retained in situ (Use Class A3), reconfiguration and external refurbishment and alterations, including new facades to the building and ground floor retail units, 2 storey roof top extension, provision of associated roof level plant, new lift cores, public realm works including the enhancement of Mulberry Square, new pedestrian entrances to the hotel at ground floor, other access and servicing arrangements, and associated works.

**Location** John Dalton House, 121 Deansgate, Manchester, M3 2AB

**Applicant** , Royal London Mutual Insurance Society, C/O Agent

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

## **THE SITE AND ITS LOCATION**

The Site is occupied by an 8 storey office building known as John Dalton House at the junction of Deansgate and John Dalton Street within the Albert Square Conservation Area. It covers an area of approximately 0.259 ha and includes an area of public realm to the rear called Mulberry Square which is currently used for servicing arrangements for John Dalton House, 123 Deansgate and Brazennose House. The ground floor of John Dalton House contains two restaurants, who have long-term leaseholds and would be retained as part of the proposals.

The site is bound by John Dalton Street, Deansgate, Ridgefield and Mulberry Street, in close proximity to Spinningfields, the Civic Quarter including the Town Hall and Albert Square and the main shopping area. The surrounding area comprises predominantly commercial properties including offices, retail, bars, restaurants and public houses. To the south and east is Lincoln Square and Brazennose Street that include further office buildings and is due to undergo substantial investment in the near future. To the north, further along Deansgate, the land uses become increasingly focused toward retail and leisure uses.

The main pedestrian access to the vacant office space is from Deansgate and vehicular access is from Ridgefield, which leads onto Mulberry Street.

The building is located on the periphery of the Albert Square Conservation Area and is adjacent to the Parsonage Gardens, Deansgate and Upper King Street Conservation Areas. The Site is also in close proximity to the Grade I Listed John Rylands Library, the Sawyers Arms Public House (Grade II Listed) and 105-113 Deansgate (Grade II Listed).

The site is within a short walking distance of .Metrolink stops at Moseley Street and St Peter's Square. Piccadilly, Salford Central, Oxford Road and Victoria rail Stations are all within 20 minutes' walk. The "Metro shuttle" service stops in both directions on King Street.

## **DESCRIPTION OF PROPOSED DEVELOPMENT**

The application proposes the use of the upper floors as a hotel, the erection of two additional floors and changes to the external appearance of the building. The proposals would provide the following:

A 215-bed hotel with associated food and beverage facilities;

A two-storey rooftop extension providing 53 bedrooms;

Improvements to the landscaping surrounding John Dalton House and ensuring integration with the wider Lincoln Square Landscaping Masterplan;

A first floor level roof terrace to the rear overlooking Mulberry Square;

Alterations to the ground floor restaurant frontages; and,

New ground floor entrance to upper floors and new lift cores to provide full access to the hotel floors above.

The development would involve the refurbishment of approximately 7,606 sq. m. of floorspace for hotel use, including reception, servicing areas and ancillary facilities with an additional 1,500 sq. m in the additional two floors. The hotel reception area on the ground floor would be double height and there would be a restaurant and bar at first floor level.

The scheme would largely follow the massing and footprint of the existing building with the additional two storeys creating a ten storeys building. The building would be stripped back to the sub-structure and re-clad. The new glazing would incorporate a double-height entrance space off John Dalton Street, which would match the treatment of the existing ground floor tenants giving a consistent appearance to the building at ground floor level. A pale gold metallic screen would then be applied to the John Dalton Street and Deansgate elevations and to all intents and purposes this would appear to be a new building.

A Travel Plan establishes a commitment to sustainable transport. Sixteen secure cycle parking spaces would be provided at ground floor level and six on street cycle spaces. A taxi and coach drop would be situated on John Dalton Street. It is expected that travel to the site by car would be minimal and parking space is available in nearby multi-storey car parks.

A comprehensive landscaping and public realm strategy has been prepared for the site. A number of site's in the vicinity are coming forward for redevelopment at similar timescales and a comprehensive landscaping masterplan that ties all the developments together with consistent public realm treatments is being prepared.

A central recycling and refuse area would be provided in the service yard. Management staff would transfer waste bins to their own collection point to coordinate with collection times. The size of the bin stores have been calculated in accordance with Manchester City Council's 'Waste Storage and Collection Guidance for New Developments'. The following allocation of bins would be accommodated within the Refuse Area of the service yard in addition to the required floor space for each bin:

Hotel: 4 no. refuse euro bins (1,100 litres); 1 no. paper euro bins (1,100 litres)  
Restaurant units: 2 no. refuse euro bins (1,100 litres)

The above allocation of bins is calculated on the basis of less than 2 No. collections per week. It is envisaged that the development as a whole would be serviced by a refuse collection contract with a third party

It is expected that the proposed development would support the creation of around 70 full time jobs.

## **CONSULTATION**

### Local Residents/Businesses

The application has been advertised as a major development; affecting the setting of listed buildings; affecting a conservation area; and a development in the public interest. Site notices have been displayed and businesses and residents in the area notified of the application.

Five letters have been received raising the following points:

The proposed cladding does not fit in with the historic nature of the building surroundings eg the John Ryland's library & adds nothing to the appeal of that part of the city. It is an eyesore.

It is totally out of character with the environment and totally jars with the neighbouring properties on the corresponding corners in a sensitive location, it's an opportunity previously missed from a previous post war redevolmepment of the site to be more creative to this great gateway to our city , it looks nothing more than a cheap multi storey car park and has no place in our city,

Not against the development of the site but this design will have an adverse impact on the listed John Rylands library.

The cladding for this building looks appalling, especially in the context of the buildings either side of this one. This looks like the worst kind of design and build, throw-it-up design.

The operator of a nightclub on South King Street, who has traded as a nightclub for 35yrs asks the council to carefully consider new 'AGENT OF CHANGE' policy in considering this application, to ensure that their business and that of the other late

night operators locally (Panacea / Suburbia / Mojo / Liars Club etc) are not further compromised by the change of use of these new developments.

Whilst not opposing investment, they ask that this is NOT at the expense of late night leisure which in many ways is a catalyst for new music and a cities creative output that remains one the UKs biggest global export, especially so in Manchester. SOUTH was designed by Ben Kelly (Hacienda) and lives through a legacy of incredibly creative nights.

The noise impact study should be taken at loudest / most sensitive times, and the results of that noise impact study should be conditioned, which may include fixed non-openable windows, contracted of double / treble acoustic glazing' air-conditioned rooms avoiding the need for openable windows, and that all external vents / connections are carefully detailed and built to enable that the occupant can enjoy a quiet room whilst respecting the exiting noisy background of a city centre late at night.

Mixed uses are part of any modern city but regeneration must respect the existing economy and built form in the area.

Occupiers of Trinity Court are concerned about access to their property during the construction period. They have 43 parking bays accessible only via Ridgefield and Mulberry Street. They believe that construction works over 16 months is highly likely to disrupt access their parking, having a severe impact on their Partners and clients, who use the car park every day. The hotel in operation would use Ridgefield and Mulberry Street for deliveries as well as a waste collection. This would significantly increase the level of traffic along these narrow and already crowded and congested roads. This would give rise to a severe impact on and disruption to the use of their car park on an on-going basis. Noise during the construction programme could disrupt client and staff meetings as well as business activity undertaken over the phone by partners, lawyers and other staff. The lengthy construction programme and high levels of construction noise may well have an adverse and unacceptable impact on their business operations. There will be addition harm caused as a result of a vibration, dust, dirt and waste materials affecting our property during construction.

