

Application Number	Date of Appln	Committee Date	Ward
111921/FO/2016/N1	18th Apr 2016	30th Jun 2016	Ancoats And Clayton Ward

Proposal Proposed erection of a part 7 storey part 9 storey building to create a 221 bedroom hotel (Class C1) with associated reception area, fitness centre, restaurant/bar, basement car parking and taxi drop off area

Location Land Bounded By Sharp Street, Baptist Street, Ludgate Hill And Rochdale Road, Ancoats, Manchester

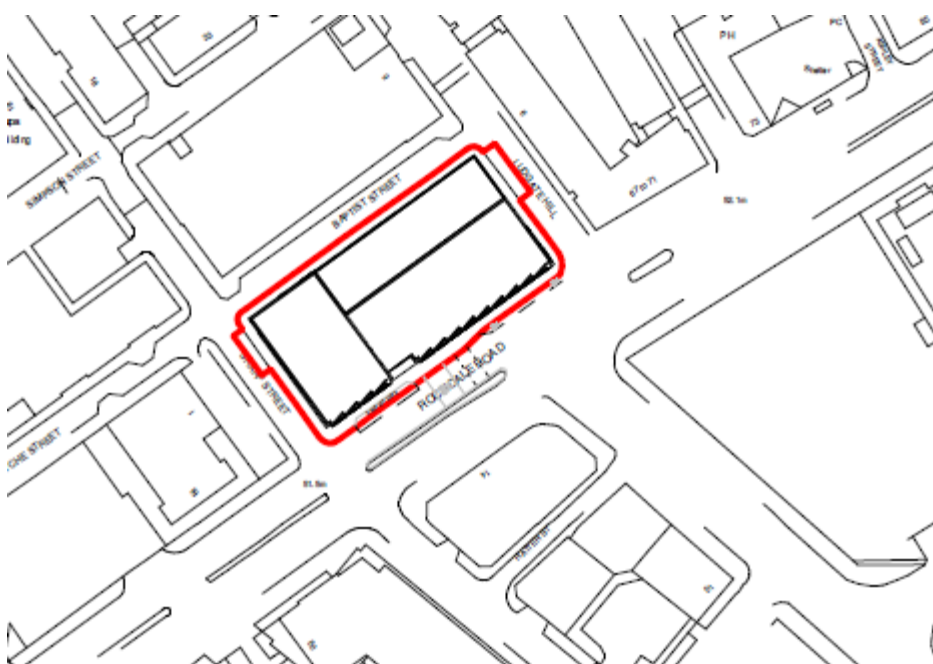
Applicant Create Developments (Manchester) Ltd, C/o Agent

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

Description

The application site is located immediately to the north of the City Centre in a key location on Rochdale Road within the Lower Irk Valley area of the City Fringe. The application site measures 0.19ha and is bounded by Sharp Street to the south west, Rochdale Road to the south east, Ludgate Hill to the north east and Baptist Street to the north west. The application site is currently vacant with a rough tarmac finish with some scrub vegetation along the site edges and is currently bounded by a weld mesh security fence to restrict any access to the public. Prior to the erection of this security fence, the application site was used for public car parking with a capacity to accommodate up to 60 unmarked car parking spaces. There are no buildings on the application site that will require demolition to accommodate any new development.

A location plan of the application site can be seen below:



The application site is not located within a Conservation Area and does not contain or is not located adjacent to any Listed Buildings. The closest listed building is located 55 metres away to the east of the site on Rochdale Road and is the Grade II listed Marble Arch public house.

Surrounding the application site is predominantly existing residential apartment buildings. To the north of the site fronting Baptist Street is Skyline Chambers, which is a part 5 storey part 7 storey residential building. To the north east is The Red Building which is located on the corner of Ludgate Hill and Rochdale Road and is a 7 storey residential building with retail uses on the ground floor.

The application site is then bounded by Rochdale Road to the south and this is a main radial route in and out of the City Centre. Opposite the application site on Rochdale Road is a car park located behind a bricked wall, a disused commercial building and the substantial Skyline Central residential development. Finally, to the south west of the site is the Baptist Chapel, which is located on the corner of Rochdale Road and Sharp Street.

The application site is located immediately to the north of the City Centre in an area known as Angel Meadows in the Lower Irk Valley. The surrounding area to the north is predominantly characterised by residential developments with some small scale retail units on the ground floor between Rochdale Road and Angel Meadow Park, which is a public open space. The wider area to the South of the application site on the opposite side of Rochdale Road is a range of light industrial and commercial uses. The area to the west of the site is characterised by a mix of residential blocks and light industrial uses and beyond this is the Noma Masterplan area. Finally, the wider area to the east of the site is dominated by light industrial units.

Planning History

This strategic development site fronting Rochdale Road has been the subject of a number of relevant planning permissions over recent years. These are now listed below:

- Application 077897/FO/2005/N1 - Erection of a 7 storey building comprising 107 apartments and ancillary basement car parking. Application approved January 2007 - permission was not implemented and has now expired.
- Application 081528/FO/2006/N1 - Erection of building (maximum 28 storeys) comprising 367 no. self contained residential units (including 30 no. key worker units and 95 no. serviced apartments), business centre (Class B1) (450 sq.m), retail units (Classes A1/A2) (319 sq.m), ancillary amenity space/leisure facilities for residents and basement car parking for 150 cars. Application approved March 2007 - permission was not implemented and has now expired.
- Application 092030/FO/2009/N1 - Erection of an eight storey, 187 bedroom, hotel (Class C1) and 42 car parking spaces, with ancillary uses of bar, gymnasium and restaurant. Application approved October 2010 - permission was not implemented and has now expired.

Therefore, the principle of the redevelopment of this vacant piece of land on Rochdale Road has already been established, and most importantly for the use of the site as a hotel.

Proposed Development

Planning permission is sought under this application for the erection of a part 7 storey, part 9 storey L-shaped building to create a 221 bedroom hotel under the Class C1 use class with associated ancillary facilities.

The ground floor of the building comprises the hotel reception / welcome zone, staff facilities and a small number of hotel rooms. It will also include a breakfast, lounge eating area, a fitness centre for guests, meeting room space, a limited service kitchen and back of house facilities including a bin store with direct access from Baptist Street to the rear of the building. Guests will enter the building via the main entrance on Rochdale Road to the hotel reception and welcome area. To the east of welcome zone fronting Rochdale Road is the living zone which includes the breakfast and seating area to create an active frontage and animation to Rochdale Road. To the east of the welcome zone is a meeting room area. Staff facilities and back of house facilities are provided on the Baptist Street elevation with 5 hotel rooms being located fronting Sharp Street.

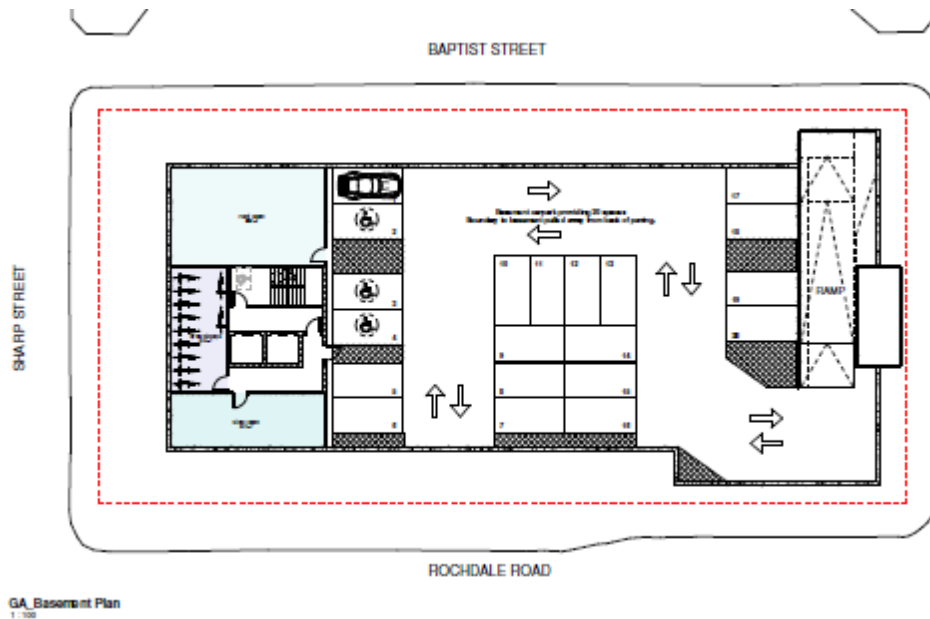
Externally, a drop-off/pick up layby will be created on Rochdale Road by the front entrance of the hotel and a servicing and delivery loading bay will be created on Ludgate Hill.

The ground floor plan and external areas can be seen below:



A basement is being created to provide 20 car parking spaces for guests including 3 disabled spaces. The basement area also includes a cycle storage room for 22 cycle parking spaces, a plant room and a storage room. Access to the basement parking is via a ramp at the rear of the building from Baptist Street at the Ludgate Hill end of the site. Internally, a lift and stairs are provided for customers to access the ground floor and hotel rooms above.

The basement plan can be seen below:

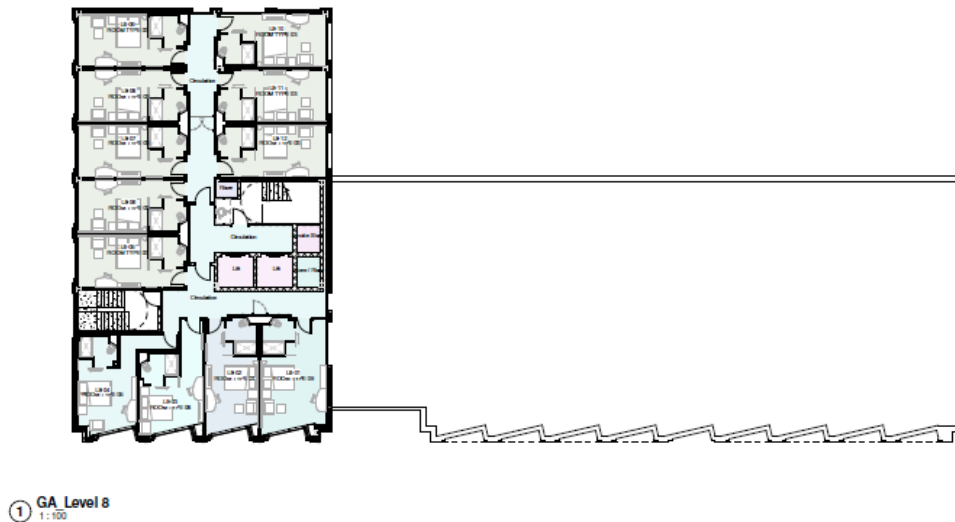


Above the ground floor level on levels 1 – 8, 221 hotel rooms would be provided, 5% of which are disabled rooms. The majority of rooms are flexi rooms so can be either twin or double bedrooms.

The floor plans for the lower and upper floors can be seen below:



GA_Level 1
1:100



The form of the building is L-shaped in footprint with a single storey infill to the rear proportion of the scheme. The two rectangular elements of the L-shape are linked by a recess glazed element which forms the entrance to the building at ground, off Rochdale Road.

The proposed development is to be occupied by Hampton by Hilton as the hotel franchisor, which will offer a 3 / 4 star limited service. As outlined within the Planning Statement submitted with the application, Hampton by Hilton offer a range of services for leisure and business visitors including, reception space, meeting room facilities, guest gym, bar and a limited service restaurant. No cooking will take place on site, the breakfast facilities extend to continental breakfast only. The Hampton brand is one of thirteen Worldwide Hilton Brands. There are currently 19 Hampton by Hilton hotels either open or soon to be opened across the UK with a brand target of opening up to a further 30 hotels before the end of 2020. Hampton targets regional and international business and leisure travellers seeking contemporary comfort, extraordinary value, and customer satisfaction.

Consultations

Advertisement

The application has been advertised through the display of 3 site notices around the site (6th May 2016) and in the press (3rd May 2016) as being a Major Development.

Environmental Impact Assessment

As outlined within the Planning Statement submitted to accompany this application, the need for a Screening Opinion has been considered in light of the requirements of the Town and Country Planning (England) (Environmental Impact Assessment) Regulations 2011 (as amended) (the "EIA Regulations"), the European legislation under Directive 2011/92/EU and National Planning Practice Guidance (March 2014).

The EIA Regulations outline thresholds for what are described as Schedule 1 and Schedule 2 Projects. EIA is mandatory for "Schedule 1" projects. EIA is required for

“Schedule 2” projects if, in the opinion of the determining authority, they are likely to give rise to “significant effects” on the environment. In determining whether the proposed development constitutes EIA development, considerations should be had for the following; a) If the proposed development is of a type listed in Schedule 1; b) If not, whether it is listed in Schedule 2; c) If so, whether it is of more than local significance, located in an environmentally sensitive area or likely to give rise to unusually complex and potentially hazardous effects; and/or; d) It meets any of the relevant thresholds and criteria set out in Schedule 2.

An EIA is mandatory for projects listed in Schedule 1 of the EIA Regulations, however the proposed development is not of a type listed in Schedule 1. The EIA Regulations state that the proposed development may be considered to be Schedule 2 development under Category 10, ‘Infrastructure Projects’, of the EIA Regulations. Sub-section (b) relates to ‘Urban development projects’, where the area of development exceeds 5 hectares. The Site is 0.19 ha and does not exceed the 5 hectare threshold set out in Schedule 2 10 (b) of the EIA Regulations. The application site is previously developed land and is not within a sensitive area, and therefore given the nature and scale of the proposed development for a hotel a Screening Request is not required in this case.

