

Application Number	Date of Appln	Committee Date	Ward
114818/FO/2016	23rd Dec 2016	6th Apr 2017	City Centre Ward

Proposal Erection of 9 storey building to provide 137 hotel bedrooms (Use Class C1) with associated ancillary hotel operated restaurant (Class A3) and bar (Class A4) uses to include 14 cycle parking spaces, an external seating area, public realm, landscaping and highways works,

Location Surface Car Park Bound By Ducie Street To The South / Rochdale Canal To The North And West & The Remainder Of The Car Park, Manchester

Applicant Evans Dakota Hotels Ltd, C/o Agent

Agent Mrs Rachel Poole, Deloitte & Touche LLP, 2 Hardman Street, Manchester, M3 3HF,

Site Description and Planning History, Background and Context

The application site is 0.33 ha and bounded by Ducie Street, the Rochdale Canal and part of a surface level car park. It includes part of the Rochdale Canal towpath. The Urban Exchange, a retail outlet, fronting onto Great Ancoats Street is to the north-east. The site is part of a much larger area measuring 5.9 ha based around the Rochdale Canal Basin.

The site is currently used as a surface car park providing approximately 90 spaces. It has been identified as a development site as part of regeneration plans for Piccadilly Basin dating back to 1998 and has been identified as the next phase of development within this area. The site was most recently occupied by Eider House, a large commercial building demolished in the late 1990's.

The proposed HS2 terminus is nearby and the site is close to the Northern Quarter, Ancoats Urban Village and New Islington. It falls within both the Piccadilly Basin and HS2 Strategic Regeneration Framework Areas.

The Piccadilly Basin SRF aims to deliver new housing and employment space within a mixed-use neighbourhood, based around a waterway in the heart of the City Centre. This should include a vibrant mix of office, residential, retail, and leisure accommodation offering a place to live, work, relax and play.

It is envisaged that HS2 and the Northern Hub will create a world class transport hub and arrival point into the city and transform this part of the city centre whilst also providing key linkages to East Manchester.

Planning permission was granted in 1998 for a mixed use development at Piccadilly Basin comprising housing A1 retail, licensed retail & studio office and included works to listed buildings and canal structures. A number of these works were implemented

including the restoration of Jackson's Warehouse and Vantage Quay and the planning permission has been lawfully implemented.

Planning permission was granted in 2007 to revise the masterplan to include residential development adjacent to the Rochdale Canal. This was never implemented. The most recent Piccadilly Basin SRF was approved in October 2016 indicates an approximate height for development on the site of 9 storeys.

Uses within the wider area include residential uses at Jutland House and Junction House, an Aparthotel at 81 Dale Street, BDP offices at 11 Ducie Street, retail and leisure uses, further surface level car parks and a secure multi-storey car park. Permission was granted in September 2014 for the erection of an 11 storey building comprising 91 apartments (106021/FO/2014/C2) which has recently commenced on land adjacent to Jackson's Warehouse.

Building heights do vary within this area. The listed buildings tend to range between 4 and 5 storeys. However, 111 Piccadilly is 19 storeys, Brownsfield Mill on Great Ancoats Street 8 storeys, The Place on Ducie Street is 8 storeys and the rear of Fourways House at 57 Dale Street is 9 storeys. Many of the listed buildings such as Jackson's Warehouse, Brownsfield Mill and The Place typically have larger floor to ceiling heights than modern residential schemes.

The nearest Conservation Areas are Stevenson Square Conservation Area to the north of the site, Ancoats Conservation Area to the north east and Whitworth Street Conservation Area to the west. The site is close to Brownsfield Mill a Grade II* Listed building and several Grade II Listed Buildings are in close proximity at Jackson's Warehouse, Dale Warehouse, 32-34 Laystall Street, Industry House, Fourways House, Rochdale Canal Locks 83 and 84, Junction Works at Paradise and London Warehouse Wharf.

The site falls within Flood Risk Zone 1 and as such is at low risk of flooding from rivers or sea. The site is also designated as a critical drainage area

Description of Proposals

Consent is sought for the erection of 9 storey building to provide 137 hotel bedrooms (Use Class C1) with a restaurant (Class A3) and bar (Class A4) an external seating area, public realm, landscaping and highways works.

The main massing of the building would be 8 storeys with a 9th storey with flat roof over recessed in order to create external terrace areas for the suites at this level. A lower block would front onto the Rochdale Canal containing the restaurant and bar. A series of outdoor terraces would create some semi-private hotel space and some fully accessible public realm adjacent to the Canal and a pedestrian route would link Ducie Street with the Canal.

The façades would have a grid structure and feature a simple palette of materials including smooth facing black brickwork, crittall style windows, glazed curtain walling and metal cladding panels. At ground floor level the windows would be set back by 500mm. and above this level by 225mm. The building would also feature further

areas of recessed brick work and cladding recessed between 100 and 150mm. The brickwork would return to the window reveals. The elevations would be repetitive to respond to nearby warehouses and the surrounding context.

A glazed entrance canopy would be provided to the main entrance fronting onto the paved courtyard. It would have a double height black granite entrance 'pod' framed within Crittall style windows. There would be deep areas of square shaped box hedging around the entrance elevation with planters around the buildings perimeter (except the public walkway elevation) 6 trees would be planted on Ducie Street and 17 along the site boundary adjacent to the Canal. Rain gardens would be integrated into the planting areas, capturing run-off from the public space and adjacent buildings. All plant would be accommodated at roof level either contained within the internal plant room area, or on the open plant deck with fully screened perimeter black coloured louvres.

Dakota Hotels would own and operate the hotel and provide an independent 4/5 star lifestyle brand. The main entrance would be off a courtyard accessed from Ducie Street on the west elevation. The ground floor would comprise the hotel reception, bar and restaurant and back of house facilities. The primary access to the bar and restaurant would be off Ducie Street with a second entrance from the canal towpath. Terraces for the bar and restaurant front the canal and would be partly covered by a glass Pergola. Back of house facilities would be carefully integrated into the design of the building to minimise impact.

The upper floors would contain hotel rooms. Double bedrooms would be around 32sqm, reflecting the high quality offer, in addition to one accessible double room and two suites. The 8th floor would comprise a Grand Deluxe Suite which contains its own private external space, a second suite with outdoor space, and 6 double rooms, one of which has its own outdoor space.

It is intended that the area of public realm between the Hotel and the neighbouring land would be implemented as a complete scheme, covering the entire area between these two building plots. However the current proposal is for temporary landscaping should the Hotel be delivered ahead of adjoining site and would comprise a landscaped walkway to accommodate the change in level between the hotel landscaping and the retained car park. A temporary landscape strip and retaining wall would be installed along with trees and low maintenance shrubs. The completed permanent public realm detailed above would be fully accessible.

4 car parking spaces and a taxi drop off are proposed on Ducie Street with a further 4 spaces within the entrance courtyard. 14 cycle parking spaces would be provided within a dedicated storage area within the building. A bay for servicing vehicles would be located on Ducie Street.

Other back of house facilities would be provided within the ground floor including a sub station and a bin store. Waste would be split into the following bins and would be collected twice weekly:

Blue - Pulpable material (recycled) - paper, cardboard, tetrapak etc

Brown - Co-mingled material (recycled) - glass, cans, tins, plastic etc

Green - Organic waste (recycled) - food stuffs etc
Black General waste (non-recycled) - all non-recyclable

The total number of bins has been calculated from City Council document 'GD04 Waste Storage and Collection Guidance for New Developments V2.00 -0 Citywide Support - Environmental Protection (September 2014).

Calculations:

10 x 1100l bins are proposed. 5 would be used for general waste and 5 for recycling. 70% of the recycling is likely to be food and beverage, mainly beer/wine bottles and 30% will be cardboard/packaging. Continual management of waste storage would be completed by the hotel management.