The Applicant has not addressed any of these concerns in the submission. They request that their concerns are considered by the Applicant and the Local Planning Authority.

Head of Regulatory and Enforcement Services (Environmental Health) - No objection. Recommended conditions concerning noise (external equipment insulation), storage and disposal of refuse and construction management.

Head of Regulatory and Enforcement Services (Contaminated Land) - No comments have been received.

The Head of Neighbourhood Services (Highway Services) - No objection. Recommended conditions relating to Construction Management, materials and taxi drop-off

Neighbourhood Services – Most of the affected trees are owned by the City Council, and it is unlikely that permission would be given for their removal.

Travel Change Team - To be reported

Greater Manchester Ecology Unit - No objection

Greater Manchester Archaeological Advisory Service - To be reported

Greater Manchester Police (Design for Security) - No objection, subject to the proposed development being constructed in accordance with the recommendations contained within the Crime Impact Statement.

Transport for Greater Manchester - To be reported

Historic England - John Dalton House is a building of little heritage significance and one of a number of undistinguished late 20th Century buildings in the vicinity. The building is on a prominent site within the conservation area on the junction of Deansgate and John Dalton Street and would benefit from enhancement. Historic England have no objection to the principle of the development, which we would be acceptable in terms of its impact on the conservation area and the setting of the John Rylands Library. The quality of the outcome would critically depend on the quality of details and specification of the proposals, including the cladding, shop/office frontages at street level and external landscaping works. They defer these matters for consideration by the Council's conservation team and consider the proposed development would satisfy the relevant statutory and policy context.

United Utilities - To be reported

Environment Agency - No objection

The Historic Buildings and Conservation Areas Panel - The Panel felt that the singular material and louvred treatment and the increase in height created a significant jump in scale. The Panel was not convinced by the overall appearance and felt that it looked more like a cladding to a multi-storey car park. The Panel commented that it looked monolithic and needed greater interest and articulation in the elevations.

The Panel observed that it had some affinity with Kendal's being of a similar scale and appearance.

The Panel commented that the elevations to Mulberry Square looked poor and of a much lower quality and asked for a much higher quality treatment. They felt that it was a mistake to highlight the towers in white and would like to see the voile screen continuing around the whole building which would address this concern.

The Panel would like to see the ground floor dealt with as part of this application to ensure that it and any signage is fully integrated into the design and not left unresolved.

Greater Manchester Pedestrian Society - To be reported

**PLANNING POLICY**

Relevant National Policy

The National Planning Policy Framework (NPPF) set's out the Government's planning policies for England and how these are expected to apply. The proposed development should be considered in relation to the following policies, or parts thereof. The central theme to the NPPF is to achieve sustainable development. The Government states that there are three dimensions to sustainable development: an economic role, a social role and an environmental role (paragraphs 6 & 7). In order to successfully deliver sustainable development, the NPPF makes it clear that "business should not be overburdened by the combined requirements of planning expectations" and that "planning policies should recognise and address potential barriers to investment".

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, 7, 8, 11 and 12 of the NPPF for the reasons outlined below.

Section 1. Building a strong and competitive economy- The proposals would develop a currently underutilised site to provide a high-quality hotel. This would assist in helping to build a strong economy by creating employment during refurbishment along with permanent employment from the proposed hotel and associated uses and support the business and leisure functions of the city centre and the region.

Section 2. Ensuring the Vitality of Town Centres, - The proposal would re-use a key site in a prominent location within the heart of the city centre. The proposed hotel would significantly increase activity in the area and support the business and leisure functions of the city centre and the region.

Section 4 Promoting Sustainable Transport - The building is in a highly accessible location in close proximity to rail, Metrolink and bus connections. The location of the proposed hotel would facilitate sustainable development and contribute to wider sustainability and health objectives and give people a real choice about how they travel.

Section 7 Requiring Good Design - The proposed scheme has been the subject of significant design consideration. The proposed appearance of the building and associated public realm improvements would be of a high quality and would significantly contribute to the visual appearance of the area.

Section 8 Promoting healthy communities - The retention of an active street frontage, by the continued use of the ground floor for food and drink uses would help to integrate the site into the locality and increase levels of natural surveillance.

Section 11 Conserving and enhancing the natural environment - Public realm proposals for adjacent areas would help to preserve and manage the existing trees in the area, with enhanced landscaping.

Section 12 Conserving and enhancing the historic environment - The site is within Albert Square Conservation Area and the proposals would be of an appropriate scale and design.

Paragraph 128 - Advises that local planning authorities should require an applicant to submit sufficient information to describe the significance of any heritage assets affected, including any contribution made by their setting.

Paragraph 131 - Advises that in determining planning applications, local planning authorities should take account of the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation; the positive contribution that conservation of heritage assets can make to sustainable communities, including their economic vitality; and the desirability of new development making a positive contribution to local character and distinctiveness.

Paragraph 132 - This states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation, and the more important the asset, the greater the weight should be.

Paragraph 134 - Advises that where proposals will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.

## Relevant Local Policies

### Core Strategy

The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy replaces significant elements of the Unitary Development Plan (UDP) as the document that 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. Those which are of relevance to the current proposals are as follows:

SO1. Spatial Principles - These provide a framework within which the sustainable development of the City can contribute to halting climate change. This development would be in a highly accessible location, close to good public transport links, and would thereby reduce the need to travel by private car.

SO2. Economy - The proposed hotel use would support a significant further improvement in the City's economic performance. The scheme would provide new jobs during construction along with permanent employment and facilities in the hotel, in a highly accessible location and would support the business and leisure functions of the city centre and the region.

S05. Transport - This seeks to improve the physical connectivity of the City, through sustainable transport networks, to enhance its functioning and competitiveness and provide access to jobs, education, services, retail, leisure and recreation. This site is in a highly accessible location and reduce the need to travel by private car and make the most effective use of existing public transport facilities.

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

Policy SP 1. (Spatial Principles) - The development would be highly sustainable and be consistent with the aim of bringing forward economic and commercial development within the Regional Centre. In addition, the development would provide good access to sustainable transport provision, maximise the potential of the City's transport infrastructure and make a positive contribution by enhancing the built environment, creating a well designed place that would enhance and create character, reuse an existing building and reduce the need to travel

Policy EC1. Land for Employment and Economic Development - The proposals would support the City's economic performance by bringing into full active use this key City Centre site, thereby helping to reduce economic, environmental and social disparities creating inclusive sustainable communities. The City Centre is a key location for major employment growth and the proposals would create a number of new jobs during the construction phase and operation which would in turn contribute to economic growth. The design of the development would make good use of the site in terms of efficient use of space, enhancement of the sense of place within the wider area, and would consider the needs of users and employees on the site in terms of a range of transport modes and the reduction of opportunities for crime.

Policy CC1. Primary Economic Development Focus (City Centre and Fringe) - The proposed development would assist tourism and demonstrate confidence in the economic future of Manchester and the region.

Policy CC4. Visitors, tourist, culture and leisure - The provision of hotel bedspaces within the central area of the City Centre would support the objective of promoting



Manchester as a major visitor destination. The retention of the ground floor food and drink uses would attract visitors to the area.