Local Residents/Businesses

12 emails of representation have been received in total raising objections against the proposed development. The comments made can be summarised as follows:

- The height of the building at nine storeys is too tall and will have a detrimental impact on the area and on the adjacent residential buildings. It is 3-4 storeys higher than the nearby flats. The proximity between this elevation and the Baptist Church is troubling as it will be completely overshadowed.
- The plans are excessive and do not fit in with the type of area that has been created around Ludgate Hill. If the proposals were for a residential development of a similar size to the others in the immediate vicinity then there would be fewer complaints from local residents.
- The development will have a detrimental impact on car parking in area. 20 car parking spaces are not enough to serve this large hotel. There are already problems in this area with traffic and street parking and this development will make it much worse. Local public car parks are already very full.
- The proposed development has a poor design. The building looks hideous and at first sight it looked like a multi-storey car park.
- There will be a loss of amenity from the additional comings and goings, noise pollution from the hotel use and its servicing and deliveries and from stags and hen parties. The area is currently peaceful and quiet despite its location near the City Centre, with very little disturbances during the day and evening. A hotel of this size will severely change this area and have an irreversible negative impact. Hotel residents will have less concern for local residents than they would if they lived there from day to day. Putting a huge hotel in the middle of a densely populated area will be catastrophic.
- The proposed development works will be noisy and disruptive, especially for those working from home or on shifts.

- The proposed windows from the hotel will cause a loss of privacy from overlooking.
- The proposed nine storey development will create a loss of daylight/sunlight from the existing residential properties around the site.
- The proposed development due to the height and massing will cause a significant loss of view to the existing residential properties around the site.
- There is already a high concentration of hotels in this area and in the City Centre and therefore, why is there a need for another one?
- The proposed development will cause a loss of value or rental value of the properties around the site.
- Residents would prefer to see a shop/apartment/office development to a hotel.

Friends Of Angel Meadows

Whilst it is recognised that a previous application for a 187 room hotel was granted permission in 2009, it must be highlighted that this was during construction of the adjacent plots (Northern Angel, Skylight Chambers and the Red Building apartments) and as such had no residential neighbours. Now these apartments are fully occupied with professionals, families and older residents it can no longer be deemed compatible with an even bigger budget hotel which will bring up to 500 guests (not just at weekends but also, for mid-week football and concerts) into the neighbourhood.

The associated crime, noise, litter and traffic from large groups can be witnessed further along Rochdale Rd at the Holiday Inn and the Crowne Plaza. Angel Meadow has suffered from a failure of neighbourhood management which sees virtually no street-cleaning nor policing despite opening it up to non-residents using the area for parking associated with the stalled NOMA scheme. An increase in non-residents will only exacerbate these issues.

Minor amendments to the pull-in off Rochdale Road for two vehicles is not a valid solution to the significant traffic which will be drawn to this scheme. Poorly implemented traffic calming and parking measures associated with NOMA continue to blight the neighbourhood and the proposals for transporting hotel guests in and out of the area would significantly increase pollution levels in a city continually breaching acceptable health levels.

Whilst the architectural design and materials chosen should (for once) be commended for its solidity and its attempt to reference the heritage of the area (6 grade II Listed Buildings and several other of important historic value), it is felt there are better locations elsewhere which would not be so detrimental to existing residents- most favourably on the New Cross area.

The heights in excess of 4 stories more than surrounding residential apartments are particularly greedy and would certainly create an oppressive streetscape for many. The preference should be to continue the human-scale residential development of Angel Meadow, restoring beneficial commercial activity to ground floor units along Rochdale Rd which could actually serve the local community.

Historically, Angel Meadow was the free-market example of how not to develop a city for the long term, building only transience into a population who play little role in the civic life of the city and ultimately will not defend it against economic troughs. Much money was spent last year on the New Cross, Irk Valley and Angel Meadow Masterplans which waxed-lyrical about creating “neighbourhoods of choice.” Few would argue that a sustainable neighbourhood would indeed contain a budget hotel of this size bringing people in the area disinclined to respect the residents living here. One would hope there is still scope for reassessing the needs of the current residential estate- numbering 1000+ residents- and a more coherent and beneficial use of this site is chosen. As such we would value a rethink into how we develop coherent residential neighbourhoods outside the ring road which deliver sustainability.

Strategic Development

The above application falls within the Angel Meadow / Ludgate Hill area that features as a key city-centre location within the Northern Gateway. Due in large part to the significant development activity that has already taken place in the immediate locality, there isn't any up to date planning or urban design guidance in place. However, the site falls within the North Manchester SRF area and is recognised within a number of key policy documents as playing an important role in connecting core edge of city neighbourhoods i.e. NOMA, New Cross, Lower Irk Valley.

The lower sections of Rochdale Road are also seen as key in supporting the transition from higher density apartment living in City Centre locations to a more suburban residential feel in outlying neighbourhoods; that include Collyhurst and the Lower Irk Valley. Both the New Cross and Lower Irk Valley development frameworks see this being reflected in the height / density of development and the promotion of high quality schemes that help re-enforce the Rochdale Road Corridor as a key arterial route into and out of the city.

This application appears to support those strategic aims by delivering a high quality scheme in a priority location, which is consistent with the predominantly residential-led, mixed use offer being promoted throughout the Northern Gateway.

Highway Services

The proposed site is situated close to excellent public transport links via metrolink, rail and bus services. In relation to trip generation and junction capacity, a TRICS assessment has been provided, which is considered to be acceptable in principle. The trip generation at the site is predicted to be 52 two-way movements in the AM peak and a further 45 two-way movements in the PM peak. It is accepted that given the sites edge of city centre location and that the development is to provide only 20 on-site car park spaces, traffic impacts on the surrounding highway are expected to be accommodated within the existing highway network.

20 on-site parking spaces are to be provided at basement level and incorporate 3 disabled parking bays. The parking provision will not accommodate all vehicles generated by the development, however the applicant has demonstrated that the parking demand will be accommodated within nearby car parks and limited waiting /

pay and display on-street parking. The proposed parking provision at the site is therefore, considered to be acceptable in principle. The proposed access to the car park will be via Baptist Street which as discussed previously is a one-way route. As a result the new car park access is to be restricted to one-way movements only. The access ramp will be controlled via signal control with priority given to vehicles waiting to access the site from Baptist Street. Further detail is required regarding the visibility splays to / from the proposed car park ramp and also the proposed ramp gradient. This has been included through a request for information through an appropriately worded condition.

Regarding the dimension of the spaces, these should all accord with MCC's standard minimum requirement. It is recommended that standard parking bay dimensions be a minimum of 2.4m x 4.8m and disabled parking bay dimensions a minimum of 3.6m x 6.0m. This should also include a 6 metre aisle to allow vehicles to safely manoeuvre within the car park.

On-street parking surrounding the site is controlled via limited waiting parking bays. The bays permit on-street parking for 2 hours with no return within the hour between 08:00 - 18:00 Monday - Friday and 08:00 - 12:30 Saturday. Outside of these hours, vehicles are permitted to park without restriction. Taxi drop off / pick up is proposed via a new dedicated taxi bay on Sharp Street. The new drop off facility will require the removal of existing limited waiting parking bays. Following further consideration, it is recommended that the applicant retains the existing parking bays and provides a half layby drop off / pick up facility on Rochdale Road, directly outside the hotel entrance. The layby should be protected via double yellow lines rather than a loading / limited waiting bay restriction to provide flexibility, which is a similar arrangement provided at other hotels in the city centre.

Following receipt of these comments, the applicant has worked with Highways Services and Transport for Greater Manchester, and an appropriately designed scheme for the provision of a drop-off/pick up bay has now been proposed for Rochdale Road. Providing that this layby is used for drop-offs and pick ups only and that the loading bay proposed on Ludgate Hill is used for all servicing, deliveries and coach drop offs, the layby shown is considered to be acceptable.

Access into the sites basement car park is to be via a new vehicular entrance on Baptist Street. A redundant vehicular entrance on Sharp Street will also require reinstatement to footway as part of the proposals. Highway works are also required to provide a new drop off / pick up facility on Rochdale Road and a loading only bay on Ludgate Hill. All of the works required to accommodate new vehicular entrances, drop off provision, reinstatements and TROs should be undertaken via a S278 agreement (for amendments to the existing adopted highway), to be funded by the applicant.

22 no. cycle parking spaces are proposed at the site which adheres to Manchester City Council's Core Strategy cycle parking requirements and is therefore acceptable in principle.

The proposed development includes a framework travel plans, 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.

Servicing / waste collection is to be undertaken via a new dedicated on-street loading bay on Ludgate Hill. The applicant has illustrated that a 10.0m HGV can safely access / egress the bay. However it should be noted that Manchester City Centre (MCC) refuse vehicles are circa 11.0m in length, it is therefore recommended that the applicant provides a swept path analysis for a vehicle of this size. It is recommended that servicing / refuse collection takes place outside of peak hours periods to reduce congestion on the highway network.

Since the receipt of these comments, the applicant has completed a new swept path analysis on the drawing numbered TPMA1483-103 Rev B showing an 11.0m refuse vehicle as suggested. This has been submitted to Highway Services for approval and it has been confirmed that this is now acceptable for this development.

It is recommended that a detailed Construction Management Plan is provided by the applicant prior to any construction works beginning. It is recommended that the Construction Management Plan details the phasing and quantification / classification of vehicular activity associated with planned construction. This should include commentary on types and frequency of vehicular demands together with evidence (including appropriate swept-path assessment) of satisfactory routeing both within the site and on the adjacent highway. The document should also consider ongoing construction works in the locality. It is recommended that the above is conditioned and attached to any planning permission that may be granted.

Environmental Health

Environmental Health have no objection to the development proposals subject to the inclusion of conditions relating to the following; delivery and servicing hours, fume extraction, request details of the hours of use for the café bar and gym, acoustic insulation of the accommodation from external noise sources and insulation of the café bar and gym, acoustic insulation of any external equipment, waste management strategy, details of days and hours of operation of any external areas, contaminated land, construction management strategy and air quality.

In relation to fume extraction, the applicant has confirmed that a condition is not required as the hotel provides a limited service restaurant and so no cooking will take place on site. The breakfast facilities extend to continental breakfast only and therefore, there will be no fume extraction equipment on site.

In response to the request for further information about the hours of the café bar and gym, the applicant has confirmed that the café bar area will only be open to the public until 10pm and thereafter, access is strictly controlled via key-cards issued to residents. It has also been confirmed that the gym will not be open to the general public and will be restricted to residents only. This will also have a restricted opening schedule for hotel residents. However, they are happy for this condition to be included and further detailed information will be provided through the discharge of condition process.

In relation to the acoustic insulation of any external equipment, Environmental Health have reviewed the acoustic report by Sandy Brown, reference: 16099-R03-B, dated: 13 April 2016, which has set limits for the maximum noise levels at 1m from the nearest noise sensitive premises for external plant. At this stage, the actual plant selection has not been made and so a condition is recommended.

In relation to waste management, Environmental Health has confirmed that the information provided in the Design and Access Statement is not sufficient to approve under the recommended condition. It has been estimated 7 x 1100l bins for the proposed dining space but does not give what waste stream each will be and the full strategy has not been given for the operations within the application. Therefore, a full condition is recommended. In response to these comments, further details have been provided by the applicant and this can be seen in the Issues section later in the report.

In relation to the use of external areas for A3 purposes, the applicant has confirmed that there are no external areas proposed as part of this development. Therefore, this condition is not required.

In relation to Construction Management, Environmental Health have outlined that an outline construction management plan has been submitted with the application, however this document states that a detailed Construction Management Plan will be submitted to the Local Planning Authority prior to the works commencing. This will need to be reviewed before any condition can be discharged. It should be noted that the Outline Construction Management Plan states a 7am start (Mon to Fri) for the above, which is not in line with Environmental Health guidelines. Therefore, a condition has been included requiring the submission of a fully detailed construction management scheme in line with Environmental Health regulations.

Finally, in relation to air quality, Environmental Health have stated that for this development it would be acceptable as an alternative to a full assessment for proposals for good practice principles for both the design and operational phases to be submitted. In response to the request for this condition, the applicant has stated that the construction management plan and the full travel plan (to be conditioned) inherently result in good practice principles being implemented in relation to air quality and therefore, a separate condition in relation to air quality is not necessary. Therefore, it is agreed that this condition is not required as the issues are covered by other included conditions.

Greater Manchester Archaeological Advisory Unit

The proposal site has been the subject of two archaeological desk based assessments (DBAs) for previous schemes, so the archaeological interest is pretty well identified and understood. However, there has been no archaeological evaluation trenching to confirm the extent, character and relative significance of buried remains. The archaeological interest relates principally to early 19th century workers' housing, particularly cellar dwellings. There is also slight potential for part of a former chapel burial yard to exist along the western edge of the site. The application is accompanied by a Written Scheme of Investigation (WSI) for archaeological trial trenching. This has been prepared by TEP in consultation with

GMAAS. The WSI includes the two previous DBAs (by AECOM and WSP) as an appendix and there is a plan showing the location of 6 targeted trial trenches which will inform further archaeological mitigation such as open area excavation should significant remains be found that will be destroyed by development ground works.

GMAAS are happy with the approach set out in the WSI and recommend that an archaeological condition is attached to consent to secure appropriate recording of the remains that are threatened by the development and that the important industrial heritage of the site is commemorated. GMAAS will monitor the implementation of the archaeological works on behalf of Manchester Planning Authority. Once archaeological site works are complete then GMAAS can write to release the site for development ground works; however, the archaeological condition should not be discharged until the final parts of the condition have been completed.

Greater Manchester Ecological Unit

There are no objections to the above planning application on ecological grounds.

Greater Manchester Police

Having looked at the proposals, GMP would recommend the following:

The proposed development should be designed and constructed in accordance with the recommendations contained within section 3.3 of the submitted Crime Impact Statement dated (14/04/2015 – URN: 2006/1188/CIS/02 Version A) and a planning condition should be added to reflect the physical security specification listed within sections 4 & 5 of the appendices within the submitted Crime Impact Statement.

In summary, our support for this application is dependent on the recommendations made within the Crime Impact Statement being incorporated into this proposal.

Flood Risk Management Team

The Flood Risk Management Team have no objections to the development proposals, subject to the inclusion of drainage conditions being attached to attached to this planning application, including a surface water drainage scheme and details in relation to a sustainable urban drainage scheme.

United Utilities

United Utilities will have no objection to the proposed development provided that conditions relating to foul water, surface water and sustainable drainage systems are attached to any approval.