In support of the application the applicants have stated that the following range of benefits would be provided by the development:

- The hotel would be a viable use of an underused site. The current use as a surface level car park is unattractive and doesn't fully utilise the sites positive attributes. The hotel would complement the mix of residential, retail and commercial uses in the area. The proposal would provide an attractive environment and would encourage further investment in the surrounding area.
- The scheme would deliver approximately 70 jobs to and support the city's business and tourism sectors.
- The Hotel would animate the area and make it a more welcoming environment for pedestrians. The current surface car park and its location adjacent to the canal attracts anti-social behaviour and the hotel would create 24hr natural surveillance and discourage anti-social behaviour.
- This would be the first Dakota Deluxe Hotel to open in Manchester and would diversify the hotel offer. It would provide more choice for those wishing to stay in an area that is well connected to all modes of transport and to a range of leisure and business opportunities.
- The proposal is a high quality design which would create a positive environment and high quality public realm.

A statement of Community Consultation has been submitted and the Design and Access Statement sets out how the development has responded to comments made at pre-application stage.

CONSULTATIONS

Publicity – The occupiers of adjacent premises were notified of the application. The development was advertised in the local press as a major development and affecting listed buildings and the setting of a conservation area and site notices were placed adjacent to the site.

15 letters of objection and 1 letter of support have been received. The grounds of objection relate to the design of the building and the associated public realm, impact

on regeneration/ viability issues/ use, impacts on amenity / biodiversity and highways and traffic impacts:

Design

1. The height of the proposed structure is excessive and is clearly not in keeping with the surrounding buildings on Ducie Street which are mainly of 5 floors or less;
2. The proposed building is far taller than what was shown in the original SRF;
3. The proposed building would negatively impact on the character of the area;
4. The Piccadilly basin area has a distinct character similar to that of the Northern Quarter. Low rise buildings allow the beautiful old and listed buildings to be seen from various vistas. This proposal goes against the existing and historic grain of the area, will be overbearing and out of scale in relation to existing structures and reduce visibility of current buildings.
5. The proposed dark charcoal rectangular building would not be in keeping with any of the surrounding buildings and due to it's proposed size will be an eyesore.
6. There has been no attempt to design a building which compliments and enhances the area, only a non-imaginative block.
7. Public access to the footbridge across the canal should be provided to the north of the building. This is because the footpath along the canal to the south of the footbridge is colonised by aggressive geese for much of the year, and covered in their heavy deposits making it impassable. Without a northern access, the footbridge will become unusable, and it is well used by commuters and cyclists. As part of the design, the footbridge could perhaps be enhanced for cycle use, encouraging safety of cyclists commuting into town;
8. This development, coupled with the future development already proposed by the developers would completely enclose Vantage Quay, destroying the views of this area;
9. There is currently easy access via the surface car park from Jutland Street to the Rochdale Canal and the foot bridge over to the Northern Quarter. It is important that public access to the bridge over the canal is maintained without a large detour. The plan of the proposed site shows a walkway to the east of the hotel. To maintain access this needs to be open to the public 24/7 and should not be gated at night or closed off for hotel use only.

Impact on Regeneration / Viability Issues

1. During the public consultation for the Piccadilly basin SRF, this site has never been detailed for use as a hotel. It goes against the phased development scheme sited in the SRF.

2. Another Piccadilly hotel, would do nothing but serve to undermine the Council's own strategic regeneration framework for the area. In the SRF the Council identified a need for more residential buildings and high quality offices, which would enhance the area and community. This site is an area that is already densely occupied by hotels with The Place, La Reserva and Premier Inn already established within 50m. There are a further three hotels within 100m of this site. The Piccadilly Basin area should be used, as per the Council's strategy, to provide quality residential accommodation. What is the point of the Council outlining its strategy in autumn 2016, if by winter it abandons and approves redevelopment to anyone who's willing? Such concentrated density of hotels leaves the area vulnerable to dereliction should we be faced with an economic downturn, particularly from such a small hotel chain;
3. Clearly there is a need for hotels in Manchester, but there are sites on the South side of Piccadilly Station that would benefit more from this kind of regeneration, especially given the density of hotels in this neighbourhood. Nor do hotels enhance a community and this development would only dilute the community in this area;
4. The Council's SRF made it clear that no works would begin until a multi-storey car park was erected to replace the loss of parking at the various sites. To date, no such plans exist and therefore granting this planning request would increase the scarcity of parking in Manchester, driving up prices and increasing profiteering for the operators, which inevitably will harm the local shops and businesses

Amenity / Crime and Disorder

1. Loud music from the proposed restaurant and bar would adversely impact on the noise levels within this quiet residential area;
2. Noise issues would be exacerbated by the ability for it to rebound and echo around the canal basin due to the location and form of adjacent existing buildings;
3. Some adjacent historic buildings only have single pane glazing which has not been an issue until proposals for more hotels in the area have come forward due to increased noise disturbance;
4. The planned 9 storey hotel with Restaurant/ Bar will result in excessive noise disturbance for residents due to the increasing number of hotel patrons returning to their hotels late at night. There are already at least 6 hotels within 100 metres of the site;
5. Concerns regarding the environmental impact on the area due to increased waste disposal from the hotel which will again impact on the environment.
6. Because of its height relative to other buildings in the area the proposed development would create a wind tunnel.;

7. The noise report considers egress of amplified music but it does not mention noise from people congregating to use the bar entrance as a smoking area. A smoking area away from the street would bring less noise to the residential properly - either with the bar entrance at the west side (currently labelled as the hotel entrance), or through a condition that the canopy over the bar entrance is a non-smoking area.
8. It appears from the plans that the roof plant room closest to Ducie Street will be fully enclosed, with the roof plant room behind it towards Jackson's Warehouse being 'open'. This seems OK if it means that the kitchen air extraction fans, air-conditioning and other noisy units are away from the street in the 'open' plant room and enclosed around the sides with good quality louvre walls. Plant enclosure needs to be located and designed to keep any noise from the plant away from adjacent residential buildings and balconies. If the walls of this plant room on Ducie Street are intended to be partially open however (which is unclear from the plan images) - i.e. with louvre walls - then enhanced noise reduction measures need to be included such as having an additional steel wall inside the louvre wall, as with the open plant room. Or alternatively ensuring that any noisy plant is all in the open plant room at the back for the building, away from Ducie Street, as plant noise would travel both outwards and downwards, as well as upwards, disturbing residents;

Sunlight / Daylight and Overshadowing Impacts/ Privacy and overlooking

1. The daylight and sunlight report makes extensive use of percentage compliance across the affected buildings when considering assessments of VSC daylight, ADF daylight, NSL and APSH sunlight. This is a misleading approach to the impact of daylight changes on residents since each resident only makes use of a very small number of the windows in the building. Lower floor residents in particular will therefore suffer much greater reduction in daylight than is suggested by the percentage figures for the buildings overall;
2. The proposed new hotel would be two storeys higher than an adjacent block. As lounges and bedroom windows within this block will be facing the hotel residents will be overlooked by many of the hotel windows. This in turn will reduce the value of adjacent properties.
3. There will be direct overlooking by hotel residents of adjacent apartments, which impacts on personal privacy.
4. Apartments were purchased for the view we had and the fact we were not being overlooked;
5. Lower level apartments in adjacent developments already suffer from low light levels and the proposed development would make this situation much worse;
6. The proposed height of the building would result in unacceptable levels of loss of sunlight and daylight for adjacent residents and the height should be reduced to 7 storeys;

7. The loss of sunlight and daylight is extreme, the height of this building being beyond anything which is established next to it, this building will tower over the very near neighbours, not only impacting residents but visitors to Manchester with little daylight at street level.

Highways and Traffic

1. It is already clear the Piccadilly basin area is congested, cars and pedestrians struggle to get through the area at most times and another development with poor planning will create a place which adversely affects business.
2. Adjacent buildings are already struggling with access issues and additional commercial vehicles and customer car parking could lead to a high risk of frequent collision. This will also be true of any construction traffic during the building phase on site. The road infrastructure around this area isn't sufficient for current traffic demands, and by adding a hotel with no provision for its own parking and eliminating current surface parking, will result in the additional traffic being pushed into the Dale Street car park entrance mostly at peak times, which is already massively congested.