Policy CC5. Transport - The development would be accessible by a variety of forms of public transport and would contribute to improving air quality.

Policy CC7. Mixed Use Development - The proposals would deliver active commercial uses to support the comprehensive regeneration of the City Centre

Policy CC8. Change and Renewal - the proposed development would create temporary employment during construction along with permanent employment from the proposed uses.

CC9. Design and Heritage - The proposed development would have a high standard of design and materials appropriate to its context and the character of the area. It would affect the setting of nearby listed buildings but would enhance the character of the Albert Square Conservation Area, within which it is located.

Policy CC10. A Place of Everyone - The proposals would assist in delivering a new area of public realm in the adjacent pedestrian areas, and the wider Brazenose Street area.

Policy T1. Sustainable Transport - The proposed development would encourage modal shift away from car travel to more sustainable alternatives and include environmental improvements to routes to public transport, which would prioritise pedestrians and disabled people.

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

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

Policy EN3 Heritage - This will encourages development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods, including those of the city centre. New developments must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas of acknowledged importance. The retention of the existing building with the good quality design adopted for the proposed external appearance is considered to accord with the provisions of this policy.

Policy EN11 Quantity of Open Space, Sport and Recreation - The proposals would enhance an area of public realm at Mulberry Street which would be seen as part of the environmental improvements for the wider Brazenose Street area.

Policy EN14 Flood Risk - The site is located in Flood Zone 1, and as such is classified as a low risk site.

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 18 - Contaminated Land and Ground Stability- The plan area of the proposed development will remain as per the existing building footprint resulting in no increase in the impermeable surfacing of the site. The drainage strategy would ensure that the peak rate of run-off from the site to the watercourses would be no greater for the developed site than it is at present.

Policy EN19 Waste - The development would be consistent with the principles of waste hierarchy. In addition the application is accompanied by a Waste Management Strategy which details the measures that will be undertaken to minimise the production of waste both during construction and operation.

Policy DM1 - Development Management - sets out the requirements for developments in terms of BREEAM 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.

These issues are considered in detail later in this report.

Policy SP 1. Spatial Principles - The development would be highly sustainable and be consistent with the aim of bringing forward economic and commercial development within the Regional Centre.

#### Saved UDP Policies

Policy DC10.1 Food and Drink Use - In determining planning applications for food and drink uses, the Council will have regard to the general location of the proposed development, the effect on the amenity of neighbouring residents, the availability of safe and convenient arrangements for car parking and servicing, ease of access for all, including disabled people, and, the storage and collection of refuse and litter. The proposals include restaurants, bars and members club, together with 'pop-up uses within the covered pedestrian areas, which will be of a scale which is appropriate within this building and location.

Policy DC10.2 states that food and drink uses will be acceptable, in principle, in the City Centre.

Policy 17.1 Telecommunications - This places restrictions on telecommunications equipment

Policy DC18.1 Conservation Areas. - The development is within the Albert Square Conservation Area, and this policy states that the Council will seek to preserve and enhance the character of its conservation areas. This includes carefully considering the relationship of new structures to neighbouring buildings and spaces and the effect of major changes to the appearance of existing buildings.

Policy DC19.1 Listed Buildings - In determining applications for listed building consent, or development involving buildings of special architectural or historic merit, the Council will have regard to the desirability of securing the retention, restoration, maintenance and continued use of such buildings. Whilst the building is not listed, the application site is close to and would affect the setting of a number of listed buildings.

Policy DC20.1 Archaeology - Consideration of the application has had regard to the desirability of securing the preservation of sites of archaeological interest.

DC26.1 Development and Noise - This policy details how the development management process will be used to reduce the impact of noise on people living and working in the City, and states that this will include consideration of the impact that development proposals which are likely to be generators of noise will have on amenity.

DC26.5 Development and Noise - This states that the Council will control noise levels by requiring, where necessary, high levels of noise insulation in new development, as well as noise barriers where this is appropriate.

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

Part 1 of the SPD sets out the design principles and standards that the City Council expects new development to achieve, i.e. high quality developments that are safe, secure and accessible to all.

The SPD states that proposals should seek to ensure that the use of the building reflects their purpose and the place in which they are located. Development should enliven and define neighbourhoods and promote a sense of place. Development should have regard for the location of sustainable public transport and its proximity. It goes on to state that developments that remain flexible and allow for new users and functions to take over will be supported. Internal space within buildings should be designed such that it retains a long-term flexibility for adaptation for use by future users. The conversion of existing buildings for a range of new uses is encouraged, ensuring that proposals are fully accessible for disabled people.

In relation to crime issues, the SPD requires that prevention measures should be demonstrated, and include the promotion of informal surveillance, CCTV, good lighting and street stewardship.

The proposed hotel uses, and the design of the external appearance of the building would ensure compatibility.

#### 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 proposals for John Dalton House, together with the wider proposals for the Brazenose Street Landscaping Strategy, represent a significant contribution to progressing the aims of the City Centre Strategic Plan

#### **CONSERVATION AREA DECLARATION**

Albert Square Conservation Area declaration:

The Albert Square contains many listed buildings, including the Grade I Listed Town Hall, but also contains a number of more recent buildings such as Heron House. There is much variety in the building materials used in Albert Square. Generally buildings on the eastern side of the Square are built of yellow stone whilst those on the west side, opposite the Town Hall, are finished in red brick. This helps to emphasise the civic importance of the Town Hall. The principal characteristic of the conservation area is the view looking east along Brazenose Street which focuses on the dominant tower of the Town Hall, framed by commercial buildings on either side.

A large amount of the Conservation Area in particular around the Town Hall and on Brazenose Street is pedestrianised.

The architectural emphasis of corners is a characteristic of Manchester buildings which contributes to the urban design character of the city centre. It is evident in the Albert Square area and its use in new developments will therefore be encouraged.

Designers should respect the architectural character of the existing historic buildings and create proposals which harmonise with them. This does not mean producing pastiche or a copy of an old building, since each building should have a vitality of its own and reflect the period in which it is built.

## **LEGISLATIVE REQUIREMENTS**

Section 16 (2) of the Planning (Listed Building and Conservation Areas) Act 1990 (the "Listed Building Act") provides that "in considering whether to grant listed building consent for any works to a listed building, the local planning authority or the Secretary of State 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 66 of the Listed Building Act 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.

## **ISSUES**

### The Schemes Contribution to Regeneration.

Regeneration is an important planning consideration. Over the past fifteen years the City Council has successfully regenerated areas such as Piccadilly, Spinningfields, the commercial core, around Manchester Central, the Northern Quarter and Castlefield. This is an ongoing process and much remains to be done if the City Centre is to remain competitive. The City Centre is the primary economic driver in the City Region and crucial to its longer term economic success. The creation of a high quality hotel within this location would help to drive forward growth in the city centre and would therefore promote regeneration. It is considered that the proposal supports the strategic objectives for the commercial core and thereby would contribute to the continued regeneration of the City Centre.

The vacant building does not contribute to City or to the appearance of the Conservation Area. The office space is obsolete and it would not be cost-effective or viable to refurbish it to meet modern office requirements because of physical constraints such as floor to ceiling heights, core arrangements and floorplate

limitations. The proposal would help to: create an urban environment which is attractive to all those who want to work in and visit it; help to ensure that the City Centre is competitive; strengthen the retail and business sectors; be accessible to all users; promote investment opportunities; enhance the City's distinctive quality of architectural and historic fabric; create jobs; support the city's business and tourism sectors; and, therefore, help to continue the successful regeneration of the city centre and its economy.