A water main/trunk main crosses the site. As UU need access for operating and maintaining it, we will not permit development in close proximity to the main. An access strip of no less than 10 metres, measuring at least 5 metres either side of the centre line of the pipe is required. The applicant must comply with our standard conditions, a copy of which is enclosed, for work carried out on, or when crossing aqueducts and easements. This should be taken into account in the final site layout,

or a diversion will be necessary, which will be at the applicant's expense. Any necessary disconnection or diversion required as a result of any development will be carried out at the developer's expense.

Following the receipt of these comments in relation to a water main, the applicant has confirmed that they have assessed the United Utilities Drainage and Water search that was undertaken by the client in February 2016. This demonstrates that the water main is located in the highway network where there will be no built development. As such there will be no impact on access to the existing water main.

Policy Context

The Development Plan

The Development Plan consists of:

- The Manchester Core Strategy (2012); and
- Saved policies of the Unitary Development Plan for the City of Manchester (1995)

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) and 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 as directed by the National Planning Policy Framework (NPPF).

The NPPF requires application to be determined in accordance with the Development Plan unless material considerations indicate otherwise.

Manchester Core Strategy Development Plan Document (July 2012)

The relevant policies within the Core Strategy are as follows:

Policy SP1 '*Spatial Principles*' states that one of the key spatial principles is the emphasis on the creation of neighbourhoods of choice, providing high quality and diverse housing around district centres which meet local needs, all in a distinct environment.

All development should have regard to the character, issues and strategy for each regeneration area – in this case East Manchester. In addition, new development will be encouraged that maximises the potential of the City's transport infrastructure, in particular promoting walking, cycling and the use of public transport.

The policy goes on to state that development in all parts of the City should:

- Make a positive contribution to neighbourhoods of choice including;
 - Creating well designed places that enhance or create character.
 - Making a positive contribution to the health, safety and well being of residents;
 - Considering the needs of all members of the community;
 - Protect and enhance the built and natural environment.
- Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible;
- Improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision.

The proposed development is considered to be in accordance with policy SP1 in that a high quality hotel development will contribute towards support tourism and economic growth in the City Centre. In addition, the proposal will help integrate this area of north Manchester to the City Centre and act as a catalyst to the continued regeneration of the area.

Policy EC3 '*The Regional Centre*' states that housing will be an appropriate use within the Regional Centre, although this should complement the development of mixed use employment areas. Subject to site and location details, the Regional Centre will generally be a location where higher density residential development is appropriate.

The proposal is considered to contribute towards the objectives of this policy by providing a tourism use within the regional centre in close proximity to the City Centre.

Policy CC4 '*Visitors - Tourism, Culture and Leisure*' states that the City Centre will be the focus for culture and leisure in the City Region. Proposals to improve the appearance, use and accessibility of all cultural and visitor attractions and associated facilities will be supported. The improvement of facilities for business visitors will also be supported. Development in the City Centre which improves facilities for visitors, including Manchester residents, will be promoted. In order that the existing visitor attractions can reach their potential it is also important that the City Centre has the infrastructure to accommodate the necessary volume of visitors. Hotels have become an increasingly important use across the City, and these will be particularly important in the City Centre. New hotel development which contributes to the quality of the City Centre hotel offer will be supported. Proposals for new hotels outside of the City Centre will be supported where they support visitor-oriented development and where the Council is confident that they will be deliverable.

The proposal is for an out of centre hotel on the edge of the City Centre. The applicant has demonstrated that the hotel will be delivered and occupied by 'Hampton by Hilton' which is a worldwide recognised hotel brand. The proposal will support the ongoing regeneration of this area and support tourism within the extended City Council boundary as defined within the City Council's City Centre strategic plan.

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

- Improve choice by developing alternatives to the car;
- Promote regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services, particularly for those most in need and for those without a car;
- Improve access to transport services and facilities in order to enable disabled people and people with mobility impairments to participate fully in public life;
- Improve pedestrian routes and the pedestrian environment;
- Improve and develop further Manchester's cycle network;
- Contribute to improvements to the extent and reliability of the public transport network through safe and attractive waiting facilities, better priority and information provision,
- Would reduce the negative impacts of road traffic.

The proposal is considered to be in accordance with policy T1 as the development is located in an area where there is access to a range of public transport modes.

Policy T2 '*Accessible areas of opportunity and needs*' states that the Council will actively manage the pattern of development to ensure that new development:

- Is located to ensure good access to the City's main economic drivers, including the regional centre and to ensure good national and international connections;
- Is easily accessible by walking, cycling and public transport; connecting residential to jobs, centres, health, leisure, open space and educational opportunities. Particular priority will be given to providing all residents access to strategic employment sites including – links with East Manchester to employment locations such as Eastlands.

Applications should include appropriate Traffic Impact Assessments and Travel Plans for all major applications and for any proposals where there are likely to be access or transport issues.

This planning application is accompanied by a Transport Statement and a Framework Travel Plan which demonstrates that the proposal will have a minimal impact on the local highway network and will encourage other forms of transport. In addition to this, the proposals include the provision of a 20 space car park and 22 space bicycle store within the basement that is considered to be an appropriate level of parking in this sustainable location.

Policy C1 '*Centre Hierarchy*' states that development of town centre uses (as defined in national planning policy) will be prioritised in the centres identified in this policy, taking account of the different roles of the City Centre, District Centres and Local Centres.

It is noted that the application site is not within a defined centre, however, the application site does fall within the extended City Centre boundary as defined by the City Centre Strategic Plan. In this regard, weight should be attached to the aspirations of this document that seek to enhance the role of the City Centre by integrating edge of centre areas. This in turn has a positive impact on the regeneration aspiration of areas such as the Lower Irk Valley.

Policy C9 '*Out of centre development*' states that development of town centre uses in locations which are outside a centre identified in policy C1 (or a strategic location) will be inappropriate unless it can meet the following criteria:

- There are no sequentially preferable sites, or allocated sites, within the area the development is intended to serve that are available, suitable and viable;
- The proposal would not have unacceptable impacts, either individually or cumulatively with recently completed and approved schemes and having regard to any allocations for town centre uses, on the vitality and viability of the City Centre and designated district and local centres. An assessment of impacts will be required for retail developments of more than local significance; and,
- The proposal is appropriate in terms of its scale and function to its location.

The planning application is not supported by a sequential test on the basis that it now forms part of the extended City Centre. It is recognised that the role of the City Centre is changing that in order to support a thriving City Centre, edge of centre sites have a role to play. There is demand for additional hotel rooms in the City and this hotel will be operated by an international end user providing 3-4 star accommodation.

Policy EN1 '*Design principles and strategic character areas*' states that all development in Manchester will be expected to follow the seven principles of urban design. Opportunities for good design to enhance the overall image of the City should be fully realised, particularly on major radial and orbital road and rail routes. Proposals for new development must clearly detail how the proposed development addresses the design principle, reinforces and enhances the local character of that part of the City and supports the achievement of the Core Strategic objectives.

The proposed development is considered to be a high quality scheme in terms of its design and appearance and will enhance the regeneration of the area.

Policy EN3 '*Heritage*' states that throughout the City, the Council will encourage 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 and buildings of acknowledged importance, including scheduled ancient monuments, listed buildings, registered parks and gardens, conservation areas and archaeological remains.

Proposals which enable the re-use of heritage assets will be encouraged where they are considered consistent with the significance of the heritage asset.

It is not considered that the proposal has a negative impact on the surrounding historic environment. Matters of archaeology will be dealt with by planning condition.

EN4 '*Reducing CO₂ emissions by enabling low and zero carbon development*' states that the Council will seek to reduce fuel poverty and decouple growth in the economy, growth in CO₂ emissions and rising fossil fuel prices, through the following actions:

All development must follow the principles of the energy hierarchy being designed to:

- Reduce the need for energy through design features that provide passive heating, natural lighting and cooling;
- To reduce the need for energy through energy efficient features such as improved insulation and glazing;
- To meet residual energy requirements through the use of low or zero carbon energy generating technologies

Policy EN5 '*Strategic areas for low and zero carbon decentralised energy infrastructure*' states that with the regional centre (which includes the application site) will have a major role to play in achieving an increase in the level of decentralised, low and zero carbon energy supplies.

Policy EN6 '*Target framework for CO₂ reductions from low or zero carbon energy supplies*' states that developments over 1000 sqm will be expected to meet targets shown with the policy unless this can be shown not to be viable.

The development is considered to comply with policies EN4 – EN6 in that clear consideration has been given to how the buildings functions to reduce overall energy demands. The building fabric is considered to be high quality and will allow energy costs to remain low.

Policy EN14 '*Flood Risk*' states that all new development should minimise surface water run off. In addition, an appropriate Flood Risk Assessment (FRA) will also be required for all development proposals on sites greater than 0.5ha within critical drainage areas. Consideration has been given to the surface water run off from the site and a scheme will be agreed which minimises the impact from surface water run off.

Policy EN15, '*Biodiversity and Geological Conservation*', states that developers will be expected to identify and implement reasonable opportunities to enhance, restore or create new biodiversity, either on site or adjacent to the site contributing to linkages between valuable or potentially valuable habitat areas where appropriate.

The application site is not considered to be of high quality in ecology terms and therefore no mitigation is required.

Policy EN16 '*Air Quality*' states that the Council will seek to improve the air quality within Manchester. The proposal is not considered to compromise air quality.

Policy EN17 '*Water Quality*' states that developments should minimise surface water run off and minimise ground contamination into the watercourse. Consideration has been given to surface water and ground contamination and appropriately worded conditions have been included in relation to this matter.

Policy EN18, '*Contaminated Land*', states that any proposal for development of contaminated land must be accompanied by a health risk assessment. The applicant has provided provisional details relating to ground conditions. Further investigative work will be needed to confirm the findings of the provisional details and determine if any mitigation is required.

The site is not particularly contentious in terms of its ground conditions. Any contamination present can be adequately dealt with as a result of the proposals and appropriately controlled through condition..

EN19 '*Waste*' states that the Council will require all developers to demonstrate the proposals consistency with the principles of the waste hierarchy (prevention, reduction, re-use, recycling, energy recovery, and disposal). Developers will be required to submit a waste management plan to demonstrate how construction and demolition waste will be minimised and recycled. The applicant has a clear waste management strategy for the site which will ensure that the hotel adheres to recycling principles. An appropriately worded condition will be applied to ensure this is adopted by the hotel use.

Policy DM1 '*Development Management*' all development should have regard the following specific issues:-

- Appropriate siting, layout, scale, form, massing, materials and detail;
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area;
- Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise;
- Community safety and crime prevention;
- Design for health;
- Adequacy of internal accommodation and external amenity space;
- Refuse storage and collection;
- Vehicular access and car parking;

- Effect on biodiversity, archaeological or built heritage;
- Green infrastructure;
- Flood risk and drainage.

The applicant has given careful consideration to the design, scale and layout of the development along with providing solutions to prevent noise ingress, crime, refuse and car and cycle parking.

For the reasons given below, it is considered that the proposal is consistent with the policies contained within the Core Strategy.

The Unitary Development Plan for the City of Manchester (1995)

The Unitary Development Plan for the City of Manchester was adopted in 1995. However, it has now been largely replaced by the Manchester Core Strategy. There are some saved policies which are considered relevant and material and therefore have been given due weight in the consideration of this planning application. The relevant policies are as follows:

Saved policy DC26, *Development and Noise*, states that the Council intends to use the development control process to reduce the impact of noise on people living and working in the City. In particular, consideration will be given to the effect of new development proposals which are likely to be generators of noise. Conditions will be used to control the impacts of developments.

The proposal has been designed to minimise the impact from noise sources and further mitigation will be secured by planning condition.

For the reasons given below, it is considered that the proposal is consistent with the policies contained within the UDP.

Other material policy considerations

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

This document provides guidance to help develop and enhance Manchester. In particular, the SPD seeks appropriate design, quality of public realm, facilities for disabled people (in accordance with Design for Access 2), pedestrians and cyclists. It also promotes a safer environment through Secured by Design principles, appropriate waste management measures and environmental sustainability. Sections of relevance are:

- Chapter 2 'Design' – outlines the City Council's expectations that all new developments should have a high standard of design making a positive contribution to the City's environment;

- Paragraph 2.7 states that encouragement for “the most appropriate form of development to enliven neighbourhoods and sustain local facilities. The layout of the scheme and the design, scale, massing and orientation of its buildings should achieve a unified form which blends in with, and links to, adjacent areas.
- Paragraph 2.8 suggests that in areas of significant change or regeneration, the future role of the area will determine the character and design of both new development and open spaces. It will be important to ensure that the development of new buildings and surrounding landscape relates well to, and helps to enhance, areas that are likely to be retained and contribute to the creation of a positive identity.
- Paragraph 2.14 advises that new development should have an appropriate height having regard to the location, character of the area and specific site circumstances. Although a street can successfully accommodate buildings of differing heights, extremes should be avoided unless they provide landmarks of the highest quality and are in appropriate locations.
- Paragraph 2.17 states that vistas enable people to locate key buildings and to move confidently between different parts of the neighbourhood or from one area to another. The primary face of buildings should lead the eye along important vistas. Views to important buildings, spaces and landmarks, should be promoted in new developments and enhanced by alterations to existing buildings where the opportunity arises.
- Chapter 8 ‘Community Safety and Crime Prevention’ – The aim of this chapter is to ensure that developments design out crime and adopt the standards of Secured by Design;
- Chapter 11 ‘The City’s Character Areas’ – the aim of this chapter is to ensure that new developments fit comfortably into, and enhance the character of an area of the City, particularly adding to and enhancing the sense of place.

City Centre Strategic Plan 2015-2018 (March 2016)

On the 2 March 2016 the City Council’s Executive Committee approved the City Centre Strategic Plan which seeks to provide an up-to-date vision for the City Centre within the current economic and strategic context along with outlining the key priorities for the next few years for each City Centre neighbourhood. This document seeks to align itself with the Manchester Strategy (January 2016) along with the Greater Manchester Strategy. Overall the City Centre plan seeks to “*shape the activity that will ensure that the City Centre continues to consolidate its role as a major economic and cultural asset for Greater Manchester and the north of England*”.

It should also be noted that the strategic plan approved by the Executive also endorsed an extended boundary of the City Centre upon which the strategic plan is based. This extended boundary includes the application site.