Biodiversity

1. There is no mention of the measures being made to protect wildlife, add to green spaces as a mandatory part of design (public inclusion).

Consultation Process

2. The public consultation concerning the hotel was advertised as an "Exhibition"- This was misleading and unlawful for the public. Therefore the entire public consultation concerning the development of the area has been inaccurate/falsefully advised and should be reviewed and repeated more transparently before any planning permission is granted on any sites within the SRF;
3. It is in the council's interest to ensure a fair and transparent consultation, not ignoring the needs of those who have to live and work in this area and who have done so for many years;
4. Vantage Quay did not received any invitation for a public consultation. At best this public consultation was executed in a very blase manner, at worst they've deliberately not bothered to ask residents in Vantage Quay at least to participate;
5. Residents of Whittles Croft didn't get an invitation to the November 2016 consultation;
6. The Statement of Consultation claims that 1300 residents within the Consultation Catchment area shown in Figure 3.1 of that report were contacted, of which only 9 responded. I'm not surprised about the low

response rate as I certainly never received any consultation communication and was completely unaware of the exhibition this report says was held on 17th November 2016. I heard about the plan in the Manchester Evening News, and subsequently through the notice tied to a lamppost on Ducie Street. In contrast I get lots of consultation letters about HS2 rail planning, but I got nothing about the proposed hotel

Other

1. Impacts on rights to light will also affect residents investment in adjacent residential properties;

Places Matter were consulted pre-application and their comments are summarised as follows:

- There are too many entrances into the site but there is no hierarchy of how they should be used, ensuring that certain routes have clear visual links will help to establish which are the more important and public.
- The 'street' between the Dakota and Eider House would provide for much of the servicing which creates a less desirable route. This is compounded by the occasional service deliveries, the potential for bins being left in this area and little overlooking.
- The entrance from Piccadilly Station should form the second of the two primary entrances onto the site.
- An engaging frontage is required to the canal to ensure that this is an appealing destination. The public terraces should focus on the canal basin rather than on the side elevation of the footbridge;
- Leaving a 3 metre high retaining wall up against the canal towpath does not create an appealing walkway;
- Rather than simply have an outdoor seating area at the same grade as Ducie Street, it was suggested that the building was built out to a lower concourse level at the same level as the canal walk level which could overlook the canal, create wider spaces at the canal walk level and happily engage with the towpath along the edge. Other buildings in this area hug the canal edge and create a more intimate feel to the canal.
- The architecture should be simple and robust to mirror the qualities of the post industrial buildings within the area;
- The elevation drawing shown of the Ducie Street façade was noted as very enticing with a strong, repetitive quality which the panel would like to see carried through. They considered that it is not necessary to step an entrance back for the bar and grill entrance. This can be emphasised in another less intrusive fashion. They questioned the need for the continuous bronze metal strip running up through the façade above this entrance noting that it would be

better to carry the brick grid across from the hotel entrance section to the remainder of the building and keep the whole in one continuous plane

Manchester Conservation Areas and Historic Buildings Panel – (Draft comments)

The Panel observed that the immediate surrounding area had a mix of buildings in size, predominately 5 – 7 storey and variety of use of materials and they felt that the scale, massing and use of a dark brick was well considered. The Panel felt that the area would benefit from this site being developed.

They noted that the design and access statement referred to a crittall style window, the drawings appeared to show a curtain walling detail. They also noted that the glass being proposed was to be tinted/black and were concerned that these windows would not allow views into active frontages. The Panel asked that a planning condition be included to ensure window details are agreed.

The Panel felt that the relationship of the building to the canal was indifferent but recognised that this was possibly a result of the shape of the site and the need for the building to have a relationship the street. To secure both, the building would have to number of asymmetric rooms which may affect the viability of the scheme.

Historic England – Have no comments to make and have recommended that the application should be determined in accordance with national and local policy guidance, and on the basis of the City Council's expert conservation advice.

The Head of Neighbourhood Services (Highway Services) – Has no objections but have provided advice about the Traffic Regulations orders and agreements that would be required to facilitate the development and in relation to a commuted sum in respect of the removal of parking bays. A condition will be required to agree final design of the on street parking bays and location of street trees.

Head of Regulatory and Enforcement Services (Environmental Health)- Has no objections but has recommended conditions relating to the storage and disposal of refuse, acoustic insulation of the accommodation, acoustic insulation of associated plant and equipment, fume extraction and the hours during which deliveries can take place. Advice has also been given about appropriate working hours during construction.

Head of Regulatory and Enforcement Services (Contaminated Land) - Has no objections subject to a condition relating to a full site investigation being carried out in respect of contaminated land issues and the need for details of appropriate remedial measures.

Greater Manchester Ecology Unit – Have no objections but note that the site is adjacent to the Rochdale Canal and the start of the Ashton Canal, which are Sites of Biological Importance for their aquatic plant communities and that there is a risk of accidental damage to them during construction. They have requested a condition for protection measures to be agreed as part of any consent granted. The potential biodiversity benefits of the landscape proposals are noted and a condition is requested to agree the detailing to maximise these benefits.

Head of Growth and Neighbourhood Services (Travel Change Team City Policy) - No comments received.

Greater Manchester Archaeological Unit – Have no objections but state that an appropriate archaeological mitigation strategy is required, such as ground investigation data and more detailed historical study to identify key archaeological features. The development would impact on archaeological remains and they consider that trial trenching, followed if appropriate by further more detailed and targeted excavation, should be undertaken to inform our understanding of below-ground archaeological potential and significance. GMAAS would like to see the trenching scheme include the 1820s stable block on the west side of Junction Street to check for survival of archaeological remains. The work to record and understand the heritage assets to be lost shall be undertaken by a qualified archaeological contractor funded by the applicant prior to development commencing. A condition relation to the above is recommended

Environment Agency - Have no objections but have recommended conditions to mitigate the risks to adjacent ground and controlled waters and have recommended that guidance set out within our document 'Piling and Penetrative Ground Improvement Methods on Land Affected by Contamination' is followed as appropriate.

Greater Manchester Police (Design for Security) – Have no objections subject to the recommendations of the Crime Impact Assessment being implemented.

Transport for Greater Manchester – Have no objections subject to a condition requiring the submission and agreement of a Travel plan within 6 months of occupation being attached to any consent granted.

United Utilities - Have no objection but have made comments in relation to drainage and water supply, which have been passed to the applicant, and have recommended that specific conditions are included in any planning permission granted to ensure that no surface water is discharged either directly or indirectly to the combined sewer network and that the site must be drained on a separate system, with only foul drainage connected into the foul sewer.

Flood Risk Management Team – Note that the applicant has prepared a drainage statement in support of their planning application. Assuming acceptance has been received from the Canal and River Trust or United Utilities to accept connection from the site, they recommend that conditions to agree surface water drainage works to be implemented in accordance with SuDS National Standards and to verify the achievement of these objectives should be attached to any consent granted.

Canal and Rivers Trust - Have no objections but have raised the following issues / concerns:

- Opportunities for anti-social behaviour arising from the form of development proposed due to the topography of the site and retaining wall which would limit the visual connection to the adjacent tow path in places and in relation to the detailed design of the stepped access from the bar/restaurant to the

towpath and the need for the applicant to consider this as part of any wider lighting, CCTV or security proposals;

- Need to consider a more direct opening onto the towpath and the detailed design and siting of the proposed gate as part of any detailed public realm works;
- Need for external lighting to be appropriately designed to increase the safety and amenity of towpath users whilst avoiding unnecessary glare and light spill onto the canal, in order to minimise potential adverse impacts on wildlife and the wider character of the canal itself;
- Concerns about the use of green screens in relation to potential antisocial behaviour, with needles/sharps being hidden in the foliage with resulting risk to of harm to users of the towpath;
- The need to ensure the use of native species in wider landscaping of the public realm and a suitable management plan implemented; Submission of a detailed landscape and management plan should be secured by condition

There is desire for the applicant to consider appropriate signage to clearly indicate links to and encourage the use of the canal towpath by pedestrians and cyclists, including occupants of the hotel.