### Architectural Quality.

The key factors to evaluate are the architecture, scale, form, massing, proportion and materials proposed for the alterations to the building, and relationship to existing built fabric, which is of high heritage value.

The building occupies a key street corner. The new facade would create a vertical order and turn the corner in a manner that would reflect the scale of adjacent development. It would relate well to the proportions of the new Lincoln House and would improve the John Dalton Street frontage.

The satin anodised gold screen reflects the sandstone materials that are widely used in the area and would contrast with the red tones of the proposed Lincoln House redevelopment, which itself reflects the materiality of the Deansgate / Peter Street Conservation Area. The screen would capture light and allow a reflection in the windows beyond and offer a high quality frontage.

The screen would help to provide privacy and enclosure, reflecting the hotel use behind, contrasting with the daylight and views that are required for the office use of Lincoln House. The composition of these two buildings works in tandem to create an appropriate elevational interpretation of their historic context. Ground and first floor active uses are expressed in a new more coherent double storey expression accentuating the vertical nature of the building and create an appropriately bold base. The elevations to Mulberry Square provide a more overlooked and active appearance with greater expanses of glazing reflecting the calmer and more protected character of the newly expanded public space with active frontage again optimised and encouraged to work alongside the existing."

### Credibility of the Design

The proposals have been prepared by a client and experienced design team familiar with the issues associated with developing high quality buildings in city centre locations and with an exceptional track record and capability to deliver a project of exceptional quality.

The design properly reflects the site owner's commitment to this development, together with the requirements of market demand. These are important factors in terms of the deliverability of the scheme and ensure that the scheme as submitted would be constructed.

### Impact on the Character and Appearance of the Heritage Assets

The building is located on the periphery of the Albert Square Conservation Area and is adjacent the Parsonage Gardens, Deansgate and Upper King Street Conservation Areas. The site is in close proximity to the Grade I Listed John Rylands Library, the Sawyers Arms Public House (Grade II Listed) and 105-113 Deansgate (Grade II Listed).

Warm tones and intricate detail is the predominant vernacular of the area with more civic building typologies along Deansgate defined by their use of rich golden hues and stone detailing. In contrast, the commercial district of Spinningfields comprises of a cluster of twenty-first century glazed office buildings with active spaces allowing for day-round activity, highlighting the varied vernacular of the area surrounding the site.

The elevation design seeks to create a building with simple, high quality materials that maintains its appearance over time. The building would be wrapped in a rainscreen with an outer treatment consisting of a fibre cement board before the introduction of an outer veil in the form of a high quality architectural screen. Material texture plays a significant part in how the building is read at varying scales, from cityscape to street level.

An anodised pale gold is proposed as the key material which is primarily read across the elevation. This aims to reflect one of the dominant colours in the surrounding conservation areas and is synonymous with many buildings along Deansgate. The shimmer is designed to subtly reflect the buildings that surround the site. The horizontal repetition of the fins enables the building to turn the corner from John Dalton Street into Deansgate and carrier frames allow a verticality to be expressed across the facade.

John Dalton House would remain as a background building to Lincoln House and John Rylands Library when viewed from Spinningfields, especially as it remains set back from the pavement. The consented Lincoln House scheme makes the proposed development even more of a background building from this view and therefore makes the proposed changes less noticeable. Views were tested from two different locations in regards to John Rylands Library, which demonstrate there is a negligible impact.

A Heritage Statement has been submitted with the application, including an assessment of significance and impact. The assessment concludes that the proposed development would not cause harm to the Albert Square Conservation Area as a whole. Any harm that is caused to heritage assets has to be considered against the significant public benefits that would be delivered as set out in the NPPF (paragraph 134). The proposal would fully utilise a previously developed site, delivering a high quality building within a priority regeneration area. It would add to the economic growth of the City in a key target growth sector identified in the Greater Manchester Strategy 2013-2020. The development would support economic growth in the City and create employment in a strategic employment location. The proposal includes investment in the public realm which would enhance the quality of the environment of the area. It is considered, therefore, that, notwithstanding the considerable weight that must be given to preserving the setting of the listed buildings and the conservation areas as set out in section 66 and 72 of the Listed

Building Act, the harm caused would be less than substantial and would be outweighed by the public benefits of the scheme as required in paragraph 134 of the NPPF. Historic England have been consulted on the proposals and have no objection.

### Sustainability

The Environmental Standards Statement provides a detailed assessment of the physical, social, economic and other environmental effects of the proposed development and considers the proposals in relation to sustainability objectives. It provides an appraisal of the schemes sustainability performance and details the specific approach, along with design features and specifications, which may contribute to reducing the environmental impact of the scheme. A BREEAM Pre-Assessment report has been completed to determine the feasible credits and potential rating for the development. This section confirms the potential solution to meet BREEAM 'Very Good' rating which meets the Council's current policy targets for sustainability performance and appraises the following categories: Energy efficiency; Renewable energy; Environmental design; Water management and weather resilience; Waste management; Construction management; Biodiversity; and, Waterways.

Emissions would be reduced through the materials used plus efficient servicing, in accordance with the principles of the energy hierarchy. The proposed specification achieves a 33% (regulated energy demand) emission rate reduction over the established notional baseline. The proposed energy strategy would provide improvements in the energy performance above national building regulations in relation to heating and cooling energy demand, primary energy consumption and carbon dioxide.

The proposed hotel use would have excellent connections to all public transport modes and would reduce reliance on the private car. It would segregate and recycle waste during the construction and operational phases, and, would have no adverse effects on statutory or non-statutory designation of nature conservation value and no net loss of biodiversity. As such, it can be considered that the proposed development is acceptable in terms of relevant planning policy.

These proposals will deliver a scheme that is inherently efficient and cost effective during operation and accords with the adopted Core Strategy Policy EN 4, EN6 and the Supplementary Planning Document (SPD) criteria.

### Permeability, and Contribution to Public Spaces and Facilities

The proposed public realm, along with the active ground floor uses, would provide pedestrian connections and assist in developing the Brazenose Street area. It would generate activity and natural surveillance throughout the day and night, leading to a more user-friendly environment.



## Transport

The uses would be accessible by a range of public transport modes including trains, buses and trams, as well as links to Manchester Airport, and local routes for cyclists and pedestrians.

A Travel Plan has been prepared which focuses on how the site can be accessed by sustainable modes and recognises the need to encourage those employed within the development and visitors to travel to work and business by sustainable transport modes. The Travel plan would be regularly monitored to ensure that its principles would be maintained. This would include annual staff travel surveys and a Travel Plan would be agreed prior to operation of the hotel.

A Green Travel Plan would be required by use of condition.

## Access and Servicing

Pedestrian Access to and around the building is primarily from John Dalton Street., Vehicular and pedestrian access is also offered through Ridgefield, which in turn provides access to Mulberry Square. Servicing to the rear would be rationalised and a further entrance is located on Deansgate to provide a back of house access to employees of the hotel. This entrance would also offer a goods and servicing lift for the upper floors of the development. Access to the ground floor restaurants would be retained as existing. The design of the building has been developed from first principles with an inclusive approach to allow easy, safe and secure access to all areas of the landscape and the majority of the building for disabled guests and staff.