Indeed the strategic plan states that the growth of the City Centre “*has contributed additional residential accommodation, commercial property and leisure destinations, and these locations (together with others including the Irk Valley and New Cross) have clear potential to contribute to the City Centre offer: their relationship with, and proximity to, existing concentrations of activity demands their inclusion with the City Centre boundary. The expansion of the City Centre boundary to incorporate edge of centre neighbourhoods and developments will increase a population that has already trebled over the last decade and subsequently further enhance the City Centre economy*”

It is therefore clear that from this document that the expansion of the City Centre boundary to include areas such as the Lower Irk Valley where the applications site is located and the adjoining New Cross and NOMA areas are vital in terms of delivering upon the City’s growth objectives for residential, commercial and population growth. The strategy recognises that by incorporating new areas such as NOMA, New Cross and the Irk Valley within the City Centre boundary it will allow for better linkages with the communities of North Manchester to the City Centre along with providing a catalyst that can drive further residential development in these areas.

With regards to hotels, the strategic plan notes that there has been a huge investment in hotel offer in recent years (since 2010 there have been 23 hotels and serviced apartments in the City Centre) with annual occupancy rates at 80%. From the new additions to hotel accommodation in 2015, 45% of rooms were at 4/5 star level. In the pipeline for 2016 completion and onwards, almost 73% of the new rooms are expected to be 4 star rated, demonstrating further quality provision.

It is clear that the aspirations for a growing and expanding City Centre is to foster wider linkages with the edge of the City as part of creating new neighbourhoods of choice and supporting job creation and population growth. The Lower Irk Valley area is clearly a fundamental part of this and therefore the provision of a new hotel in this location will not only act as a catalyst for regeneration in this area but also support other high quality residential developments to come forward along with meet demand for high quality hotel space in the City Centre.

Manchester Strategy (January 2016)

The strategy sets the long term vision for Manchester’s future and how this will be achieved. An important aspect of this strategy is the City Centre and how it will be a key driver of economic growth and a major employment centre. Furthermore, increasing the centre for residential uses is fundamental along with creating a major visitor destination.

North Manchester Regeneration Strategic Framework (2012)

In a wider context, the site forms part of the North Manchester Strategic Regeneration Framework. A priority for North Manchester is to support the growth of the City Centre core through the Lower Irk Valley and Collyhurst area. The Framework notes that Lower Irk Valley and Collyhurst will be a focus for transformational regeneration and development, creating a residential neighbourhood that is well connected to the City Centre core. It is considered that the development

proposals are in accordance with this framework and vision of the Lower Irk Valley area.

Collyhurst Local Plan (2006)

The Collyhurst Local Plan was adopted in 2006 and has therefore been replaced by a number of more recent Regeneration Framework documents. However, the key principles it establishes in relation to creating a vibrant and sustainable high-quality mixed-use urban neighbourhood in the area in which the application site remain relevant to this case. The plan also promotes high levels of permeation and connections with surrounding neighbourhoods for pedestrians. It is considered that the proposed development is in accordance with this guidance.

National Planning Policy Framework

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).

Paragraph 8 of the NPPF goes on to state that these roles should not be undertaken in isolation:

“...to achieve sustainable development, economic, social and environmental gains should be sought jointly and simultaneously through the planning system”

Paragraph 9 of the NPPF states that pursuing sustainable development involves seeking positive improvements in the quality of the built, natural and historic environment as well as in people’s quality of life. This includes making it easier for jobs to be created in cities.

Section 2 ‘*Ensuring the vitality of town centres*’ states that Local planning authorities should apply a sequential test to planning applications for main town centre uses that are not in an existing centre and are not in accordance with an up-to-date Local Plan. They should require applications for main town centre uses to be located in town centres, then in edge of centre locations and only if suitable sites are not available should out of centre sites be considered. When considering edge of centre and out of centre proposals, preference should be given to accessible sites that are well connected to the town centre. Applicants and local planning authorities should demonstrate flexibility on issues such as format and scale.

Section 4 outlines the Governments objectives in respect of promoting sustainable transport, in particular developments should be supported that exploit opportunities for the use of sustainable transport modes for the movement of goods or people.

Section 7 ‘*Requiring Good Design*’ outlines the Governments expectations in respect of new developments:

“The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is

indivisible from good planning, and should contribute positively to making places better for people” (paragraph 56)

Paragraph 58 states that local plans should develop robust and comprehensive policies that set out the quality of development that will be expected for the area. In particular, planning policies and decisions should aim to ensure that developments:

- Will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- Establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit;
- Respond to local character and history, and reflect the identity of local surroundings and materials, whilst not preventing or discouraging appropriate innovation;
- Are visually attractive as a result of good architecture and appropriate landscaping.

Paragraph 59 goes on to state that:

“Local planning authorities should...concentrate in guiding the overall scale, density, massing, height, landscape, layout, materials and access of new development in relation to neighbouring buildings and the local area more generally”

Paragraph 63 of the NPPF also states that great weight should be given to outstanding or innovative design which helps raise the standard of design more generally in the area.

Paragraph 65 goes onto to state that buildings which are incompatible with an existing townscape but are of high level of sustainability in general can be supported if mitigated by good design.

Section 12 outlines the Governments objectives in terms of conserving and enhancing the historic environment. Paragraph 128 states that in determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes or has the potential to include heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation.

Paragraphs 131, 132 and 134 of Section 12 are relevant in this case. Paragraph 131 states 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 outlines 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. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification. Substantial harm to or loss of a grade II listed building, park or garden should be exceptional. Substantial harm to or loss of designated heritage assets of the highest significance, notably scheduled monuments, protected wreck sites, battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.

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

Promoting healthy communities is an integral part of delivering the Government sustainable vision; this includes creating safe and accessible environments where crime and disorder do not undermined quality of life. In addition, there should be high quality public spaces.

Meeting the challenge of climate change is also important part of the NPPF. This includes supporting energy efficient developments as part of a low carbon future. In addition, areas at risk of flooding should be avoided. Conserving and enhancing the natural environment is also a key consideration and efforts should be made to increase biodiversity at development sites.

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 and where the development is absent or relevant policies are out-of-date, to grant planning permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the NPPF.

National Planning Policy Guidance (NPPG)

The relevant sections of the NPPG are as follows:

Noise states that 'Local planning authorities' should take account of the acoustic environment and in doing so consider:

- whether or not a significant adverse effect is occurring or likely to occur;
- whether or not an adverse effect is occurring or likely to occur; and
- whether or not a good standard of amenity can be achieved.

Mitigating the noise impacts of a development will depend on the type of development being considered and the character of the proposed location. In general, for noise making developments, there are four broad types of mitigation:

- engineering: reducing the noise generated at source and/or containing the noise generated;
- layout: where possible, optimising the distance between the source and noise-sensitive receptors and/or incorporating good design to minimise noise transmission through the use of screening by natural or purpose built barriers, or other buildings;
- using planning conditions/obligations to restrict activities allowed on the site at certain times and/or specifying permissible noise levels differentiating as appropriate between different times of day, such as evenings and late at night, and;
- mitigating the impact on areas likely to be affected by noise including through noise insulation when the impact is on a building.

Design states that where appropriate the following should be considered:

- layout – the way in which buildings and spaces relate to each other
- form – the shape of buildings
- scale – the size of buildings
- detailing – the important smaller elements of building and spaces
- materials – what a building is made from

Health and well being states opportunities for healthy lifestyles have been considered (e.g. planning for an environment that supports people of all ages in making healthy choices, helps to promote active travel and physical activity, and promotes access to healthier food, high quality open spaces and opportunities for play, sport and recreation);

Travel Plans, Transport Assessments in decision taking states that applications can positively contribute to:

- encouraging sustainable travel;
- lessening traffic generation and its detrimental impacts;
- reducing carbon emissions and climate impacts;
- creating accessible, connected, inclusive communities;
- improving health outcomes and quality of life;
- improving road safety; and
- reducing the need for new development to increase existing road capacity or provide new roads.

As the proposed development addresses the issues of noise, provides a high quality of design and has been assessed through the submission of a transport statement and a travel plan, it is considered that the proposals are in accordance with the NPPG.

Issues

Principle

The planning history for the application is relevant in this case and weight should be given to the previous planning approvals granted here. It is acknowledged that it is 6 years since the previous hotel development was approved in October 2010, however it is considered that the surrounding context and the matters for consideration are similar at the current time. It is also acknowledged that even though the residential developments around the application site on Baptist Street and on Rochdale Road were not completed and occupied at the time of the approval, they were already consented and under construction and therefore, were fully considered as part of this previous decision process. Therefore, it should be noted that a hotel development on this site has previously been considered and granted approval. However, due to the time that has past since this previous approval, the principle of this use and the potential impacts on the development on the immediate and wider area should be fully considered.

The Manchester economy is growing and over the next 20 years this growth is expected to continue which will be supported by an expanding population. A prosperous economy requires a thriving City Centre along with amenities and services to support people to come and live, work and visit the City. This need to create a thriving City Centre is reflected in the City Centre Strategic Plan which outlines the key priorities for the City Centre along with expanding the boundary to include edge of City Centre areas which are seen as important in terms of providing high quality residential accommodation and other amenities. This extended boundary includes the Lower Irk Valley area which the application site falls within.

The proposal, subject to this planning application, is for the creation of a 221 bedroom hotel. The buildings that surround the application site comprise predominantly high density residential developments as part of the growing and regenerating of the Angel Meadow area close to the City Centre. It is acknowledged that the provision of a hotel at the application site will move away from the existing surrounding uses and the former planning approvals for residential developments on this site. However, it is considered that the regeneration benefits of developing this site for a hotel outweigh the loss of the provision for more residential accommodation in this area.

This planning application is the first on this site for some time due to previous developments not being implemented and the applicant is firmly committed to developing the site and has demonstrated to officers that it is deliverable. As such, the development of this site for a high quality hotel, as opposed to residential, will still comply with the aspirations for the Lower Irk Valley area and the extended City Centre under the City Centre Strategic plan.

The Strategic Regeneration Team have not raised an objection to the provision of a hotel at the application site and see this proposal contributing to the overall vision for this area of the city.

Notwithstanding the above, hotel uses are considered to be 'main town centre uses' as defined by the NPPF. Such uses should therefore be located within defined

centres unless it can be demonstrated that there are no sequential preferable sites within existing centres.

Whilst the application site, along with the wider Lower Irk Valley area, falls within the extended City Centre boundary (as defined by the City Centre Strategic Plan), it does not fall within a defined centre within the adopted development plan for Manchester (The Core Strategy) with the document recognising that the nearest defined centre is the City Centre. The Core Strategy defined City Centre boundary is a short distance from the application site on the western side of Swan Street.

It should be noted that the site does, however, fall within the Regional Centre within the Core Strategy to which policy EC3 is applicable. This policy states that the Regional Centre will be appropriate for commercial and residential developments (and other large scale leisure uses that are not appropriate in the City Centre). Where main town centre uses are proposed they should be assessed by policy C9 of the Core Strategy.

Policy C9 '*out of centre developments*' states that town centre uses outside of defined centre will be inappropriate unless it can be demonstrated that there are no sequentially preferable sites within defined centres, that there will be no impacts on the vitality or viability of existing centres and that the proposal is appropriate in scale and function to its location.

The applicant has not provided a sequential test as part of their planning application in light of the revised City Centre boundary as now defined by the City Centre strategic plan. They consider that the strategic plan provides the most up to date thinking in respect of City Centre growth objectives and the role of edge of centre areas in contributing towards this growth. On this basis, they do not consider it necessary to test the proposal against policy C9 of the Core Strategy.

It is considered that as no sequential test has been provided, there is a conflict with the adopted development plan, in particular policy C9, along with the provision of the NPPF which seeks to test the appropriateness of main town centre uses outside of defined centres. However, it is recognised that the City Centre strategic plan is a material planning consideration in the determination of this planning application and therefore weight should be given to the extended City Centre boundary. This is in recognition that the role, function and extent of the City Centre is changing and in order to grow and prosper it is necessary to consider how areas such as Lower Irk Valley can contribute towards City Centre growth objectives.

As such, policy CC4 '*Visitors – tourism, culture and leisure*' is also material in the consideration of this planning application. This states:

"Hotels have become an increasingly important use across the City, and these will be particularly important in the City Centre. New hotel development which contributes to the quality of the City Centre hotel offer will be supported. Proposals for new hotels outside of the City Centre will be supported where they support visitor-oriented development and where the Council is confident that they will be deliverable"

Tourism is therefore a critical part of the growing Manchester economy. Recent figures indicate that within Greater Manchester the tourism industry generates up to £6.6 billion a year and support approximately 84,000 full time jobs.

This growth has been significant over the last decade with new developments at the Etihad campus, HOME, National Football Museum along with cultural/music events at the Manchester Area and premier league football, plus improving in the retail offer, have all strengthened Manchester reputation as a thriving leisure and business destination. Developments at Manchester airport are also envisaged to add a further 10 million annual passengers over the next decade which will strength the tourism economy in the City and wider region further.

Within this context, the demand for hotel rooms in Manchester will be vital to meeting the growth in demand from the tourism and business sectors. Existing hotel market in the City Centre is currently strong having recovered positively from the economic downturn with occupancy rates at around 80%. Supply has been strong in recent years with over 11,000 rooms existing in Manchester (with 7,000 alone in the City Centre) and over 2,000 more in the pipeline.

Notwithstanding the above, the need to provide further hotel accommodation in the City remains strong in order to meet the growing demands created by tourism and the availability of a range of hotel rooms is essential to serve this growing industry in locations that are easily accessible to tourism and business leisure destinations to meet demand.

This application site is considered to be ideally located to meet these needs and Hampton by Hilton will provide a quality 3 / 4 star limited service offer in this extended City Centre location. This award-winning hotel brand promises to deliver superior value, consumer preference, and satisfaction. The hotel will include a range of facilities to cater for leisure and business visitors including, bar and limited service restaurant, meeting room facilities and guest gym. This will therefore provide a hotel at the higher quality end of the hotel market and not only help support the City Centre hotel offer but also provide the much needed regeneration of this vacant and unsightly piece of land on a key radial route into the City Centre.