Comments have also been made in relation to the need for conditions to control any potential impacts on the structural integrity of the Canal and contamination of the Canal as part of construction management. They have states that Access along the towpath and the safety of its users should be maintained during construction.

ISSUES

Local Development Framework

The principal document within the framework is **The Core Strategy Development Plan Document 2012 -2027** ("the Core Strategy") was adopted on 11 July 2012 and is the key document in Manchester's Local Development Framework. It replaces significant elements of the Unitary Development Plan (UDP) and sets out the long term strategic planning policies for Manchester's future development.

The proposals are considered to be consistent with the following Core Strategy Policies SP1, CC1, CC4, CC5, CC6, CC7, CC8, CC9, CC10, T1, T2, EN1, EN2, EN3, EN4, EN6, EN8, EN9, EN11, EN14, EN15, EN16, EN17, EN18, EN19, EC1, EC8, and DM1 for the reasons set out below.

Saved UDP Policies

Whilst the Core Strategy has now been adopted, some UDP policies have been saved. The proposal is considered to be consistent with the following saved UDP policies DC 10.1, DC19.1, DC20 and DC26 for the reasons set out below.

Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents. The adopted Core Strategy contains a number of Strategic Spatial Objectives that form the basis of its policies:

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

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

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

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

Relevant National Policy

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

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

The proposed development is considered to be consistent with sections 1, 2, 4, 6, 7, 10, 11 and 12 of the NPPF for the reasons outlined below.

NPPF Section 1 - Building a strong and competitive economy and Core Strategy Policy SP 1 (Spatial Principles), Policy CC1 (Primary Economic Development Focus) and CC4 (Visitors, Tourism, Culture and Leisure) - Piccadilly Basin represents a strategic opportunity to support and deliver important economic and policy objectives at the Manchester, Greater Manchester and national level. The development would be highly sustainable and would bring forward economic and commercial

development within the Regional Centre. It would provide good access to sustainable transport provision, maximise the potential of the City's transport infrastructure and make a positive contribution by enhancing the built environment, creating a well designed place that would enhance and create character and reduce the need to travel

The high-quality development would develop an underutilised, previously developed site. It would be highly sustainable, supporting economic and commercial development, alongside high quality city living. This would create employment during construction and in the hotel on completion and therefore assist in building a strong economy. It would complement the well established community within this part of the City Centre and contribute to the local economy through guests using local facilities and services.

The development would help to create a neighbourhood where people would choose to be by enhancing the built and natural environment and by creating a well designed place that would enhance and create character. The hotel would support the business and leisure functions of the city centre and the region and provide good access to sustainable transport provision and maximise the potential of the City's transport infrastructure.

The development is a key part of the delivery of the SRF.

NPPF Section 2 Ensuring the Vitality of Town Centres and Core Strategy Policies SP 1 (Spatial Principles) and CC2 (Retail) - One of the spatial principles is that the Regional Centre will be the focus of economic and commercial development, leisure and cultural activity and high quality city living. The proposal would support the creation of a neighbourhood which would help to attract and retain a diverse labour market. The hotel would significantly increase activity in the area and support the business and leisure functions of the city centre and the region and therefore assist in the promotion of sustained economic growth.

Policy EC1 – (Land for Employment and Economic Development) –The proposal would support the City's economic performance and by developing a site on the fringe of the City Centre, spread the benefits of growth across the City thereby helping to reduce economic, environmental and social disparities and create inclusive sustainable communities. The application site is well connected to the City's existing transport infrastructure.

The City Centre is a key location for major employment growth and the proposal would create a number of new jobs during the construction and operational phases which would support economic growth. The hotel would use the site efficiently, enhance the sense of place within the wider area, and would respond to the needs of users and employees on the site in terms of access to a range of transport modes and reducing opportunities for crime.

NPPF Section 4 Promoting Sustainable Transport, Core Strategy Policies CC5 (Transport), T1 Sustainable Transport and T2 Accessible Areas of Opportunity and Need - The location is highly sustainable and would give people a real choice about how they travel and contribute to sustainability and health objectives. The area is highly accessible being close to Piccadilly Station with its connections to the airport

and beyond and Metroshuttle routes and should exploit the use of sustainable transport. A Travel Plan would facilitate sustainable patterns of transport use and the City Centre location would minimise journey lengths for employment, shopping, leisure, education and other activities. The proposal would help to connect residents to jobs, local facilities and open space. It should encourage modal shift away from car travel to more sustainable alternatives. The development would also include improvements to pedestrian routes and the pedestrian environment which would prioritise pedestrian and disabled people, cyclists and public transport.

CC7 (Mixed Use Development), and Policy CC10 (A Place of Everyone, Saved UDP Policy DC10.1 (Food and Drink Use) - The development would provide an efficient, high-density development in a sustainable location within the heart of the City Centre. Manchester's economy is growing post-recession and significant investment is required in locations that would support and sustain this growth. The City Centre is the biggest source of jobs in the region and this proposal would provide accommodation to support the growing economy and contribute to the creation of a sustainable, inclusive, mixed and vibrant community. The hotel would complement the existing mix of uses and would provide facilities for local residents and businesses, subject to appropriate levels of control of over the hours of operation, noise, fumes, smells and storage and disposal of refuse.

NPPF Sections 7 (Requiring Good Design), and 12 (Conserving and Enhancing the Historic Environment), Core Strategy Policies EN1 (Design Principles and Strategic Character Areas), EN2 (Tall Buildings), CC6 (City Centre High Density Development), CC9 (Design and Heritage), EN3 (Heritage) and saved UDP Policies DC18.1 (Conservation Areas) and DC19.1 (Listed Buildings) - The proposal has been the subject of significant design consideration and consultation. It would maximise the use of land and would be appropriate to the City Centre context. The building would be classified as tall building within its local context but would be of a high quality and would help to raise the standard of design in the area. It would be appropriately located within the site, contribute positively to place making and would bring significant regeneration benefits. The design is of a good quality and would respond positively at street level. The positive aspects of the design of the proposals are discussed in more detail below.

A Tall Building Statement identifies key views and assesses its impact on these. It also evaluates the buildings relationship to its site context / transport infrastructure and its effect on the local environment and amenity. This is discussed in more detail below.

The application submission includes a Heritage Appraisal, Visual Impact Assessment and NPPF Justification Statement, which demonstrate that the development would have a beneficial impact on the surrounding area. Its present condition makes no contribution to the townscape and has a negative impact on the setting of designated heritage assets. The proposal would not result in any significant harm to the setting of surrounding listed buildings or adjacent Conservation Area and the quality and design would sustain the adjacent heritage value of the heritage assets. This is discussed in more detail below.

In terms of the NPPF the following should also be noted:

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

Paragraph 132 - Advises that any harm to or loss of a designated heritage asset should require clear and convincing justification. Substantial harm or loss should be exceptional and substantial harm to or loss of designated heritage assets of the highest significance, including grade I and II* listed buildings should be wholly exceptional.

Paragraph 133 - Advises that local planning authorities should refuse consent for proposals that will lead to substantial harm to or total loss of significance of a designated heritage asset, unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss. This is essentially a matter of judgement and will depend on the weight that is attached by decision makers and consultees to the various issues.

Paragraph 134 – Advises 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.

The proposal would replace an area that currently has a negative impact on the setting of nearby heritage assets and introduce a good quality building that would make a positive contribution to the townscape and enhance the setting of those adjacent heritage assets.

The compliance of the proposals with the above sections of the NPPF and consideration of the comments made by Historic England is fully addressed in the report below.

Section 8 Promoting healthy communities - The retention of an active street frontage would help to integrate the site into the locality and increase levels of natural surveillance.

Saved UDP Policy DC20 (Archaeology) – There are likely to be archaeological remains on the site which would at best be of high local significance about which a proper record should be made.