## Parking

There would be no on site car parking but it is expected that travel to the site by car would be minimal. There is a significant amount of City Centre parking supply within easy walking distance of the Site. A taxi and coach drop off would be situated outside the entrance on John Dalton Street. This it would not have an adverse impact on the local highway network and a strict management strategy will be put in place to avoid this becoming a taxi rank late at night.

The hotel's website / intranet (as appropriate) will include travel information, identifying how both staff and visitors can access the development by sustainable means. The content would be managed by a designated Travel Plan Coordinator and will include public transport timetables and route maps and cycle maps.

Sixteen secure cycle parking spaces will be provided at the development at ground floor level and six on street cycle spaces. The availability of the spaces will be marketed through the aforementioned communication channels.

As detailed in the Transport Statement and Travel Plan, the Proposed Development is considered fully acceptable in relation to transport and that there is an adequate amount of parking spaces to accommodate guests and staff private car trips on the surrounding highway network.

### Waste Management Strategy and Servicing

The size of the bin stores have been calculated in accordance with Manchester City Council's 'Waste Storage and Collection Guidance for New Developments', the following allocation of bins will be accommodated within the Refuse Area of the service yard in addition to the required floor space for each bin:

Hotel: 4 no. refuse euro bins (1,100 litres) and 1 no. paper euro bins (1,100 litres)

Restaurant units: 2 no. refuse euro bins (1,100 litres)

The above allocation of bins is calculated on the basis of less than 2 No. collections per week. It is envisaged that the development as a whole would be serviced by a refuse collection contract with a third party

Servicing would be from the access controlled service yard accessed via Mulberry Square and Ridgefield. A secondary route for the hotel is available from Deansgate with direct access to the goods lift. The back of house area can also be accessed via the service yard and its security maintained through the use of a management control system.

### Effect on the Local Environment and Amenity

The effect on the local environment and amenity examines the impact that the scheme would have on nearby and adjoining occupiers. It includes the consideration of the following issues: air quality noise and vibration

#### Air Quality

Activity on site during the construction phase may cause dust and particulate matter to be emitted into the atmosphere but any adverse impact is likely to be temporary, for a relatively limited period and of minor adverse significance. A condition would be attached to any consent granted which requires that the developers adopt a scheme for the wheels of contractors vehicles leaving the site to be cleaned and the access roads leading to the site swept daily to limit the impact of amount of dust and debris from the site on adjacent occupiers.

#### Noise and vibration

The impact that noise sources might have on occupiers, both existing and proposed, need to be carefully considered in relation to potential impact.

An acoustic report has concluded that with appropriate acoustic design, reasonable internal noise levels can be achieved. The impact of noise from the proposed development can be controlled through acoustic insulation measures, and appropriate conditions to address the comments of the Head of Environmental Health should be attached to any consent granted.

A Noise Assessment has evaluated prevailing noise levels affecting the site and provides recommendations for mitigation measures in order to achieve a comfortable

internal and external acoustic environment, in line with the relevant British Standards and Planning Policy.

The assessment shows that suitable internal noise levels within guest bedrooms can be achieved by specifying appropriate glazing and a mechanical comfort cooling ventilation system. At the most exposed facades, a recommendation for high performance acoustic laminated double glazing has been provided.

By providing the appropriate glazing constructions to the proposed façades, calculations indicate that internal ambient noise levels within guest bedrooms would be less than 35 dBA and 30 dBA for daytime / night-time, respectively. The number of night-time LAF, max single events which exceed 45 dBA should also be typically reduced to less than 15 per night.

Noise due to road traffic on the adjacent network should have no perceptible adverse effect on health or quality of life providing that the design guidance given in this report is followed.

An assessment of the potential noise impact due to proposed new building services plant associated with hotel has been carried out. The assessment shows that, so long as suitable mitigation treatments are provided, the level of predicted noise impact at the 'worst case' affected receiver is likely to be compliant with the appropriate criteria. A Ventilation Statement has been submitted in support of this application. The ventilation strategy for the bedroom floors would comprise mechanical supply and extract systems with a sealed façade. Ducts from the bedroom ventilation system will connect at roof level and discharge to atmosphere by means of four number roof mounted extract only air handling units.

It is recommended that a detailed assessment of the level of noise impact will be carried out further to the provision of detailed scheme designs and finalised plant noise data for selected units.

Specific issues have been raised from neighbours in relation to South Nightclub, and a further study has been carried out to address the particular concerns raised.

A Noise Assessment and Noise memorandum has been submitted in support of the proposal which evaluates prevailing noise levels affecting the site during the busiest weekend period. Noise Surveys were undertaken at night time (23:00 - 07:00) from Wednesday to Sunday at three sensitive locations on the building's façade to fully understand the level of mitigation required to ensure the comfort of guests during the night. Where required the report provides recommendations for mitigation measures in order to achieve a comfortable internal and external acoustic environment, in line with the relevant British Standards and Planning Policy and based on the findings of the surveys.

In summary, the assessment shows that suitable internal noise levels within guest bedrooms can be achieved by specifying appropriate glazing and a mechanical comfort cooling ventilation system. At the most exposed facades, a recommendation for high performance acoustic laminated double glazing has been provided.

The assessment shows that, so long as suitable mitigation treatments are provided as suggested, the level of predicted noise impact at the 'worst case' affected receiver is likely to be compliant with the limiting plant noise criteria.

Therefore, with specific reference to the 'Agent of Change' legislation in the Town and Country Planning Act 1990 (as amended), the impact of noise and other factors from buildings which have been in continuous and unchanged use for at least a year in the vicinity, such as Panacea and South, have been properly considered and robustly tested so as not to affect the amenity and enjoyment of the guests at the hotel.

As detailed in Environmental Noise Survey prepared by Cundall, W.H.O. guidelines for noise states for a good sleep, it is believed that indoor sound pressure levels should not exceed approximately 45 dB LAF, max more than 10-15 times per night. For the purposes of this assessment, less than 10 exceedances per night would be considered the NOEL (No Observed Effect Level), with 10-15 exceedances considered the LOAEL (Lowest Observed Adverse Effect Level). Any more than 15 would be considered SOAEL (Significant Observed Adverse Effect Level).

It is anticipated that detailed scheme designs, mitigation measures to control internal noise levels to limit the number of noise exceedances below 15 per night and finalised plant noise data for selected units could be secured by way of condition.

#### TV and Radio reception

As the application constitutes a two storey extension taking the height of the building to ten storeys, the potential impacts on analogue and digital television signals were tested to assess the possible effects on the surrounding area.

The survey concluded that as the Digital Television Switchover has now taken place it is not possible for the development to impact on analogue terrestrial television reception, as all analogue television transmissions were switched off during 2009.

The proposed development is not expected to have any adverse effect upon the reception of Digital Terrestrial Television services or digital satellite television signals.

No pre or post-construction mitigation measures are required and no interference is expected for any broadcast platform.

#### Night-time Appearance

The appearance of the proposed development outside the hours of daylight is an important consideration. A visual image of the proposed external appearance of the building at nighttime has been submitted to illustrate this.

In view of the above the proposals are consistent with section 4 and 10 of the National Planning Policy Framework and Core Strategy policies DM1 and T2.

### Crime and Disorder

Crime Impact Statement developed in consultation with Greater Manchester Police Design for Security team has accompanied the application. A condition requiring Secured by Design accreditation is proposed.