On this basis, it is considered that the proposal complies with policy CC4 as the proposal will meet the needs of City Centre to provide high quality hotel accommodation and this will be provided by an end user who is committed to delivering this proposal. Furthermore, it will also contribute to the overall regeneration objectives of the wider Lower Irk Valley area and help stimulate future development in the immediate and wider area.

Overall, whilst there are conflicts with the adopted planning policies with regards to hotel developments outside of defined centres (in particular policy C9 of the Core Strategy and the NPPF), weight should be attached to the extended City Centre boundary which now includes the Lower Irk Valley area. This allows for consideration of policy CC4 which states that hotel provision is vital to supporting a strong City Centre and such proposals should be supported that the Council is confident that such schemes can be delivered. The application documents provide evidence of the hotel franchisors commitment to occupying the hotel and therefore

there is a sufficient assurance that the resulting development will be a high quality offer contributing to Manchester's growing tourism economy.

It is considered that although the site will not be brought forward for residential purposes, the overriding regeneration benefits that this proposal will bring to this neighbourhood outweigh any harm as a result of this. The hotel will bring activity to this part of Rochdale Road as a main radial route and pedestrian footfall to the area and add to the vitality and mixture of uses to the area. The proposal is therefore considered to be acceptable in principle comply with policies SP1, EC3 and CC4 of the Core Strategy along with the City Centre Strategic Plan.

Community Involvement

A Statement of Consultation has been prepared in support of the application. This document explains the programme of consultation that the proposal has been through in order to ensure that issues could be considered and addressed as the proposal is developed. A pre-application exhibition took place on 22 March 2016. Invites were sent to over 1,000 local residents and businesses, Friends of Angel Meadow and local Ward Councillors. A full description of the pre-application stakeholder engagement process including responses and follow up to the key issues that have been raised are set out within the Statement of Consultation prepared by Deloitte Real Estate and submitted as part of this application. The Statement outlines that 6 people attended the exhibition on the 22nd March including a representative from Friends of Angel Meadow. One feedback form was submitted at the event and other comments were made verbally. Two further consultation responses were received following the event via the website.

The comments made in relation to the development proposals were mainly in relation to the impact on the local road network, the impacts during the construction phase of the development and the impact of the building on daylight and sunlight. The Statement outlines that the planning submission provides a detailed response to these considerations through the inclusion of a transport statement and travel plan, a construction management strategy and a daylight/sunlight analysis.

Design Quality

Policies EN1 and DM1 of the Core Strategy, along with the Guide to Development in Manchester, requires that consideration be given to the layout and design of new developments ensuring that they respond to the surrounding context and maximise frontages with the street scene and other important features of sites. The proposed development will remove a vacant, previously developed site, on this main radial route into the City Centre. The site currently has a negative impact on the visual amenity of the area and, as such, this planning application provides an opportunity to improve the visual quality of this key site.

The application site is uniform in shape and has site boundaries with Rochdale Road, Sharp Street, Baptist Street and Ludgate Hill. The proposed development responds positively to these road frontages by providing built form along the perimeter of the application site and strengthening the urban grain. The site layout of the site can be seen in the ground floor plan provided in the Proposed Development section at the

beginning of this report. The main pedestrian entrance to the building will be from Rochdale Road with large full height glazed areas to the 'Living Areas' within the hotel to create an active ground floor frontage and natural surveillance fronting this main route. The front elevation to Rochdale Road has also been designed to be dynamic through the inclusion of angled windows with feature metal inserts to create visual interest and character.

The application site is not located within a Conservation Area and there are no Listed Buildings that would be materially affected by the development. However, it is located within the Angel Meadows area that was historically used for light industry, which has resulted in there being a number of listed buildings locally and former mill buildings, and there is the Baptist Church located adjacent to the site. Therefore, the design of the building does respond to this historic context and lead to a uniform design concept including a simple, warm pallet of materials including a high quality brown brick and feature rose/bronze feature metal.

In response to the immediate area, the design includes a consistent grid structure to the façade, framed recessed windows, expressed thick sills and lintels, rough brickwork, recessed vertical bands to brickwork, a feature glass entrance and full site coverage to complete the historic grid structure. The same architectural style and quality can also be seen in the three remaining elevations. The same brickwork is proposed, with brick recessed windows to reflect the historic mills in the area. A similar rose / bronze metal treatment is proposed to the single storey element fronting Baptist Street which will tie in this element to the main building design.

As outlined within the Design and Access Statement, the building elevation has also been designed to create a distinctive top, middle and bottom that relates to the existing datum lines of the street frontage to Rochdale Road. The ground floor breaks away from the repetitive nature of the window above and responds to the human scale. Large sections of curtain walling maximise the view into the lounge / breakfast area of the scheme at ground floor to create greater activity and movement. The middle proportion of the building is deliberately repetitive in nature to relate to the warehouse typology of the area and to ensure the building truly represents what is going on inside. The top two floors of the taller element and the top floor of the lower block differs slightly in which the opening proportions increase and the angled bays are truly revealed at parapet level. This allows the building to pick up on the 6 storey datum level of the surrounding buildings.

The design of the proposed development can be seen in the images below:



View of the proposals from Rochdale Road and Ludgate Hill



In terms of design and architectural quality, policy EN1 of the Core Strategy states that opportunities for good design, that enhance the overall image of the City, should be fully realised. This is reiterated within the Guide to Development in Manchester SPD along with the NPPF. It is considered that the architecture and elevational treatment creates a high quality development. The simple and regular arrangements of the elevations combined with the quality and use of materials will provide a building which will enhance and respond to the setting and distinctiveness of the Angel Meadows area whilst also contributing towards creating a new sense of place for the regeneration area.

Scale and Massing

The application site is located adjacent to the City Centre and as such, the area immediately surrounding the site includes a number of residential and commercial buildings. The height of the buildings directly adjacent to the site rise to a maximum of 7 storeys on Ludgate Hill and Baptist Street. Further down Rochdale Road, the Skyline Central building is considered to be a landmark building at 19 storeys in height. In addition to this existing tall building in the vicinity of the site, a proposed development at a height including a 34 storey tower has now been approved on the corner of Miller Street and Rochdale Road as part of the Angel Gardens development.

The proposal comprises three main elements in relation to scale and massing. The highest part of the scheme sits at 9 storeys along the Sharp Street/Rochdale Road boundary, which is located at the end of the site situated closest to the City Centre and the 19 storey Skyline Central building. The building then drops to 7 storeys along the frontage onto Rochdale Road to the corner with Ludgate Hill. To the rear of the site, the development is single storey in height onto Baptist Street and the corner of Ludgate Hill. This means that the taller elements of the scheme form an L-shape fronting Rochdale Road and the single storey element is located close to the existing residential properties to reduce the overall impact of the scale and massing. The floor plans and elevations included earlier in the report above show this massing.

It is recognised that a building of this scale will mark a change in the street scene from the existing vacant site and is taller than the existing residential buildings surrounding the site. However, it is considered that the proposal responds appropriately to its context fronting Rochdale Road where buildings of height are considered to be more acceptable. The taller elements of the scheme have been placed towards the main road frontage and kept away from the neighbouring buildings wherever possible to reduce the impact on these properties. The matter of the scale of the building and the potential impact on residential amenity will be considered in more detail later in this report.

In terms of the historic planning approval context, permission was granted in 2010 for a hotel development on the site under reference 092930/FO/2009/N1. Whilst it is recognised that this permission has not been implemented and has now expired, the design of this proposal has sought to compliment the key aspects of the surrounding context where appropriate, for example in terms massing and scale and relationship with surrounding developments. Whilst application 092930/FO was being considered, the residential development on Baptist Street was under construction and the residential development on Ludgate Hill had been completed, and therefore the impact on these two buildings was fully considered at this stage. It should also be noted that historically, permission has been granted on this site for a significantly taller building for a residential apartment scheme at 28 storeys. However, again it is acknowledged that this scheme was never implemented and expired prior to construction.

A massing analysis of the surrounding streetscape has been undertaken as part of the design process and this is outlined within the submitted Design and Access Statement. This was completed to ensure that the proposal sits comfortably within

the current streetscape. The massing of the building has been designed so that it is complimentary to the surrounding buildings and generally sits within the previously approved massing.

Overall, the scale of the development responds appropriately to the scale of the existing developments in the area and future developments that will emerge within the New Cross, NOMA and Lower Irk Valley regeneration areas of the City along with a high quality design that will activate this site frontage along a main radial route into the City Centre. It is therefore considered to be in accordance with policies SP1, EN1 and DM1 of the Core Strategy along with the aspirations in the SPD.

Highways and Car Parking

Policy T1 and T2 of the Core Strategy seeks to encourage modal shifts away from the car and locate new development that is accessible by walking, cycling and public transport. Policy DM1 goes on to state that traffic generation and road safety must be considered as part of new developments.

A transport statement has been prepared in respect of this planning application which acknowledges the sustainable location of the application site particularly that the site is accessible to a range of transport modes along with close proximity to the City Centre and a range of amenities and services. Highway Services have considered the report and have concluded that the development is unlikely to generate a significant increase in traffic or have any detrimental impact on the road network given that the building is located in an accessible location just north of the City Centre.

The development proposals include the provision of a 20 space car park within the basement level of the building, which includes 3 disabled car parking spaces. The maximum car parking standards for citywide land uses are set out within the Core Strategy and for hotel uses such as this, the maximum car parking provision permitted equates to one space per bedroom (including staff) and three bays for users with mobility impairments. It is acknowledged that the provision of only 20 spaces is not in line with this guidance. However, the guidance contained in the NPPF (Section 4) and Core Strategy Policies (T1 and T2) seeks to reduce reliance on private car journeys and support travel by sustainable modes of transport. It is considered that the application site is in a highly accessible location, and the level of parking required under the Core Strategy standards would represent a wholly inappropriate level of parking that would in fact promote travel to the hotel by private car rather than finding more sustainable alternatives.

Therefore, the Transport Assessment undertakes a car parking accumulation exercise in order to inform the suitability of the on-site car parking provision being proposed as part of the proposal. The report makes reference to the TRICS national database in order to derive the anticipated daily arrival and departure trip generation profile for a 221 bedroom hotel in a town centre/edge of town centre location. This analysis results in the maximum accumulation of 25 vehicles. Therefore, it shows that the provision of 20 car parking spaces in the context of this site is considered to be an appropriate provision.

The application site is easily accessible by a choice of means of public transport. A Framework Travel Plan has also been submitted with the application that seeks to help reduce car borne trips to the Site with a number of initiatives included to help to reduce reliance on private car. In addition, there are a number alternative and secure overnight car parking facilities throughout the City Centre within acceptable walking distances of the application site that guests could also take advantage of. This includes the Arndale Centre multi-storey car park which is only 500m away.

Highway Services has assessed this information and have confirmed that even though the parking provision on site will not accommodate all vehicles generated by the development, the applicant has demonstrated that the parking demand will be met within nearby car parks and limited waiting / pay and display on-street parking. Therefore, the proposed parking provision is considered to be acceptable.

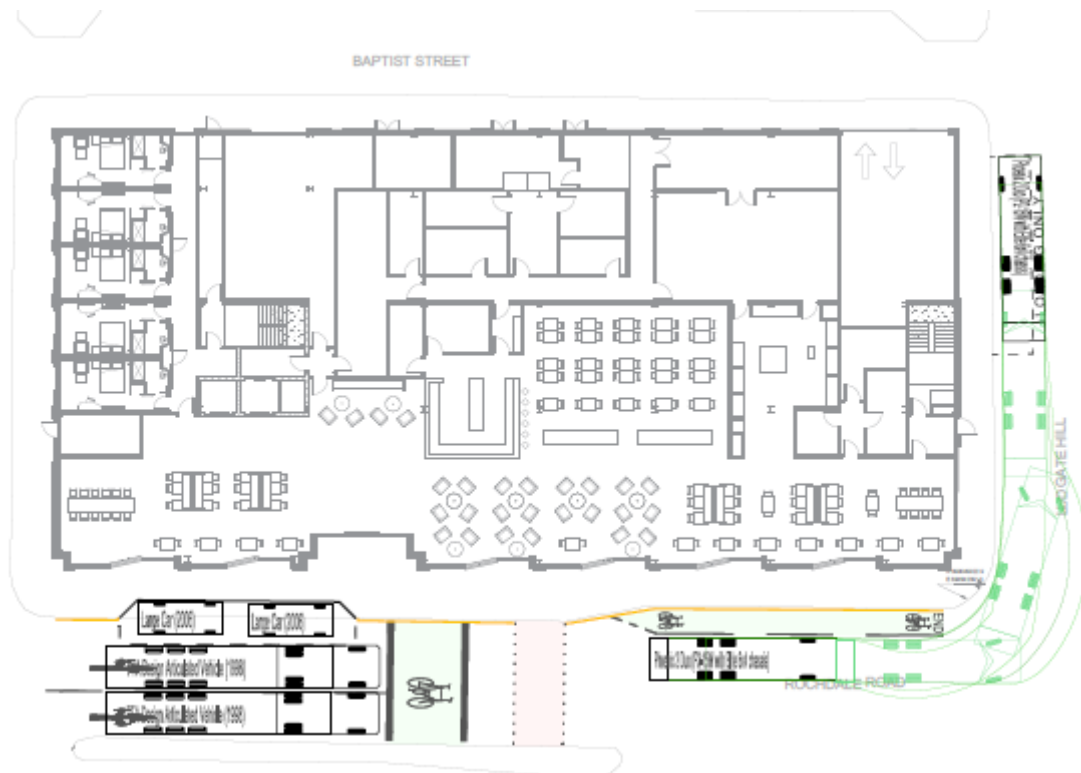
A total of 22 cycle spaces will be also created at the development within a secure cycle store within the basement level. This is in line with the Core Strategy thresholds for a use of this nature, which suggests that one cycle parking space should be provided for every 10 guest rooms. The cycle store will be accessed either via the access ramp off Baptist Street or via the main entrance lobby which provides lift access to the cycle parking facilities.

The main pedestrian access to the site will be from Rochdale Road, with the vehicular access into the basement car park being from Baptist Street. A minimum 2 metre footway is maintained around the site.