Section 10 (Meeting the challenge of climate change, flooding and coastal change), Core Strategy Policies EN4 (Reducing CO2 Emissions by Enabling Low and Zero Carbon) EN6 (Target Framework for CO2 reductions from low or zero carbon energy supplies), EN 8 (Adaptation to Climate Change), EN14 (Flood Risk) and DM1 (Development Management- Breeam requirements) -The site is highly sustainable. The Environmental Standards Statement submitted with the application demonstrates that the development would accord with a wide range of principles that

promote the responsible development of energy efficient buildings integrating sustainable technologies from conception, through feasibility, design and build stages and in operation. The proposal would follow the principles of the Energy Hierarchy to reduce CO2 emissions and is supported by an Energy Statement, which sets out how the proposals would meet the requirements of the target framework for CO2 reductions from low or zero carbon energy supplies.

The NPPF states that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk. In addition the NPPF indicates that development should not increase flood risk elsewhere.

The surface water drainage from the proposed development will be managed so that it will aim to restrict the surface water to greenfield run-off rate if practical, and to reduce the post development run-off rates to 50% of the pre development rates as a minimum.

The proposed drainage network will also be designed so that no flooding occurs for up to and including the 1 in 30-year storm event, and that any localised flooding will be controlled for up to and including the 1 in 100-year storm event including 20% rainfall intensity increase (climate change).

The surface water management will be designed in accordance with the NPPG and DEFRA guidance in relation to SuDS

NPPF Section 11 (Conserving and enhancing the natural environment), Manchester Green and Blue Infrastructure Strategy 2015, Core Strategy Policies EN 9 (Green Infrastructure), EN15 (Biodiversity and Geological Conservation), EN 16 (Air Quality), Policy EN 17 (Water Quality) Policy EN 18 (Contaminated Land and Ground Stability) and EN19 (Waste) - Information submitted with the application has considered the potential risk of various forms of pollution, including ground conditions, air and water quality, noise and vibration, waste, biodiversity and lighting and has demonstrated that the application proposals would not have any significant adverse impacts in respect of pollution. Surface water run-off and ground water contamination would be minimised

An Ecology Report concluded that there was no conclusive evidence of any specifically protected species regularly occurring on the site or the surrounding areas which would be negatively affected by site development. The development would be highly accessible by all forms of public transport and would reduce reliance on cars and therefore minimise emissions from traffic generated by the development. The Report concludes that, provided the mitigation measures are agreed for the construction phase for the protection of the Rochdale Canal, the proposals will have no adverse effect on the SBI (or any other statutory or non-statutory designated sites in the wider area)

The Manchester Green and Blue Infrastructure Strategy (G&BIS) sets out objectives for environmental improvements within the City within the context of objectives for growth and development. The proposal should exploit opportunities and this is discussed in more detail below. There would be no adverse impacts on blue infrastructure.

The development would be consistent with the principles of waste hierarchy and a Waste Management Strategy which details the measures that would be undertaken to minimise the production of waste both during construction and in operation. The Strategy states that coordination through the onsite management team would ensure the various waste streams throughout the development are appropriately managed.

DC22 Footpath Protection - The proposals would formalise pedestrian connection routes along a key desire line through the site. The development will also improve pedestrian routes within the local area through enhanced planting and repaving.

Policy DM 1- Development Management - Outlines a range of general issues that all development should have regard to and of these, the following issues are of relevance to this proposal:-

- appropriate siting, layout, scale, form, massing, materials and detail;
- design for health;
- impact on the surrounding areas in terms of the design, scale and appearance of the proposed development;
- that development should have regard to the character of the surrounding area;
- effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation;
- accessibility to buildings, neighbourhoods and sustainable transport modes;
- impact on safety, crime prevention and health; adequacy of internal accommodation, external amenity space, refuse storage and collection, vehicular access and car parking; and
- impact on biodiversity, landscape, archaeological or built heritage, green Infrastructure and flood risk and drainage.

The above issues are considered in detail in below.

Other Relevant City Council Policy Documents

Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (April 2007) - Part 1 of the SPD sets out the design principles and standards that the City Council expects new development to achieve, i.e. high quality developments that are safe, secure and accessible to all. It seeks development of an appropriate height having regard to location, character of the area and specific site circumstances and local effects, such as microclimatic ones. For the reasons set out later in this report the proposals would be consistent with these principles and standards.

Piccadilly Basin Masterplan and SRF – Piccadilly Basin represents a major strategic opportunity capable of delivering extensive and comprehensive redevelopment. Investment here will complement established regeneration initiatives elsewhere in the city centre, and in particular the north east at Ancoats and New Islington.

The aims and opportunity afforded by the SRF are set out in the Background section above. The Framework contains a series of important principles that will deliver the vision for the area covered by the SRF. Of these the following are relevant to

consideration of this application and the proposed development considered being consistent with:

- New development will take account of amenity for residents, privacy, microclimate (wind, sunlight, daylight, overshadowing), noise, refuse management, and safety issues;
- Commercial and retail uses will be encouraged at ground floor to create active frontages. These uses will be focused around key public spaces, and along key pedestrian desire lines, that will connect the site north-south and east-west to both existing and emerging areas of activity and development;
- The retail and leisure offer provided within the site will focus on independent uses, or uses new to the city and build on the success of, for example, the Northern Quarter;
- New development should take maximum advantage of the area's key assets – its heritage, canal side settings, public spaces;
- Access and use of the canal for recreational and leisure should be maximised. There is an opportunity to create areas where people can gather to exercise, or relax;
- Re-instating and re-asserting the historic grid will relate well to the grid pattern of adjoining character areas. This will create a sense of place strong connections to adjoining neighbourhoods and a sense of continuity across the city centre's north eastern edge;
- Alignment of new building blocks along existing streets should be to the back of the pavement line, to enhance the linear character of the streetscapes;
- Visual scale and massing of large buildings should be moderated through techniques such as variation in massing, materiality, colour and texture that can break up the appearance of larger facades;
- The provision of additional public space provide amenity for new residential and commercial development;
- New public realm should contribute to a sense of place and encourage movement through the area;
- Connectivity should be maximised through a varied network of formal and informal public spaces, green spaces and natural landscapes;
- Public realm should complement the architecture and support the proposed uses and activities across the area

How the proposed development is in keeping with these principles is discussed in more detail below.

Ancoats and New Islington NDF - The priorities for this area include; encouraging redevelopment of vacant and underutilised sites for residential, commercial and service uses and encouraging development that is massed to provide spatial definition along Great Ancoats Street. The proposed development would be consistent with those objectives.

HS2 Masterplan and SRF - The Application Site falls within the area subject to the HS2 Masterplan. The Masterplan forms part of Strategic Regeneration Framework (SRF) endorsed by Manchester City Council's Executive Committee as a material planning consideration.

The purpose of the Masterplan is to set out a framework to ensure that the City is able to capitalise on the development opportunities presented by the arrival of HS2 and resulting expansion of Piccadilly Station which have the potential to transform the eastern swathe of the City Centre. This area of the city will support the next phase of growth in Manchester and enhance the City's productivity in the process. The Masterplan's vision is to use HS2 as a catalyst for the creation of a new high quality urban neighbourhood containing a mix of retail, leisure, commercial and residential uses with high quality public open space. This new neighbourhood will contribute positively to the delivery of Manchester City Council's strategic regeneration objectives and will increase connectivity between the City Centre and communities to the east including between New Islington to the north of the site and the City Centre.

The SRF highlights the importance of hotels as essential to capturing the regeneration benefits of HS2 and has an ambition for 1,000 new hotel rooms to be provided within the SRF area and the proposed development would contribute to realising this objective.

The SRF divides the Masterplan Area into a number of sub character areas and the application site falls within the sub area designated as Piccadilly North. It then provides some parameters to guide the appropriate form of development within those areas. In keeping with those for Piccadilly North the proposal would reinforce the existing urban grain whilst acknowledging the scale of neighbouring city blocks and reinvigorating connections that existed in the past.