In view of the above the proposals are consistent with Core Strategy Policy DM1.

### Contaminated Land Issues

The plan area of the proposed development will remain as per the existing building footprint resulting in no increase in the impermeable surfacing of the site.

### Ecology

A Phase 1 Ecological Assessment has assessed the ecological value of the Site which confirms that it is of a low ecological value and no protected or endangered species use the Site as a habitat for nesting, roosting or foraging. As such, no mitigation measures are required with regard to ecology.

In view of the above the proposals are considered to be consistent with policy EN15 of the Core Strategy.

### Trees

An Arboricultural Assessment suggests that the site is important for its arboricultural merit and the trees have a positive impact in the local and wider context.

### Flood Risk

The application sites lie within Flood zone 1 and is deemed to be classified as a low risk site. In view of the above the proposals are consistent with section 10 of the National Planning Policy Framework and Core Strategy policy EN14.

### Construction Management

The construction programme for the scheme would span a period of approximately 16 months. Within this period there would be elements of ground works and foundations, frame construction, façade cladding, internal fit out, public realm and landscaping works. The construction programme will include the phases set out below:

Internal strip out works, substructure and façade removal: 4 months

Rooftop extension and construction of new lift core: 6 months

Recladding of both panel system, glazing and louvered screen: 5 months

Internal fit-out to completion and landscaping: 6 months

Close collaboration with the project teams of all nearby construction projects would have to be maintained.

The report sets out: how site logistics would be organised during the construction process including setting out the procedure for deliveries and organisation of the site compound; details the procedure for operational waste removal and the infrastructure that would be installed on site; and, procedures to be adhered to during demolition and construction, including how the construction team would deal with complaints, measures to reduce pollution and health and safety procedures.

A condition would require the submission of a Construction Management Plan.

## **RESPONSE TO CONSULTATIONS**

### Noise.

The issues relating to noise, raised by South nightclub, have been responded to earlier in this report

### Design and Impact on John Rylands Library

Comments received have been dealt with earlier in this report

### Access and Construction

Further to the comments received from neighbours, the following additional information has been received:

\* Access to property during the construction period

Access to Mulberry Street and the car park located under 16 John Dalton Street would be maintained throughout the construction period and therefore access to parking facilities would not be disrupted. As detailed in the outline Construction Management Plan construction traffic would only use Ridgefield to access the construction site compound located in Mulberry Square and therefore construction vehicles would not be parked on Ridgefield during the construction period.

Further details of how the construction traffic would be minimised and managed during the 16 month construction period would be secured by way of a pre-commencement planning condition. The condition would require the submission of a detailed Construction Management Plan prepared by the principal contractor and provide a comprehensive strategy for minimising disruption and maintaining public amenity, which would be developed in consultation with adjoining landowners and the Local Authority.

\* Access to car park once the Hotel opens

Ridgefield and the eastern end of Mulberry Street would be used to provide access for deliveries and servicing for the new hotel. The service yard itself is currently used for existing ground floor tenants and would be rationalised both internally and in terms of access through associated improvements to Mulberry Square as part of the Proposed Development. The landscaping proposals for the Proposed Development would result in Mulberry Square, Ridgefield and Mulberry Street becoming shared

surface areas, which would ultimately allow temporary widening of these roads for traffic when required and help to alleviate any congestion on Ridgefield that is currently experienced by tenants of 16 John Dalton House.

It is expected that refuse collections for the hotel would not result in more than two collections per week, which does not constitute a significant increase in traffic.

Therefore, it can be suggested the operation of the existing roads would not be materially different given their existing use as access roads for servicing John Dalton House and nearby buildings.

Vehicle Swept Path Analysis highlights how refuse vehicles can access the rear of John Dalton House, with no disruption or use of that part of Mulberry Street required to allow access to the rear of 16 John Dalton House.

\* Noise during the construction programme

The 16 month construction period is relatively short for a major city centre development.

The hours of construction would be restricted to 7.30am - 6pm (Monday to Friday), 8.30am - 2pm (Saturdays) with no work occurring on Sundays and Bank Holidays and noise kept to a minimum during the first hour, which is in line with Manchester City Council guidelines. In the event that works beyond these hours are unavoidable, this would not take place without prior notification of Manchester City Council and neighbours.

Measures to control vibration, dust, dirt and removal of waste during the construction period would be provided in a detailed Construction Management Plan (CMP), which would be secured by way of pre-commencement planning condition should the development be approved. The CMP will include details of dust suppression techniques, removal of waste and measures to control noise. Clearly with the ground floor restaurant units remaining in situ during the construction period, every effort would be made to ensure that disruption for them will be kept to a minimum so that their business operations are not affected by the Proposed Development. Keeping noise to a minimum for these tenants will naturally have a significant and beneficial reduction to the amount of impact to a negligible level felt by the tenants of 16 John Dalton Street.

It should also be noted that 16 John Dalton Street is not immediately adjacent to the proposed development and is separated from the site by 14 John Dalton Street and 4 Ridgefield, meaning that the impact from noise, vibration and air quality should not be significant.

Trees

It is recommended that a condition be imposed stating that consent is not given for the removal of any trees within the application site.

Reason: In the interests of amenities of the area,

## CONCLUSION

The current building is not viable for modern office space. The hotel would enhance the quality of the site and the conservation area and make a positive contribution toward to regeneration. The scheme would not have an adverse impact on the setting of nearby listed buildings.

The hotel operator would add value to the existing offer, bringing a significant number of additional visitors per annum and benefiting from brand loyal custom. The additional hotel numbers would service forecasted economic growth and increased anticipated visitor numbers within Manchester.

The provision of new entrances to the hotel and the redevelopment of the existing restaurant facades at ground level would help to add to the vitality of the surrounding area and would offer the appearance of a comprehensive redevelopment of the Site.

The site is accessible by all forms of transport and a cycle storage area would also be provided for use by staff which promote sustainable transport. This investment would secure a significant number of new jobs during both the construction and operational phases of the hotel both directly and indirectly i.e. as a consequence of a commitment to use local supply chains where possible.

In summary, the development proposals accord with planning policy at all levels and merit the support of the City Council, as local planning authority. As such, the application is therefore recommended for approval, subject to appropriate conditions.

**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.

**Recommendation**      **APPROVE ref:111925/FO/2016/C1**

### Article 35 Declaration

Officers have worked with the applicant in a positive and pro-active manner to seek solutions to problems arising in relation to dealing with the planning application.



Officers held extensive pre-application discussions with the applicant to establish the in-principle acceptability of the proposed development. Also, officers worked with the applicant during the planning application process to deal with comments raised by consultees.