A layby will be created on Rochdale Road for pick up and drop offs only and a further loading bay on Ludgate Hill for servicing and coach drop offs / pick up. The design of the layby on Rochdale Road has been designed with close consultation of Highway Services and Transport for Greater Manchester. Concerns have been raised in relation to the potential for this layby to impede traffic using Rochdale Road. However, additional information and plans have been provided that confirms that two large cars can park in the layby with sufficient room for articulated vehicles to continue unobstructed along Rochdale Road. It has also been confirmed that the layby on Rochdale Road will be used for drop offs and pick ups only and all servicing/deliveries and coach parking will take place on Ludgate Hill. This is now considered to be acceptable by Highway Services and Transport for Greater Manchester.

A swept path analysis has been provided for the Ludgate Hill loading bay to demonstrate that the largest vehicle can adequately access and egress the lay-by without impeding traffic. Again this is considered to be acceptable by Highway Services.

A plan showing the proposed layby on Rochdale Road and the swept path analysis of the 11.0m refuse vehicle can be seen below:



In terms of construction, a draft management plan has been submitted as part of the application. Highway Services have acknowledged this report, however have requested that prior to the commencement of the construction process a fully detailed construction management strategy is submitted for consideration and approval, including the phasing and quantification / classification of vehicular activity associated with planned construction. This should include commentary on types and frequency of vehicular demands together with evidence (including appropriate swept-path assessment) of satisfactory routeing both within the site and on the adjacent highway. The document should also consider ongoing construction works in the locality.

Overall, it is considered that the development will have a minimal impact on the local highway network transport and there will be adequate car and cycle provision to serve the needs of the development. Travel planning will help take advantage of the sustainable location of the application site in order to further reduce the reliance on the car to the site. Servicing and construction requirements can also adequately met at the site. The proposal therefore accords with policies SP1, T1, T2 and DM1 of the Core Strategy

Noise

A noise assessment has been provided in support of this application which principally considers the noise insulation requirements for the ground floor uses and upper floor hotel accommodation proposed along with any associated plant equipment. The consideration of such matters is a key requirement for policy DM1 of the Core Strategy along within saved policy DC26 of the UDP. This approach is also outlined within the NPPF which seeks to avoid noise giving rise to significant adverse impacts on health and quality of life as a result of new developments.

The Noise Assessment completed by Sandy Brown to accompany the application has been carried out to determine the existing background sound levels in the vicinity of the application site and any surrounding noise sensitive premises. The main sources of noise from the development are considered to be noise emissions from the construction activities associated with the development, any operational plant, the comings and goings of guests and associated vehicles, and from the café bar and gym to limit noise egress within the building and externally.

In relation to construction, it is considered that the construction activities can take place without any detrimental impacts of amenity or highway safety provided a comprehensive construction management plan is put in place especially in relation to hours of construction works and routing strategies of construction vehicles. This would ensure that the proposal is in accordance with policies SP1 and DM1 of the Core Strategy and extant policy DC26 of the Unitary Development Plan.

The acoustic report considers external noise sources on the proposed hotel accommodation. The main sources of noise will be from road traffic and noise transfer from building services, plant, the ground floor cafe bar and gym. The report concludes that it is necessary that the hotel rooms and ground floor activities are acoustically insulated to mitigate against any undue harm as a consequence of these noise sources. The applicant has confirmed that in relation to indoor ambient noise levels, Hampton by Hilton brand standards will be incorporated into the design. The specification of the ground floor accommodation also requires consideration in order to prevent any outbreak from this accommodation to the hotel above. Therefore, appropriately worded conditions have been included to request further detailed information in relation to the acoustic insulation of the hotel accommodation and the insulation for the café bar and gym on the ground floor.

As detailed plant information is not yet available, a condition has been recommended by Environmental Health to be added to any approval.

The operating hours of the café bar and gym have not yet been formally confirmed, however the applicant has noted that the café bar will not be open to the public after 10pm and after that time, access will be strictly controlled to guests only. Therefore, this element of the scheme should not cause any disturbance externally around the site beyond 10pm which is considered to be acceptable. The gym is solely for use by the guests staying at the hotel and therefore, this should not cause any disturbance externally around the site. However, as outlined above, this facility will need to be appropriately insulated to limit any noise outbreak within the building to the accommodation above. An appropriately worded condition has been included to request the proposed hours of use for these two elements of the scheme to ensure there is no impact on the surrounding residential properties.

Finally, in relation to the additional comings and goings from the site, it is acknowledged that there will be a significant increase in activity over the existing vacant site. However, the main pedestrian access to the hotel and the vehicular drop off/pick up area is onto the front on Rochdale Road, which is away from the surrounding residential accommodation onto the main road. The loading bay on Ludgate Hill will be restricted to the permitted delivery and servicing hours under condition and as the car park is only for 20 cars, the vehicular movements on Baptist

Street to the rear of the site will be minimal. The applicant has confirmed that a limited service offer is provided as part of the Hampton by Hilton brand in terms of its restaurant provision. The limited servicing requirements associated with the hotel will generally extend to daily servicing in relation to the provision of hotel laundry and the delivery of fresh bread, fruits etc.

This is a busy location close to the City Centre on a main radial route and the site will already experience a higher level of noise and disturbance. Therefore, it is not considered that the additional comings and goings from the hotel use will cause a significant detriment to the residential amenity of the existing properties around the application site.

Therefore, on this basis, provided that construction activities are carefully controlled and the plant equipment, residential accommodation and ground floor ancillary facilities are appropriately insulated, the proposed development is considered to be in accordance with policy DM1 of the Core Strategy, extant policy DC26 of the UDP and the NPPF.

Residential Amenity

It is acknowledged that there are existing residents living within the apartments blocks immediately surrounding the application site, and there would be a significant increase in the amount of development on the site compared to the existing vacant land. Significant concerns have been raised from these residents in relation to loss of privacy, an overbearing and overshadowing impact on windows and balconies, a loss of view and in general on the amenity currently enjoyed by the occupants of these existing buildings. However, it is considered that the site is currently vacant and not landscaped, so the redevelopment would improve the visual appearance of the site to the benefit of this key regeneration area on a main radial route into the City Centre.

As outlined above in detail, the buildings have been designed and sited to reduce the overlooking, overshadowing and overbearing impact on the adjacent properties and the height of the scheme has been set to be similar to the previous consented scheme and the existing buildings around it. However, it should be noted that this site is located on the frontage of this neighbourhood on Rochdale Road and therefore, an increased height in this location is considered to be appropriate in context. The distance between the existing windows at Skyline Chambers on Baptist Street and the new windows in the rear elevation of the hotel is approximately 10 metres and the distance between the existing windows at The Red Building on Ludgate Hill and the new windows in the side elevation of the hotel is approximately 10.5 metres. To reduce the number of windows that this tight relationship relates to on these elevations, the building has been stepped back at first floor level on the Baptist Street frontage to create a distance between the hotel rooms and the existing residential properties.

It is also acknowledged that due to the height and proximity of the proposed building to existing residential units, there is the possibility of some overlooking, overbearing and overshadowing impact (to varying degrees). However, it has been considered that in this tight urban grain area where existing residential buildings are located in

narrow densely populated streets, that there is a reasonable distance between the existing apartments, their windows/balconies and the new development and as such, these impacts are not unduly harmful to outweigh the redevelopment of the site (which is a key priority for the development framework) and the contribution this proposal can make to the ongoing regeneration of this area of the City.

A Daylight and Sunlight Assessment has been completed by the applicant, and due to the height and orientation of the new buildings, there will be some impact on the amount of sunlight received within the windows on the facing elevations of these properties. This assessment provides a detailed technical assessment to understand the potential daylight and sunlight changes that the proposed development will have on surrounding residential properties has been undertaken. This analysis has been predicated against the methodologies set out within the Building Research Establishment Guidelines entitled 'Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice (2011)'. A three dimensional computer model of the application site, the proposed development and the surrounding properties has been created to allow for a detailed daylight and sunlight assessment to be completed.

In addition to this, the previous planning permission for an 8 storey hotel on the site (092030/FO2009/N1) has been used as a benchmark condition in the current daylight and sunlight assessment. It is acknowledged that this permission has now expired, the residential amenity standards have not changed. In addition, although Skyline Chambers on Baptist Street was under construction when the previous application was being considered, any impact of daylight and sunlight on this block was considered as part of the previous daylight and sunlight assessment. It is therefore, considered acceptable to use this as the benchmark condition.

The daylight assessment has been carried out on Baptist Street (Skyline Chambers), Ludgate Hill (The Red building), Dyche Street (Northern Angel) and Rochdale Road (Skyline Central). The report confirms that in all cases, all of the windows in question show full compliance to the BRE Vertical Sky Component (VSC), Average Daylight Factor (ADF) and No Sky Line (NSL) (daylight criteria) Guidelines and therefore the daylight impacts acceptable. Similarly, when assessed against the APSH (sunlight criterion), all of the rooms relevant for assessment show full compliance to the BRE Guidelines and are therefore considered to be acceptable. Specifically in relation to impact of the proposals on Baptist Street, the report concludes that the majority of windows show increased levels of daylight over the previous consented hotel scheme.

Concerns have also been raised in relation to the loss of view that will be experienced by units facing the application site and that existing properties will be devalued and difficult to sell once the hotel has been constructed. Although these issues have been considered as part of the proposals, they are not matters that can be given significant weight in this decision and would not warrant a refusal of this application. This piece of land has been earmarked for redevelopment for some time and a number of redevelopment proposals have been approved in the past. Therefore, the view currently experienced from these properties was always going to change and include a building of a certain size.

Therefore, it is considered that this vacant site will benefit from a well designed good quality building, and that the development will not create a significant adverse and harmful impact on the outlook experienced from the residential property windows. The impact on the sunlight received by some properties will be outweighed by the significant improvement to the environment within this immediate area. Therefore, it is considered that the proposals are in accordance with Policy DM1 of the Core Strategy.

Impact on Heritage

Policy EN3 of the Core Strategy, along with section 12 of the NPPF, states that consideration must be given to the impact of new developments on heritage assets. The application site is not located within a Conservation Area and the nearest Conservation Areas are Ancoats to the south of the application and New Smithfield to the west, however these are both some distance away. Whilst there will be long ranging views of the development from within and looking towards these Conservation Areas, it is not considered that there will be any harmful impacts as a result of the development on these heritage assets.

The nearest Listed Buildings are listed within the Planning Statement and include the following:

- Marble Arch Inn: Grade II Listed – approx 55m east of the Site
- Warehouse on west corner of the junction with Simpson Street. Grade II – approx 60m north west
- Sharp Street Ragged School: Grade II Listed – approx 100m north west of the Site
- Co-operative Press Building: Grade II Listed – approx 130m north west of the Site

Due to the distance of these buildings from the application site, it is not considered that the proposal will have an unacceptable impact on the setting of these listed buildings. Under the tests of the NPPF, it is considered that this development proposal will lead to less than substantial harm to the significance of these nearby listed buildings, and this harm has been weighed against the overriding public benefits of the proposal.

As detailed elsewhere within this report, the proposed development responds positively to the grid pattern of the area by adopting a perimeter block arrangement which provide robust built form to the site edges. The proposed height of the development, whilst being taller than nearby buildings, adds to the character of the area and its overall distinctiveness.

Archaeology

An archaeology assessment has been prepared in respect of this matter. TEP has produced an Archaeological Written Scheme of Investigation (WSI) and this has been submitted to support the application. The WSI outlines that the archaeological baseline conditions are such that it is reasonable to conclude that the site has a high potential for the presence of buried archaeology dating to the post medieval period.

Therefore, the proposed programme of archaeological work is established and includes trial trench evaluation including a total of 2no. 30m x 1.8m trenches, to be located within the area of former workers dwellings identified from historic mapping. It also confirms that all finds or environmental samples recovered during the archaeological works will be assessed and reported on by internal and external specialists of the archaeological contractor. A programme of post-excavation assessment and reporting will be undertaken, to commence on completion of the archaeological evaluation trenching, unless otherwise agreed with Greater Manchester Archaeological Advisory Service. Greater Manchester Archaeological Advisory Service have confirmed that this is the appropriate approach and have recommended an appropriately worded condition. This will secure appropriate recording of the remains that are threatened by the development and that the heritage of the site is commemorated.

Ecology

A key requirement of policies EN15 and DM1 is to ensure that applicants identify, enhance and restore impacts from developments on local habitats. Therefore, the planning application has been accompanied by an ecological appraisal which assesses the potential impact of the development on local ecology and nature conservation. The Environment Partnership (TEP) has undertaken an Ecological Assessment of the application site including a site walk-over. The application site consists mainly of hard standing with the immediate surrounding area being urban in nature. The closest green space is the Angel Meadow Park some 150 m to the north-west. The report concludes that the site is of negligible ecological value and does not hold the potential for protected species. No non-native species were noted on site and therefore, no further ecology work is required at the site.

In light of the above conclusions, Greater Manchester Ecology Unit has raised no objections to the proposal and therefore the proposal complies with policies EN15 and DM1 of the Core Strategy.

TV reception

In support of the application, the applicant has instructed Taylor Bros to undertake a TV Reception Survey to investigate if the development has the potential to impact upon existing viewers' television reception in the surrounding area. A desktop study has been carried out using the plans of the proposal along with maps of the surrounding area and details of local television transmitter broadcast information. A field survey was then carried out at nine test point locations surrounding the proposed development and television signal test results and relevant information were recorded at each of the test point locations.

The report shows that the introduction of a new building or structure into an area has the potential to cause interference to existing viewers' television reception for both Terrestrial Television Reception and Satellite Television.

For Terrestrial reception, a potential impact zone has been identified which covers an area to the southeast of the proposed development. The majority of properties within the potential impact zone are commercial / industrial with no visible television aerials.

However, there is one visible television aerial on a commercial building located between Rochdale Road and Hatter Street, and a visible communal TV aerial sited on the Smithfield Project located on Thompson Street. Therefore, the report recommends potential mitigation measures if found to be necessary following the completion of the development.

For Satellite reception, a potential impact zone for satellite reception has also been identified that covers an area to the northwest of the proposed development. The report identifies one property within the potential impact zone, which is a multi storey apartment block located on Baptist Street. Due to this apartment block being a similar height to the 7 storey section of the proposed development, the Report notes that this communal satellite dish is sited in a position behind the 9 storey section of the proposed development. Therefore, the report also recommends potential mitigation measures if found to be necessary.