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

The site of the current planning application falls within the area designated as Piccadilly. This identifies the wider Piccadilly area as having the potential for unrivalled major transformation over the coming years and notes that the additional investment at Piccadilly Station provided by HS2 and the Northern Hub represents a unique opportunity to transform and regenerate the eastern gateway to the city

centre, defining a new sense of place and providing important connectivity and opportunities to major regeneration areas in the east of the city. Within the extended City Centre that is defined within the Plan Piccadilly Basin sits firmly within the north east of the City Centre and represents an important transition point between the existing and extended city centre.

The City Centre Strategic Plan endorses the recommendations in the HS2 Manchester Piccadilly SRF

The proposed development would be complementary to the realisation of the opportunities set out above. It would enhance the sense of place that previous phases of development have begun to establish within the Basin whilst strengthening physical and visual links between the City Centre and key regeneration areas beyond.

Conservation Area Declarations

Stevenson Square Conservation Area Declaration

Stevenson Square conservation area lies adjacent to the site and is located on the north-eastern edge of the city centre of Manchester. The Stevenson square conservation area represents a significant portion of the city centre in which the majority of Victorian buildings remain intact. The majority of buildings of architectural or historic interest in the conservation area are Victorian or early-20th century. Most are related to the cotton industry, often warehouses, showrooms or workshops. These buildings are taller than the earlier examples and create a varied matrix of building mass, divided by largely dark, narrow streets.

Development control in Stevenson Square is aimed at encouraging development and activity which enhances the prosperity of the area, whilst paying attention to its special architectural and visual qualities.

It was designated in February 1987 and was subsequently extended in December 1987 to include houses on Lever Street and Bradley Street

Other National Planning Legislation

Legislative requirements

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

S72 of the Listed Building Act 1990 provides that in considering whether to grant planning permission for development that affects the setting or character of a conservation area the local planning authority shall have special regard to the desirability of preserving or enhancing the character or appearance of that area

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

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

Environmental Impact Assessment. The proposal does not fall within Schedules 1 or 2 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011

The proposal does not fall within Schedules 1 or 2 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011

The Town and Country Planning (Environmental Impact Assessment) (Amendment) Regulations 2015, which raised the thresholds for screening of industrial estate and urban development projects to determine the need for Environmental Impact Assessment (EIA). Schedule 3 of the EIA Regulations which sets out selection criteria which relate to specific matters including the characteristics of development, the location of development and characteristics of potential impact Schedule 4 of the EIA Regulations requires consideration of a proposed development cumulatively with other development.

This planning application was therefore the subject of a pre-application Screening Opinion for an Environmental Assessment in relation to Schedules, 3 and 4 of the EIA Regulations.

The Screening Opinion concluded that as the scale of the development is appropriate for a City Centre context, that it would reuse a previously developed site, allow greater use of public transport, would improve conditions for pedestrians, would assist regeneration of the City, is unlikely to result in significant or unusual adverse impact for local residents, that the impact of the development would not have more than a local impact and would support the City's objectives of making the City Centre a better place to live, shop, invest, and visit and that as such the scheme is not likely to have significant effects. Taking into account the submitted information and the EIA guidance thresholds it was Manchester City Council's formal opinion that an EIA was not required to support the proposed development.

ISSUES

The Schemes Contribution to Regeneration – The regeneration of the City Centre is an important planning consideration as it is the primary economic driver of the region and is crucial to its longer term economic success. This area has been has been the focus of significant regeneration activity and public sector investment over the last fifteen years and frameworks are being prepared to capture the critical

opportunity that exists around this area going forward as a result of the programmed investment in HS2.

The northern fringe of the City Centre will play a significant role in satisfying demand for new dwellings and commercial space in order to support population and economic growth. The delivery of the SRF around the Basin provides a key opportunity to physically and functionally connect Ancoats and New Islington to the City Centre.

The scheme would be consistent with a number of the GM Strategy's key growth priorities, including the Draft Greater Manchester Spatial Framework. This is a previously developed site and the hotel would support growing visitor numbers and support the growth of the City Centre as a visitor attraction and focus for tourism and leisure, as well as supporting these functions within the wider region. It would be located adjacent to a key major transport hub with exceptional connections and would help to promote sustainable economic growth.

A broad range of hotel rooms is required in locations that are easily accessible to tourism and business leisure destinations. The diversification of the current offer would improve and enhance its attractiveness. The current offer is largely within the 3-4* range with high quality 4.5-5* hotels contributing 6% of the total hotel offer.

The proposal would provide a 4/5* hotel that would be different from and add value to the current city centre offer. It would provide more choice for tourists wishing to stay in an area that is well connected to all modes of transport and to a range of leisure and business opportunities. The interiors within this brand are designed to the highest specification by an Award Winning International Designer, with award winning bars and restaurants.

The site has a negative impact on the street scene with its open nature creating a poor appearance, fragmenting the historic built form of canals and mill buildings within this part of the Basin. This low quality environment creates a poor impression of the City Centre particularly for those travelling to the North and the Etihad Campus. The development would reinstate the historic building line and the design would respond to its context and the area's heritage. It would deliver an appropriate high quality streetscape on this key route to Piccadilly Station and the public realm would contribute to sense of place and encourage movement around the Basin.

This proposal would deliver significant regeneration benefits by repairing key street-frontages and helping to establish a sense of place. It would contribute to the economy and complement the residential and commercial uses that are proposed within the Basin whilst adding value to the existing high quality uses within this part of the City Centre. It would create employment during construction, along with permanent employment from the proposed end use and supply lines and the scheme would directly deliver approximately 70 jobs to and support the city's business and tourism sectors.

The site is identified for residential purposes within the SRF but the proposed use would be compatible and complementary to the residential and office uses within the SRF and would add value to the high quality uses in the area. The use of this site for a hotel would not compromise the wider objectives of the SRF.

Given the above, the proposed development would be consistent with the, with the objectives of the HS2 and Piccadilly Basin SRF's, the City Centre Strategic Plan and would complement and build upon Manchester City Council's current and planned regeneration initiatives, and as such would be consistent with sections 1 and 2 of the National Planning Policy Framework, and Core Strategy policies SP1, EC1, CC1, CC4, CC7, CC8, CC10, EN1 and DM1.

CABE/ English Heritage Guidance on Tall Buildings

One of the main issues to consider is whether the scale of the development is appropriate. At 9 storeys, it is considered to be a tall building within its context and as such it needs to be assessed against Core Strategy Policies that relate to Tall Buildings and the criteria as set out in the Guidance on Tall Buildings Document published by English Heritage and CABE. On 10 December 2015, Historic England published Tall Buildings: Historic England Advice Note 4, which represents an update to the CABE and English Heritage Guidance published in 2007, responding to the requirements of the National Planning Policy Framework and the marked increase in proposals for new tall buildings. The Advice Note identifies a series of steps that should be undertaken at pre-application for tall buildings which are addressed in the information submitted in support of the application.

Design Issues and Relationship to context

This considers the overall design in relation to its context and its effect on key views, listed buildings, conservation areas, scheduled Ancient Monuments, Archaeology and open spaces. There are a number of designated and non designated heritage assets in close proximity to the site including the Stevenson Square Conservation area, the Grade II Listed Junction Works and the Rochdale Canal.

The context has changed significantly over time and a number of historic buildings and structures are now isolated from their original setting. Development within the Basin should respond to its spatial characteristics, and ensure that key views, and the canal setting of listed buildings, are conserved and restored. This would provide a distinctive form of development and the proposed development is considered to be consistent with those objectives.

Little remains of the historic streetscape of Ducie Street and the condition and appearance of this site harms the setting of adjacent listed buildings and the listed canal, as well as the quality and character of the townscape. It erodes the character of the historic street pattern and interrupts the prevailing building alignment and as a result the urban form lacks cohesion. This adversely affects and weakens the character and appearance of the area.