### **Reason for recommendation**

### **Conditions to be attached to the decision**

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

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

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

Location Plan showing site edged red 05441\_B1\_00\_000

05441\_B1\_00\_001 Rev B  
05441\_B1\_00\_002 Rev A  
05441\_B1\_00\_003 Rev C  
05441\_B1\_00\_004  
05441\_B1\_01\_199  
05441\_B1\_01\_200  
05441\_B1\_01\_201  
05441\_B1\_01\_202  
05441\_B1\_01\_208  
05441\_B1\_02\_099 Rev B  
05441\_B1\_02\_100 Rev C  
05441\_B1\_02\_101 Rev C  
05441\_B1\_02\_102 Rev C  
05441\_B1\_02\_103 Rev C  
05441\_B1\_02\_104 Rev C  
05441\_B1\_02\_105 Rev C  
05441\_B1\_02\_106 Rev C  
05441\_B1\_02\_107 Rev C  
05441\_B1\_02\_108 Rev B  
05441\_B1\_02\_199 Rev J  
05441\_B1\_02\_200 Rev K  
05441\_B1\_02\_201 Rev K  
05441\_B1\_02\_202 Rev K  
05441\_B1\_02\_208 Rev K  
05441\_B1\_02\_209 Rev K  
05441\_B1\_02\_210 Rev K  
05441\_B1\_02\_211 Rev E  
05441\_B1\_04\_100 Rev C  
05441\_B1\_04\_101 Rev C  
05441\_B1\_04\_200 Rev C  
05441\_B1\_04\_201 Rev C

05441\_B1\_04\_300 Rev B  
05441\_B1\_04\_301 Rev B  
05441\_B1\_04\_302  
05441\_B1\_04\_303  
05441\_B1\_05\_100 Rev C  
05441\_B1\_05\_110 Rev C  
05441\_B1\_05\_120 Rev C  
05441\_B1\_05\_121  
05441\_B1\_10\_001  
05441\_B1\_10\_002

Design and Access Statement including Waste and Servicing Strategy prepared by 5Plus (Section 3.18 and Appendix B superseded by John Dalton House Public Realm Update);

Planning Statement prepared by Deloitte LLP;

Statement of Community Consultation prepared by Deloitte LLP;

Transport Statement and Travel Plan prepared by Travel Plan Services;

Noise Survey prepared by Cundall;

Ventilation Strategy prepared by Cundall;

Outline Construction Management Plan prepared by Thomas and Adamson;

Heritage Assessment prepared by Deloitte LLP;

Environmental Standards Statement and Energy Strategy prepared by Element Sustainability;

Tree Constraints Report prepared by Amenity Tree Care;

Phase 1 Ecological Assessment prepared by Penny Anderson Associates;

Manchester City Council Waste Management Proforma;

TV Reception Survey prepared by Gtech Surveys;

Crime Impact Statement prepared by Greater Manchester Police Design for Security Team;

John Dalton House Public Realm (Update) by Layer Landscape Architecture; and

Noise Memorandum by Cundall.

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 that is hereby approved shall commence unless and until samples and specifications of all materials to be used on all external elevations of the development along with jointing and fixing details and a strategy for quality control management have been submitted to and approved in writing by the City Council as local planning authority.

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

4) No development shall take place unless and until a method statement detailing the control of workmanship in the manufacture, transportation to, and handling and erection on site of the external materials so as to maintain their appearance and quality, have been submitted to and approved in writing by the City Council as local planning authority, unless otherwise agreed in writing by the City Council as local planning authority. The development shall be constructed only using the approved materials.

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 as specified the Guide to Development supplementary planning document and policies SP1 and DM1 of the Core Strategy.

5) No development shall commence unless and until samples and specifications of all hard landscape materials, together with a layout plan identifying the location of the materials have been submitted to and approved in writing by the City Council as local planning authority.

The development shall be constructed only using the approved materials unless otherwise agreed in writing by the City Council as local planning authority. The approved scheme shall be implemented not later than 12 months from the date the building is first occupied

Reason: To ensure that a satisfactory landscaping scheme is carried out pursuant to policy DM1 of the Core Strategy and the Guide to Development.

6) Before the development hereby approved is completed, a paving and surfacing strategy for the public footpaths, vehicular crossings, and vehicular carriageways around the site shall be submitted to and approved in writing by the City Council as local planning authority. All works approved in discharge of this condition shall be fully completed before that relevant phase of the development hereby approved is first occupied.

Reason: In the interests of amenity and to ensure that paving materials are consistent with the use of these areas as pedestrian routes, pursuant to the Guide to Development and policy DM1 of the Core Strategy.

7) Before development commences or within a timescale as otherwise agreed in writing by the City Council details of the measures to be incorporated into the development (or phase thereof) to demonstrate how secure by design accreditation will be achieved have been submitted to and approved in writing by the City Council as local planning authority. The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a secure by design accreditation.

Reason - To reduce the risk of crime pursuant to policies SP1 and DM1 of the Core Strategy.

8) Use of the development shall not commence unless and until a servicing strategy, including a schedule of loading and unloading locations, has been submitted to and agreed in writing by the City Council as local planning authority. Servicing shall thereafter take place in accordance with the approved strategy.

Reason: In the interests of public and highway safety and the protection of residential amenity, pursuant to policy DM1 of the Core Strategy

9) Deliveries, servicing and collections, including waste collections shall not take place outside the following hours: 07:30 to 20:00, Monday to Saturday. Where Sunday/Bank Holiday deliveries etc. are permitted the times shall be confined to 10:00 to 18:00.

Reason - To safeguard the amenities of the occupiers of nearby occupiers.

10) The wheels of contractors vehicles leaving the site shall be cleaned and the access roads leading to the site swept daily in accordance with a management scheme submitted to and approved in writing by the City Council as local planning authority prior to any works commencing on site.

Reason - In the interest of pedestrian and highway safety, as specified in policies SP1 and DM1 of Core Strategy.

11) The details of an emergency telephone contact number shall be displayed in a publicly accessible location on the site and shall remain so displayed for the duration of the construction and fitting out of the development.

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

12) Before the development is completed a signage design strategy for all parts of the development shall be submitted to and approved in writing by the City Council as local planning authority.

Reason: To protect the visual amenity of the area and to ensure the development is carried out in a satisfactory manner pursuant to policy DM1 of the Core Strategy and Guide to Development 2 (SPG).

13) No amplified sound or any music shall be produced or played in any part of the site outside of the building, other than in accordance with a scheme detailing the levels at which any music shall be played and the hours during which it shall be played which has been submitted to and approved in writing by the City Council as local planning authority.

Reason - In interests of residential amenity in order to reduce noise and general disturbance in accordance with saved policy DC26.1 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

14) Construction/demolition works shall be confined to the following hours unless otherwise agreed in writing by the City Council as local planning authority:

Monday - Friday\*: 7.30am - 6pm  
Saturday\*: 8.30am - 2pm  
Sunday / Bank holidays: No work

\*Workforce may arrive on site 30 minutes prior but no working outside these times, unless changed by prior agreement. Noise to be kept to a minimum in the first hour.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation during the construction phase.

15) 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.

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 minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site.

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

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

Reason - In the interests of amenity and public health

17) No externally mounted telecommunications equipment shall be mounted on any part of the buildings hereby approved, including the roofs, unless otherwise agreed in writing by the City Council as local planning authority.

Reason: In the interest of visual amenity and pursuant to policy DC18.1 of the Unitary Development Plan for the City of Manchester

18) The development hereby approved shall achieve a post-construction Building Research Establishment Environmental Assessment Method (BREEAM) rating of 'very good'. A post construction review certificate shall be submitted to and approved in writing by the City Council as local planning authority prior to occupancy of each part of the development as described in condition 17 or within a timescale to be agreed in writing by the City Council as local planning authority.