It is recommended that a condition of the planning approval is that further survey work is completed upon completion of the development and appropriate mitigation introduced.

Waste Management

A major development of this nature will generate a significant amount of waste which will need to be managed on a daily basis. Policies EN19 and DM1 of the Core Strategy require that applicants show consistency with the waste hierarchy which principally seeks applicant to re-use and recycle their waste.

A draft waste management strategy has been submitted to accompany this application, which outlines that the building has a dedicated refuse area on the ground floor of the building with access onto Baptist Street. However, although it is confirmed that Hampton by Hilton is the hotel franchisor, the actual operator has not yet been confirmed. Therefore, the exact details of how waste will be managed on site will be later confirmed by the operator. Despite this, it has been confirmed that the following principles will be applied:

- The hotel provides a low service offer, this means that no food will be cooked on site and the breakfast extends to continental breakfast only, therefore the hotel will generate relatively low volumes of waste.
- It is anticipated that the refuse produced on site is likely to be recyclable with in house waste primarily consisting of glass, plastics, paper and food waste.
- Operationally generated waste is sorted directly into the main bin store on the ground floor.
- Waste generated by guests is also likely to be recyclable and will mainly consist of glass, plastics, paper and food containers.
- Each guest room will have segregated bins to allow for at source sorting.
- These rooms will be emptied daily and segregated waste will be transported directly to the main bin store on the ground floor.
- The main bin store will contain segregated waste containers that will be collected on a weekly basis, with food waste likely to be collected 3 times a week.

. The management team will be responsible for ensuring that the correct bins are transferred from the bin store (with access directly onto Baptist Street) to the collection point at the loading bay on Ludgate Hill.

In terms of the bin storage area, this is provided on the ground floor. Based on the Guidance contained within the Council's Waste Storage and Collection Guidance for New Developments (GD04) it has been calculated in the Design and Access Statement that 7 x 1100l bins are required. The storage facility can accommodate up to 10 x 1100l bins and therefore provides sufficient space for the waste generated by the proposal.

In advance of the final waste management strategy being prepared, it is recommended that a condition of the planning approval should be that these further details are submitted for consideration.

Drainage

In April 2015, the Government made changes to the National Planning Policy Framework which made Sustainable Urban Drainage Systems (SuDs) a material consideration in the determination of planning applications for major developments. Policy EN14 also states that developments should seek to minimise the impact on surface water run off in a critical drainage area (an area where there are complex surface water flooding problems from ordinary watercourses, culverts and flooding from the sewer network). These areas are particularly sensitive to an increase in rate of surface water run off and/or volume from new developments which may exacerbate local flooding problems.

As such, a Detailed Drainage Strategy has been prepared by Curtins and submitted by the applicant in support of the application, which assesses the potential risk of flooding at the site and provides a drainage strategy. In terms of risk of flooding the Strategy concludes that risk of flooding is low from fluvial, tidal, reservoir, canal and surface water flooding or from public sewers. However, the Strategy highlights that there is a lack of information in relation to groundwater levels and therefore it is assumed that there could be a risk of ground water flooding to the basement. Therefore, the report recommends that groundwater levels are monitored during ground investigation works to determine site specific groundwater levels. In addition, all basement wall construction should be suitably sealed by a tanking protection system and land drainage associated with the retaining walls.

The Drainage Strategy also recommends that a fully detailed drainage survey is carried out prior to detailed drainage design. The foul drainage from the development is proposed to connect down to basement level and private foul water drains will be located at basement and outfall by gravity into the public sewer network in Baptist Street. The applicant has confirmed that a Pre-Development Enquiry has been issued to United Utilities and they have confirmed that foul will be allowed to drain to the public combined sewer network at an unrestricted rate.

In relation to surface water drainage, the existing site impermeable area is approximately 0.146ha and the existing flow rates have been derived. It has been confirmed that the proposed flow rates will be restricted to 50% of the pre-

development flow rates with an allowance of 20% climate change for the proposed 100 year event. Therefore, the development will be in accordance with the Manchester Strategic Flood Risk Assessment (SFRA). Modelling has confirmed that the attenuation requirements are approximately 40m³ within a cellular tank system at basement level assuming that a surcharged outfall of 1 metre may be present at the outfall as a worst case scenario. Other methods could also be incorporated to reduce run-off for example rain water harvesting.

The submitted Drainage Strategy has been considered by the City Council's flood risk management team and United Utilities who consider that further consideration should be given to how the drainage systems at the site will work in order to prevent surface water run off along with examination of the implementation of sustainable urban drainage principles at the site along with their future management. Therefore, it is recommended that conditions of the planning approval are that such details are considered prior to the commencement of the development and that the system that is put in place is managed and maintained thereafter.

Sustainability

Paragraph 95 of the NPPF advises that to support the move to a low carbon future, local planning authorities should: plan for new development in locations and ways which reduce greenhouse gas emissions; actively support energy efficiency improvements to existing buildings; and when setting any local requirement for a building's sustainability, do so in a way consistent with the Government's zero carbon buildings policy and adopt nationally described standards. Further to this, Paragraph 96 states that local planning authorities should expect new development to: comply with adopted Local Plan policies on local requirements for decentralised energy supply unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, that this is not feasible or viable; and take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption.

Policies SP1 and EN4 to EN6 of the Core Strategy focus on reducing emissions and achieving low and zero carbon developments. As the application site is located in the regional centre, the development is expected to demonstrate its contribution to this objective (policy EN5).

Policy EN4 in particular, requires the application of the energy hierarchy to ensure that passive measures, energy efficiency and low and zero carbon generation options are considered. This includes:

- minimising energy demands – consider passive design measures and optimise building envelope in terms of orientation, air tightness and insulation; and
- meet demands efficiency – specify energy efficient plant, heating, ventilation, lighting and system controls to facilitate efficient operation.

Therefore, the application is supported by an Environmental Standards Statement (ESS) which includes an Energy Strategy and a BREEAM pre-assessment. The ESS is structured around the key, relevant policy themes set out in the Council's Guide to

Development SPD and makes the following conclusions and recommendations. The ESS targets 15.4% improvement in energy efficiency over Building Regulations 2013, exceeding local policy aspirations of Policy EN6. An appraisal of renewable energy options is undertaken in the ESS, this identifies the potential incorporation of efficient gas-fired CHP sized to meet domestic hot water requirement and also the potential scope for incorporation of roof-top solar PV array to contribute to the overall carbon reduction strategy. A BREEAM Accredited Professional has been an integral member of the design team. The BREEAM Pre-assessment confirms BREEAM Very Good can be achieved. The proposal is on an existing urban site with very low levels of flood risk. The design will achieve a 50% reduction in surface water run-off rates, in accordance with Manchester City Council recommendations for Critical Drainage Areas. Water efficient devices are to be specified achieving 25% improvement over BRE baseline benchmark and the proposed franchisor will seek to incorporate a sophisticated water management system, including global track record of water efficiency improvements. A waste management plan has been prepared in accordance with MCC guidance and the proposal will include appropriate waste storage facilities. The design of the building and material selection also results in material efficiencies. A site waste management plan will be developed, targeting a minimum 80% of construction being diverted from landfill. Appropriate pre-development intrusive ground contamination surveys to be undertaken with construction practices tailored accordingly. The loss of any biodiversity value will be negligible due to the impoverished nature of the current site.

The submitted Environmental Standards Statement explains that at this stage, the approaches to energy performance, BREEAM certification and wider environmental credentials set out in this ESS are intended as strategies that will be further tested and refined as the detailed design of the proposed development progresses. Therefore, the specific parameters of the energy model and the BREEAM pathway to 'Very Good' are not intended to be fixed. However, it can be confirmed that a 'Very Good' rating will be achieved in regards of this building. This rating is acceptable and it is therefore recommended that this forms part of the conditions of the planning approval.

Crime and Security

Policy DM1 of the Core Strategy requires that consideration be given to community safety and crime prevention. The planning application is supported by a Crime Impact Statement (CIS), prepared by Design for Security at Greater Manchester Police, which assess the proposal in terms of crime prevention and safety.

The Statement outlines a number of positive attributes to the proposal including the provision of activity and surveillance to the area and the creation of an active frontage on Rochdale Road, that the building is designed with no deep recesses that would be vulnerable to attack, and that glazing at ground floor level will help with lighting onto the street. The Statement goes on to provide points for further consideration including advice on control of access into the hotel and hotel floors, advice on staffing and staff safety, security to the basement car park, design advice in relation to the windows to the ground floor guest rooms and the design of single storey element on Baptist Street to avoid people being able to access the roof. In

addition, a checklist of physical security measures in relation to doors, windows, grazing and the building fabric, alarms, access control and the car park are provided.

It is recommended that a condition of the planning approval is that the CIS is implemented in full as part of the development in order to achieve Secured by Design Accreditation.

Ground Conditions

Policy EN18 of the Core Strategy requires that consideration should be given to potential sources of ground contamination and the effect on new developments. A Geo-Environmental Site Appraisal, Phase 1 – Detailed Desk Top Study has been undertaken and submitted to support the application. This concludes that the qualitative risk assessment determined an overall Negligible to Moderate level of risk from potential contaminants.

The risks have been generated using the features identified during the historical mapping assessment. Key sources of perceived risk are linked to the made ground on and around the Site that may have been contaminated by local industry. The nature and type of contamination within the made ground present may include; ash, mixed fill, hydrocarbons (e.g. fuel oils), heavy metals, herbicides and asbestos. Consequently it is recommended that an intrusive investigation is undertaken.

The initial site appraisal report has been considered by Environmental Health. They have recommended that further investigation works are required, and therefore it is recommended that a condition of the planning approval is that these further details should be submitted. Once the remediation strategy has been approved this shall be implemented and a verification report submitted on completion of the development to verify that all the agreed remediation has been carried out. This approach should form a condition of the planning approval in order to comply with policy EN18 of the Core Strategy.

Inclusive Access

The proposed development has been designed to be fully inclusive in terms of access. There is step free access into the development on the ground floor and all floors above and below the ground level will be accessed by a lift in addition to the stairs. The design has been developed to provide a simple and clear layout which is easy to use for all regardless of disability, age or gender. The hotel also includes a number of accessible bedrooms that have a larger floor area for easier access, which are located across several different floors of the development.

Construction management

Due to the location of the application site immediately adjacent to existing residential properties and due to the number of concerns raised during pre-application consultation and throughout the application process, it is considered important in order to ensure that there are limited impacts associated with the construction activities. Therefore, it is recommended that a construction management condition is imposed on this application.

An Outline Construction Management Plan has been submitted to accompany the application, which provides high level information on known construction constraints and proposals for the site and is based on methodology and timescales envisaged for the development at the time of the application submission. However, if permission is granted then a fully detailed Construction Project Management Plan will be submitted for consideration and approval.

It is considered that the construction activities can take place without any detrimental impacts of amenity or highway safety provided a comprehensive construction management plan is put in place in order that the proposal is in accordance with policies SP1 and DM1 of the Core Strategy and extant policy DC26 of the Unitary Development Plan.

Conclusion

The application site falls within the Angel Meadow / Ludgate Hill area of the City that features as a key city-centre location within the Northern Gateway. The lower sections of Rochdale Road are also seen as key in supporting the transition from higher density apartment living in City Centre locations to a more suburban residential feel in outlying neighbourhoods; that include Collyhurst and the Lower Irk Valley. Both the New Cross and LIV development frameworks see this being reflected in the height / density of development and the promotion of high quality schemes that help re-enforce the Rochdale Road Corridor as a key arterial route into and out of the city. This application is considered to support those strategic aims by delivering a high quality scheme in a priority location, which is consistent with the predominantly residential-led, mixed use offer being promoted throughout the Northern Gateway.

The need to provide further hotel accommodation in the City remains strong in order to meet the growing demands created by tourism and the availability of a range of hotel rooms is essential to serve this growing industry in locations that are easily accessible to tourism and business leisure destinations to meet demand. This application site is considered to be ideally located to meet these needs and will therefore provide a hotel at the higher quality end of the hotel market and not only help support the City Centre hotel offer but also provide the much needed regeneration of this vacant and unsightly piece of land on a key radial route into the City Centre. On this basis, it is considered that the proposal complies with policy CC4 as the proposal will meet the needs of City Centre to provide high quality hotel accommodation and this will be provided by an end user who is committed to delivering this proposal.

The hotel will bring activity to this part of Rochdale Road as a main radial route and pedestrian footfall to the area and add to the vitality and mixture of uses to the area. The proposal is therefore considered to be acceptable in principle comply with policies SP1, EC3 and CC4 of the Core Strategy along with the City Centre Strategic Plan.

The proposal will see the redevelopment of a brownfield site where the buildings are currently vacant, within the heart of one of Manchester's key regeneration areas. Careful consideration has been given to the siting, scale and appearance of the

development to ensure it provide a high quality development along with minimising the impact on existing residents. Matters of car parking, cycle parking, highways, noise, ecology, flood risk and sustainability have all been considered along with ground conditions, designing out crime and waste management.

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

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

Recommendation APPROVE

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Pre application advice has been sought in respect of this matter where early discussions took place regarding the siting/layout, scale, design and appearance of the development along with noise and traffic impacts. Further work and discussion have taken place with the applicant through the course of the application, particularly in respect of matters arising from the consultation and notification process. The proposal is considered to be acceptable and therefore determined within a timely manner.