The orientation of the building is consistent with the key design principles of the Piccadilly Basin SRF. It would be at back of the pavement line on Ducie Street which would enhance the linear nature of the street and to restore the historic grid structure. The layout includes an active frontage to the canal-side with the hotel terraces fronting the canal. Ducie Street is activated with an entrance to the hotel and bar.

The development of the site provides an opportunity to enhance the setting of the adjacent Heritage Assets. The height, scale, colour, form, massing and materials should make a positive contribution to the area and accord with principles set out in the SRF.

It would respond to the proportions, scale and mass of the built form within the area and is representative of the massing of the 19th Century Warehouse buildings which characterise much of the Basin and the Stevenson's Square Conservation Areas characterise. These buildings generally have a street wall with a vertical rhythm. The proposal would have a grid structure which would respond to this, and windows would be deeply recessed to create modelling and visual interest within facades.

The building would have a tri-partite subdivision with the materials and fenestration arrangement clearly helping to differentiate the ground floor, the middle section and the skyline. The double height entrances and ground floor treatment would reflect the larger proportions that typify the warehouse vernacular at ground floor level.

The proposed development would create a welcoming canal-side environment which would reflect the levels of activity that historically would have been associated with that environment.

Buildings within the area are of different styles and use different materials and the majority of buildings in the vicinity of the site use a combination of red brick and sandstone. The smooth dark bricks proposed would clearly be a modern architectural response but it would have a relationship to the historic context and provide a high quality design solution.

It is inevitable that development on sites such as this, would impact on the levels of amenity enjoyed by existing properties. However the building would fill the site and reinstate the historic building lines, in accordance with good urban design principles. The proposed height is in keeping with the plot height for this site as outlined in the Piccadilly Basin SRF and Masterplan.

Impact on the Character of the adjacent Conservation Area and setting of Listed Buildings.

The condition and appearance of the site has a negative impact on the area. There is therefore capacity for change which could enhance the setting of adjacent heritage assets and the wider townscape. Views into the site are artificially open and inappropriate in the context of the character of the adjacent conservation area.

The effect of the proposal on key views, listed buildings, conservation areas, scheduled ancient monuments, archaeology and open spaces has been carefully considered. The surface level car park is well used but it has no heritage value, contributes little to the appearance of the area and makes no contribution to the townscape. The development presents an opportunity to enhance the setting of adjacent designated and non designated Heritage Assets and to introduce a building of an urban scale that would make a positive contribution to the wider townscape.

There are no World Heritage Sites in the immediate vicinity of the site.

Section 66 of the Listed Buildings and Conservation Areas Act 1990 requires members to give special consideration and considerable weight to the desirability of preserving the setting of listed buildings when considering whether to grant planning permission for proposals which would affect it. Section 72 of the Act requires members to give special consideration and considerable weight to the desirability of preserving the setting or preserving or enhancing the character or appearance of a conservation area when considering whether to grant planning permission for proposals that affect it. Development decisions should also accord with the requirements of Section 12 of the National Planning Policy Framework which notes that heritage assets are an irreplaceable resource and emphasises that they should be conserved in a manner appropriate to their significance. Of particular relevance to the consideration of this application are sections 132, 133 and 134.

A Visual Impact Assessment (VIA), has been submitted that assesses the likely townscape and visual impacts of the proposals upon the site and surrounding area, including on the character of the adjacent Stevenson Square Conservation Area. The VIA has been carried out in accordance with English Heritage's Seeing the History in the View: A Method for Assessing Heritage Significance Within Views (May 2011) and considers 5 verified photo montages of the proposals from representative agreed viewpoints.

The 5 views are shown below. Views A, B, D and E are considered as high to medium value and view C is considered to be low value. The Assessment demonstrates that the impact would be medium beneficial (view A) low beneficial (view B) and negligible, (views C, D and E). The beneficial impacts would result from the removal of the dereliction and vacancy and the development of a building of a quality, scale and massing appropriate to its context.

The Visual Impact Assessment concludes that the proposed would respond sensitively to the Stevenson Square Conservation Area and affected listed buildings and the design would reflect the fenestration and overall form of the early 20th century warehouses typical of the area.

The proposal would introduce a new feature that would complement the city skyline and create a point of interest and encourage exploration and movement. It would enhance the streetscape of Ducie Street and help to integrate this area fully into the city centre and cause no substantial harm to the adjoining heritage assets.



View A

In view A the development would appear as a relatively small feature to the rear of the view and the unlisted buildings fronting on to Peak Street would no longer be visible. It would have a modest effect upon the setting of the Grade II listed Rochdale Canal entrance arch as it will diminish the amount of open sky visible through the arch opening.

In view B the proposal would clearly be visible. However, it would provide coherence and structure in an area which has been underutilised since the 1940s and would restore a clear block form matching the gridiron street pattern retained from the 18th and 19th century development of the area. The proposal would remove the parking that takes place on the site. The unlisted buildings fronting on to Peak Street would no longer be visible.



View B



View C

In view C the proposal would remove the view of the Brownfield Mill but would reinstate a coherent urban form and grain to the streetscape which is lacking. Whilst the view of the Brownfield Mill from this location is of interest, it was never designed to be seen in this way and has only been created by the loss of the original 19th century industrial urban streetscape.

The views into the Stevenson Square Conservation Area listed buildings in View D are of interest, but they do not produce a coherent whole and were not (with the exception of the Dale Warehouse) designed to be seen in this way. The loss of these views would be mitigated by the reinstatement of a coherent urban grain.



View D

In view E only the planted trees within the proposed development would be seen and clearly would not be harmful to the setting of the listed buildings in the foreground.



View E

The scale and proportion of the proposal would relate well to the immediate townscape, and as a consequence the character and appearance of the conservation area would be enhanced by the restoration of a tight urban-grain.

The proposal would have an impact on the streetscape as the height and mass would alter the skyline and create a new presence on Ducie Street. However, this impact would be positive by replacing the negative impact of the surface level car park. Kinetic views along Ducie Street and from the Canal would be enhanced through the creation of a positive building within the streetscape.

The NPPF stresses that '*great weight*' should be given to the objective of conserving designated heritage assets (paragraph 132), emphasising the need to avoid substantial harm to such designated heritage assets. Therefore, any perceived harm resulting from insensitive development within the setting of a designated heritage asset, should be avoided and at least require '*clear and convincing justification*'. In this instance the development would result in no loss of historic fabric, but may impact on archaeological remains although these would be of no more than local value. The impact would be on views of some adjacent listed buildings including the Grade II* Brownsfield Mill and the adjacent conservation area. There would be an impact on views of the Stevenson Square Conservation Area and adjacent listed buildings but overall such impacts would be beneficial or at worst be negligible.

The NPPF Planning Practice Guide (2014) emphasises that, in general terms, "*substantial harm is a high test, so it may not arise in many cases*". Thus when determining whether a proposed development within the setting of a conservation area would result in substantial harm, a key consideration is whether or not the impact seriously affects an important element of its "*special architectural or historic interest*". It is the degree of harm to the asset's significance rather than the scale of the development that is to be assessed.

Principally, any impact would be a visual one on the setting of the adjacent Stevenson Square Conservation Area and adjacent listed buildings from specific views. It is considered therefore that the level of harm is not 'substantial'.

It is necessary to have special regard to the desirability of preserving the setting any affected Heritage Assets. As any harm is considered to be 'less than substantial', paragraph 134 of the NPPF requires that the impact of the development should be evaluated against the mitigation that would be provided from the wider public benefits of the scheme including securing its optimum viable use which can include heritage benefits.

The scheme would enhance the character of the adjacent conservation area and listed buildings and would result in heritage benefits. The public benefits of the proposals are clearly set out elsewhere in this report but would include the comprehensive delivery of a high quality development on a key route through the Basin to the north of the City, providing a high quality 4/5* hotel, new sources of employment both during construction and post completion and improved connectivity, permeability and place-making.

The site is a negative element on the setting of heritage assets and wider townscape. Instances of harm resulting from the scheme are all considered to be medium to low beneficial or negligible and would not affect the character or appearance of the Stevenson Square Conservation Area and adjacent listed buildings as a whole.