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

19) A Construction Management Plan shall be submitted to and approved by the Council. This will contain a Noise & Vibration section (in addition to a dust emission section) that shall base the assessment on British Standard 5228, with reference to other relevant standards. It shall also contain a community consultation strategy which includes how and when local businesses and residents will be consulted on matters such as out of hours works. Any proposal for out of hours works (as below) will be submitted to and approved by this section, the details of which shall be submitted at least 4 weeks in advance of such works commencing.

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

20) No development shall take place unless and a Maintenance Strategy for the external areas of the site, including planting arrangements, boundary treatments, furniture and lighting, has been submitted to, and approved in writing by, the City Council as local planning authority.

Reason: In the interests of visual amenity, and to ensure the details of the development are acceptable, pursuant to Core Strategy Policy DM1.

21) No development shall take place unless and until a full details of the design and location of all taxi areas and vehicle drop-off points, within the development, has been submitted to, and approved in writing by, the City Council as local planning authority.

Reason: In the interests of amenity and highway safety, and to ensure the details of the development are acceptable, pursuant to Core Strategy Policy DM1.

22) This consent does not give approval for the removal of any trees within the application site.

Reason: In the interests of amenities of the area, pursuant policies DM1 and SP1 of the Core Strategy.

23) All external doors shall open inwardly to avoid conflict with the footway.

Reason - In the interest of pedestrian and highway safety, as specified in policies SP1 and DM1 of Core Strategy.

24) Studies containing the following with regard to television reception in the area containing the site shall be submitted to and approved in writing by the City Council as local planning authority:

a) Measure the existing television signal reception within the potential impact area, as defined in the submitted Radio and TV Reception Impact Assessment, before development commences. The work shall be undertaken either by an aerial installer registered with the Confederation of Aerial Industries or by a body approved by the Office of Communications, and shall include an assessment of the survey results obtained.

b) Assess the impact of the development on television signal reception within the potential impact area identified in (a) above within one month of the practical completion of the development and at any other time during the construction of the development if requested in writing by the City Council as local planning authority in response to identified television signal reception problems within the potential impact area. The study shall identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out in (a) above unless otherwise agreed in writing with the City Council as local planning authority.

Reason: To provide an indication of the area of television signal reception likely to be affected by the development to provide a basis on which to assess the extent to which the development during construction and once built will effect TV reception and to ensure that the development at least maintains the existing level and quality of TV signal reception as advised in PPG 8 and pursuant to policy

### **Local Government (Access to Information) Act 1985**

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 111925/FO/2016/C1 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

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

Highway Services  
Environmental Health  
Neighbourhood Team Leader (Arboriculture)  
Environment & Operations (Refuse & Sustainability)  
Travel Change Team  
Greater Manchester Police  
Historic England (North West)  
Environment Agency

Greater Manchester Archaeological Advisory Service  
United Utilities Water PLC  
Greater Manchester Ecology Unit  
Greater Manchester Pedestrians Society

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

**Representations were received from the following third parties:**

56 Stanley Road, Knutsford, WA16 0DE  
Squire Patton Boggs, 16 John Dalton Street, Manchester, M60 8HS  
4 Gibsons road, Heaton moor, Stockport, Sk4 4jx  
Flat 410 The Linx, Manchester, M4 4AR  
Northmead, 8 Mellalieu Street Middleton, Manchester, M245DN



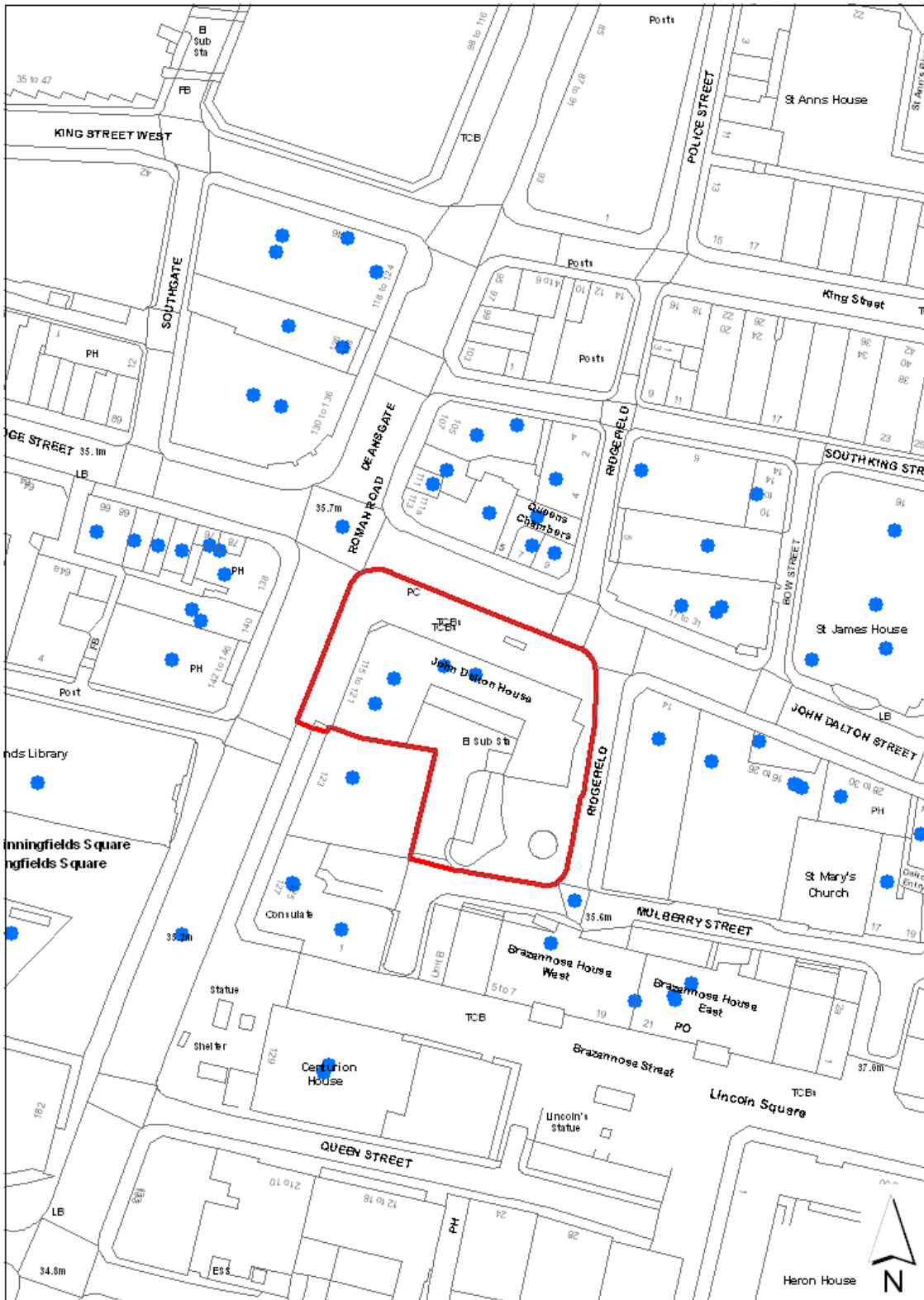
View of proposed building (with proposed Lincoln House)





View of proposed building (with proposed Lincoln House)

**Relevant Contact Officer :** David Brettell  
**Telephone number :** 0161 234 4556  
**Email :** [d.brettell@manchester.gov.uk](mailto:d.brettell@manchester.gov.uk)



Application site boundary  
 ● Neighbour notification  
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