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

0302_03_001 Rev C
0302_03_002 Rev E
0302_03_003 Rev C
0302_03_00B Rev D
0302_05_001 Rev C
0302_05_002 Rev C
0302_05_003 Rev C
0302_05_004 Rev C
0302_05_005 Rev A
0302_04_001 Rev A
0302_04_002 Rev A
0302_04_003 Rev A
0302_04_004 Rev A
0302_21_001 Rev C
0302_100_001 Rev C

Stamped as received by the Local Planning Authority on the 18th April 2016

0302_02_003 Rev B
0302_03_00G Rev D

Stamped as received by email on the 24th May 2016

TPMA1483-103 Rev B

Stamped as received by email on the 16th June 2016

Documents

Design and Access Statement by Tim Groom Architects
Planning Statement by Deloitte dated April 2016
Framework Travel Plan by Curtins dated 13th April 2016
Transport Assessment by Curtins dated 13th April 2016
Ecological Assessment by TEP dated April 2016
Statement of Consultation by Deloitte dated April 2016
Environmental Standards Statement by Hillbreak dated 13th April 2016
Noise Planning Report by Sandy Brown Consultants dated 13th April 2016
Outline Construction Management Plan dated 15th March 2016
Crime Impact Statement Version A 14/4/16
Detailed Drainage Strategy by Curtins dated 15th April 2016
TV Reception Survey Report by Taylor Brothers dated 6th April 2016
Archaeological Written Scheme of Investigation by TEP dated April 2016
Phase 1 Detailed Desk Top Study by Curtins dated 13th April 2016
Stamped as received by the Local Planning Authority on the 18th April 2016

Daylight and Sunlight Assessment by Gia dated April 2016

Stamped as received by the Local Planning Authority on the 20th April 2016

Technical Note No.1 Ref TPMA1483/TN1 by Curtins dated 23rd May 2016

Stamped as received by email on the 24th May 2016

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) Based on the principles outlined within the Design and Access Statement completed by Tim Groom Architects stamped as received by the Local Planning Authority on the 18th April 2016, prior to the erection of the above ground structure samples and specifications of all materials to be used on all external elevations of the development shall be submitted to and approved in writing by the City Council as local planning authority. The development shall then be constructed in accordance with these 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 within which the site is located, as specified in policies SP1 and DM1 of the Core Strategy.

4) 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.

5) a) Prior to the commencement of the development, a scheme for the drainage of surface water from the new development shall be submitted for approval in writing by the City Council as the Local Planning Authority. The development shall then be constructed in accordance with the approved details, within a previously agreed timescale.

b) Prior to the first occupation of the development a verification report shall be submitted, including relevant photographic evidence, that the scheme has been implemented in accordance with the previously approved details.

Reason - The application site is located within a critical drainage area and in line with the requirements in relation to sustainable urban drainage systems, further consideration should be given to the control of surface water at the site in order to minimise localised flood risk pursuant to policies SP1, EN14 and DM1 of the Manchester Core Strategy (2012).

6) Prior to the first occupation of the development hereby approved, details of the implementation, maintenance and management of a sustainable drainage scheme shall be submitted for approval in writing by the City Council, as Local Planning Authority.

For the avoidance of doubt the scheme shall include the following:

- 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.

The approved scheme shall then be implemented in accordance with the details and thereafter managed and maintained for as long as the development remains in use.

Reason - The application site is located within a critical drainage area and in line with the requirements in relation to sustainable urban drainage systems, details are to be provided that further consideration should be given to the control of surface water at the site in order to minimise localised flood risk pursuant to policies SP1, EN14 and DM1 of the Manchester Core Strategy (2012).

7) Prior to the commencement of the development hereby approved, 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;

- o Display of an emergency contact number;
- o Hours of working;
- o Details of Wheel Washing;
- o Dust suppression measures;
- o Compound locations where relevant;
- o Location, removal and recycling of waste;
- o Routing strategy and swept path analysis;

- o Parking of construction vehicles and staff; and
- o 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, EN19 and DM1 of the Manchester Core Strategy (July 2012).

8) a) No development shall take place until the applicant or their agents or successors in title has agreed 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 WSI shall cover the following:

1. A phased programme and methodology of investigation and recording to include:
- archaeological evaluation through trial trenching (to be undertaken according to the WSI prepared by TEP, April 2016 - document ref. 5655.003)
- informed by the above, more detailed targeted excavation and historic research (subject of a new WSI)

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

3. A programme for post investigation assessment to include:
- analysis of the site investigation records and finds.
- production of a final report on the significance of the archaeological and historical interest represented.
- A scheme to commemorate the site's heritage commensurate with their significance.
- Dissemination of the results commensurate with their significance.
- provision for archive deposition of the report and records of the site investigation.

b) For the avoidance of doubt no development shall take place until the works approved under part a) points 1 and 2 have been completed and written confirmation has been received from the Local Planning Authority.

c) The building shall not be occupied until the works approved under part a) point 3 has been completed or until an appropriate timeframe for completion has been agreed by the Local Planning Authority.

Reason - To record and advance understanding of heritage assets impacted on by the development and to make information about the archaeological heritage interest publicly accessible pursuant to policy EN3 and DM1 of the Manchester Core Strategy (2012) and saved policy DC20 of the Unitary Development Plan for the City of Manchester (1995) and in accordance with NPPF Section 12, Paragraph 141.

9) a) Based on the principles of the submitted Framework Travel Plan, before the development hereby approved is first occupied a Full Travel Plan shall be submitted

to and agreed in writing by the City Council as Local Planning Authority. In this condition a Travel Plan means a document which includes:

- i) the measures proposed to be taken to reduce dependency on the private car by those attending or employed in the development
- ii) a commitment to surveying the travel patterns of staff during the first three months of use of the development and thereafter from time to time
- iii) mechanisms for the implementation of the measures to reduce dependency on the private car
- iv) measures for the delivery of specified travel plan services
- v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car

b) Within six months of the first use of the development, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted to and approved in writing by the City Council as local planning authority. Any Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full at all times when the development hereby approved is in use.

Reason - To assist promoting the use of sustainable forms of travel to the school, pursuant to policies SP1, T2 and DM1 of the Core Strategy and the Guide to Development in Manchester SPD (2007).

10) The development hereby approved shall be constructed in accordance with the basement floor plan numbered 0302 _03_00B Rev D stamped as received by the City Council, as Local Planning Authority, on the 18th April 2016 in relation to the provision of secure cycle storage for the development. The space and facilities shown on the approved plan shall then be retained and permanently reserved for bicycle parking while the building is occupied.

Reason - To ensure that adequate provision is made for bicycle parking so that persons working or visiting the development have a range of options in relation to mode of transport in order to comply with Policies T2 and DM1 of the Core Strategy.

11) The car parking indicated on the approved plans shall be surfaced, demarcated and made available for use prior to the building hereby approved being occupied. The car park shall then be available at all times whilst the site is occupied.

Reason - To ensure that there is adequate car parking for the development proposed when the building is occupied, pursuant to Policies T2, SP1 and DM1 of the Core Strategy.

12) Prior to the erection of the above ground structure, full highway details in relation to the gradient of the ramp to the basement car parking area and the visibility splays from the car park entrance onto Baptist Street shall be submitted to and approved by the City Council as the Local Planning Authority. The development shall then be constructed in accordance with the approved details.

Reason - To ensure safe access to the development site in the interest of pedestrian and highway safety pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012).

13) The development hereby approved shall be completed in accordance with the TV Reception Survey Report completed by Taylor Brothers Installations Ltd received by the Local Planning Authority on the 18th April 2016 in relation to the assessment of the impact of the development on television signal reception within the potential impact area. The measures identified in the report must be carried out either before the building is first occupied or within one month of the study being submitted to the City Council as local planning authority, whichever is the earlier.

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 affect television reception and to ensure that the development at least maintains the existing level and quality of television signal reception - In the interest of residential amenity, as specified in policy DM1 of Core Strategy.

14) The development hereby approved shall be carried out in accordance with the Environmental Standards statement prepared by Hillbreak stamped as received by the City Council, as Local Planning Authority, on the 18th April 2016. A post construction review certificate/statement shall be submitted for approval, within a timescale that has been previously agreed in writing, to the City Council as Local Planning Authority.

Reason - In order to minimise the environmental impact of the development pursuant to policies SP1, T1-T3, EN4-EN7 and DM1 of the Core Strategy and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

15) The development shall be carried out in accordance with the Crime Impact Statement (Version A) prepared by Design for Security at Greater Manchester Police dated 14th April 2015, stamped as received by the City Council, as Local Planning Authority, on the 18th April 2016. 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 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.

16) a) Prior to the commencement of the development hereby approved, a proposed Local Employment Agreement strategy for the construction of the development shall be submitted to and approved in writing by the City Council as the Local Planning Authority. The development shall then be constructed in accordance with the approved strategy.

b) Prior to the occupation of the development hereby approved on the ground floor, a proposed Local Employment Agreement strategy for the future staffing of the approved use shall be submitted to and approved in writing by the City Council as the Local Planning Authority. The development shall then be operated in accordance with the approved strategy.

Reason - To safeguard local employment opportunities, pursuant to policies SP1 of the Manchester Core Strategy (2012).

17) Prior to the first occupation of the development hereby approved, details of the volumes and types of waste produced by the development and the exact number and capacity of the bins proposed, to accompany the locations of the proposed bin stores shown on the approved ground floor plan numbered 0302_03_00G Rev D stamped as received by the City Council, as Local Planning Authority, on the 24th May 2016, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The refuse arrangements shall be put in place prior to the first use of the development and remain in situ for as long as the development is in use.

Reason - To ensure adequate refuse arrangement are put in place for the development pursuant to policies EN19 and DM1 of the Manchester Core Strategy.

18) The development hereby approved shall include a building and site lighting scheme during the period between dusk and dawn. Full details of such a scheme shall be submitted for approval in writing by the City Council, as Local Planning Authority before the first occupation of the development hereby approved. The approved scheme shall be implemented in full prior to the first use of the development and shall remain in operation for so long as the development is occupied.

Reason - In the interests of amenity, crime reduction and the personal safety of those using the proposed development in order to comply with the requirements of policies SP1 and DM1 of the Core Strategy.

19) If any lighting at the development hereby approved, when illuminated, causes glare or light spillage which in the opinion of the 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 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) Deliveries, servicing and collections including waste collections shall not take place outside the following hours:

Monday to Saturday 07:30 to 20:00
Sundays (and Bank Holidays): 10.00 to 18.00

Reason - In the interest of residential amenity pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

21) Prior to the first occupation of the development hereby approved, the proposed opening hours for the cafe bar and gym shall be submitted to and approved in writing by the Local Planning Authority. The development shall then be operated in accordance with the approved hours as long as the building is in use.

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.

22) The development hereby approved shall be constructed in accordance with the Noise Planning Report completed by Sandy Brown Consultants dated 13th April 2016 stamped as received by the City Council, as Local Planning Authority, on the 18th April 2016, in relation to a scheme for acoustically insulating the proposed hotel bedrooms against noise from the local road network and the surrounding area. The approved noise insulation scheme shall be completed before the first occupation of the development and thereafter retained and maintained in situ.

Reason: To secure a reduction in noise from traffic or other sources in order to protect future residents from noise disturbance pursuant to policies SP1, H1 and DM1 of the Core Strategy (2007) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

23) Before the development hereby approved is first occupied, the proposed cafe bar and gym shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the premises and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as local planning authority. The development shall then be completed in accordance with these approved details.

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

24) Before first occupation of the development hereby approved, any externally mounted ancillary equipment, shall be acoustically insulated in accordance with a scheme 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 equipment. The development shall then be completed in accordance with the approved details.

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

25) This permission does not relate to or give consent for the advertisements/signs as shown on any of the approved plans or documents submitted to the City Council on the 18th April 2016.

Reason - For the avoidance of doubt and in the interests of visual amenity, pursuant to policies SP1 or DM1 of the Core Strategy.

26) The proposed layby to the front of the development hereby approved onto Rochdale Road as shown on drawing numbered TPMA1483-103 Rev B received by the Local Planning Authority by email on the 16th June 2016 from Curtins shall only be used for drop off / pick ups only and not for any coaches or servicing/deliveries to the hotel, which shall take place in the loading bay shown on Ludgate Hill.

Reason - In the interest of pedestrian and highway safety pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012).

27) Prior to the first use of the development, a scheme of highway works in relation to Rochdale Road, Ludgate Hill, Baptist Street and Sharp Street shall be submitted for approval in writing by the City Council, as Local Planning Authority.

For the avoidance of doubt this shall include the following:

- Alternation/re-instatement works to the highway including the creation of the lay-by to Rochdale Road and loading bay to Ludgate Hill (along with any necessary Traffic Regulation Orders (TROs)).

The approved scheme shall be implemented and be in place prior to the first occupation of the development and thereafter retained and maintained in situ.

Reason - To ensure safe access to the development site in the interest of pedestrian and highway safety pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012).

28) The proposed gym hereby approved on the ground floor of the hotel shall be used by guests of the hotel only and shall not be open to the general public at any time.

Reason - To safeguard the amenities of the occupiers of the accommodation within the building and occupiers of nearby properties, pursuant to 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 ref: 111921/FO/2016/N1 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:

Environmental Health
MCC Flood Risk Management
Highway Services
Planning Strategy
Greater Manchester Ecology Unit
Friends Of Angel Meadow
Greater Manchester Archaeological Advisory Service
Greater Manchester Police
United Utilities Water PLC
Highway Services
Environmental Health
MCC Flood Risk Management
Planning Strategy
Greater Manchester Police
Greater Manchester Archaeological Advisory Service
United Utilities Water PLC
Greater Manchester Ecology Unit
Friends Of Angel Meadow

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:

Apartment 312, 6 Ludgate Hill, Manchester, M4 4BW
514 skyline chambers, 5 Ludgate Hill, Manchester, M4 4TJ
Flat 2 Tobacco Factory Phase 1, 30 Ludgate Hill, Manchester, M4 4TF
Flat 410 The Linx, Manchester, M4 4AR
109 Red Building,, 6 Ludgate Hill,, Manchester, M4 4BW
113 Red Building,, Ludgate Hill, Manchester, M4 4BW
Skyline Chambers apt 318 , 5 Ludgate Hill, Manchester, M4 4TG
Apt 312 Red Building, 6 Ludgate Hill, Manchester, M4 4BW
Flat 205 The Red Building, 6 Ludgate Hill, Manchester, M4 4BW
6 Ludgate Hill, Manchester, M4 4BW
Apartment 33, 15 Dyche Street, Manchester, M4 4BU
Apartment 401, 6 Ludgate Hill, Manchester, M4 4BW
12 Tobacco Factory Phase One, 30 Ludgate Hill, Manchester, M4 4TF

Relevant Contact Officer : Jeni Regan
Telephone number : 0161 234 4164
Email : j.regan@manchester.gov.uk



Application site boundary ● Neighbour notification
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