Given all of the above it is considered that the urban form and pedestrian environment would be enhanced by the development and the considerable and extensive public and heritage benefits that would be delivered would outweigh any 'less than substantial harm' that would be caused to the character of the conservation area.

It is considered, therefore, that, notwithstanding the considerable weight that must be given to preserving the setting of the conservation area as required by virtue of S72 of the Listed Buildings Act, any harm caused by the proposed development would be less than substantial and would be outweighed by the public benefits of the scheme and meet the requirements set out in paragraphs 132 and 134 of the NPPF. In addition for the reasons set out above it is considered that the proposed development has been designed with regard to the sustaining and enhancing the significance adjacent heritage assets and would make a positive contribution to local character and distinctiveness and therefore meets with the requirements of paragraph 131 of the NPPF.

Architectural Quality

The key factors to evaluate are the buildings scale, form, massing, proportion and silhouette, materials and its relationship to other structures.

The scale, massing and proportion of the proposals are set out above. It would be a contemporary interpretation of the tripartite subdivision expressed in nearby traditional buildings. The repetitive form of the fenestration and deep reveals would relate to the robust architectural form of other buildings within the area.

Dark brick has been used successfully elsewhere in the area at the Premier Inn on Dale Street and in the wider City Centre at 21-23 Church Street and the Holiday Inn Oxford Road and is a contemporary interpretation of the use of red brick within the City Centre.

The quality of the detail, including the corner interfaces, window recesses and interfaces between the different components are key to creating a successful development. The layering, detailing and highly modelled design should ensure that the building responds well to its context. The brickwork would include specialised detailing on corners and window recesses. The 'crittal style' windows would include profiled capping to appear as a vertical window bar.

The construction of the facades would involve the use of a high quality brick slip panel system. The proposed system would include pistol brick corners, with panel joints that are placed so that the brickwork looks traditional. A condition requiring samples of materials and details of jointing and fixing details and a strategy for quality control would be attached to any permission granted. It is considered

therefore, that with the controls of the condition in place that the proposals would result in high quality building that would be appropriate to its context.

Contribution to Improving Permeability, Public Spaces and Facilities and Provision of a Well Designed Environment

The objective of the public realm is to enhance connections within the site, the wider Basin Area, and to address the Canal and create a strong sense of place. The development would:

- Promote pedestrian movement between Ducie Street and the Canal
- Improve pedestrian access across Ducie Street to the Ashton Canal and wider towpath network
- Increase natural surveillance over pedestrian routes from new buildings and improve lighting
- Make the canal basin an integral part of the development
- Provide sufficient space for attractive public realm adjacent to the canal
- Orientate activity towards the canal to increase natural surveillance over the towpaths
- Reinforce the industrial character of the canal basin with robust and functional materials and finishes
- Promote a strong relationship between buildings and public space
- Create spaces and gateways that encourage movement through spaces

The proposed public realm would positively address the waterfront location and the landscape proposals would make the canal basin an integral part of the development.

This public space overlooking the canal forms would form a prominent waterside focal destination, which is clearly visible when viewed from the footbridge or the towpath and would form a welcoming setting to the hotel. A defined route would be created between Ducie Street and the canal.

The provision of activity by the canal would enhance natural surveillance. The development would provide passive security.

Credibility of the Design

Proposals of this nature are expensive to build so it is important to ensure that the design and architectural intent is maintained through the detailed design, procurement and construction process. The design team recognises the high profile nature of the proposal and the design response is appropriate for this prominent site.

A significant amount of time has been spent developing and costing the design to ensure that the submitted scheme can be delivered. It has been demonstrated that the development is viable and deliverable. Detailed initial investigations, including the: ground conditions and the archaeology of the site have been carried out which should help to insure against any un-foreseen costs.

The design team recognises that a scheme of architectural quality is required and therefore the design development has been extensive, with a range of schemes having been tested before defining a preferred option. Resources have been committed to ensure that the scheme submitted is ready for delivery, as the applicant is keen to start on site as soon as possible.

Relationship to Public Transport Infrastructure

The highly accessible location would encourage the use of more sustainable forms of transport. The proximity to a number of public transport options including Piccadilly Rail Station would mean that many guests and staff could make the journey from their point of arrival in Manchester on foot. The applicant intends to enter into a contract with adjacent car parking providers for valet parking.

A Framework Travel Plan has been detailed within the application. However, it is recommended that the development, submission, implementation and monitoring of a full Travel Plan within 6 months of occupation be attached as a condition of any planning consent. Highways have requested that this should make particular reference to conferencing and events proposed within the development

The Transport Statement concludes that the proposal would not adversely affect the operation of the highway or transport network and meets the criteria set out in national and local policy for sustainable development and that overall impact of the development on the local transport network is likely to be minimal. In addition given the loss of the existing use as a surface car park the development would result in a reduction of the current peak hour vehicle trips along Ducie Street which would create a better and safer environment for pedestrians.

Sustainability

New developments should attain high standards of sustainability because of their high profile and local impact. The application is supported by an Energy Statement and Environmental Standards Statement (ESS) which set out how the proposal accords with this objective. It provides a detailed assessment of the physical, social, economic and other environmental effects of the proposal and considers it in relation to sustainability objectives. The ESS sets out the measures that could be incorporated across the lifecycle of the development to ensure high levels of performance and long-term viability and ensure compliance with planning policy.

Following the energy hierarchy, the development would result in a reduction in CO2 emissions beyond Part L 2013 of 6.11% this is equivalent to a greater than 15% reduction in CO2 emissions against Part L 2010. The building will incorporate sustainable construction practices and aims to achieve a BREEAM Very Good rating.

Energy use would be minimised through good design in accordance with the Energy Hierarchy, improving the efficiency of the fabric and using passive servicing methods across the building (including improvements to the thermal performance and air tightness above Part L requirements of the Building Regulations have been incorporated) before the application of energy reducing and then low carbon technologies.

The submitted Energy Statement outlines an energy strategy approach utilising the principle of a 'Lean, Clean, Green' energy hierarchy. This method deals with reducing the requirement for energy, the efficient use of energy and then the integration of low or zero carbon technologies in sequential order.

This approach inherently offers best value for money against carbon savings as follows:

LEAN: Maximise the energy efficiency of the development by reducing the base demand for energy through the design of the building's form and fabric and the incorporation of energy saving measures. The following measures are proposed for inclusion

- Improve U-values of the external envelope to reduce the heating demand of the building.
- Improve U-value of glazing to reduce the heating demand of the building.
- Improve air permeability of the envelope to reduce the heating demand of the building.
- Improved efficiency of the space heating, cooling and hot water systems to improve the efficiency of the energy used for the conditioning of space within the building.
- Use of energy efficient lighting to reduce energy demand associated with the illuminance of spaces.
- Use of intelligent lighting controls to reduce energy demand of the lighting by ensuring spaces are not lit when unoccupied.
- Use of variable speed pumps, fans and drives to match supply and demand and ensure efficient use of auxiliary energy.
- Use of heat recovery to mechanical ventilation systems to recover waste heat and re-use for the heating of spaces.

CLEAN: Consider the use of clean energy sources through the use of grid decoupled/decentralised generation.

- A Combined Heat and Power (CHP) system is proposed to contribute towards the domestic hot water demand to provide a low carbon alternative to natural gas boilers.

GREEN: Only when the lean and clean steps have been exhausted consider the use of low or zero carbon technologies to meet the remaining demand

- It is proposed for the use of air source heat pumps within the restaurant, bar, reception, offices and bedrooms to provide heating and cooling. This is included within the baseline building.

The proposal would deliver a scheme that is inherently efficient and cost effective during occupation and accords with the adopted Core Strategy Policy EN 4, EN6 and the Supplementary Planning Document (SPD) criteria.

The principles of the energy hierarchy have been applied and with the combination of energy saving measures results in a potential total CO2 emissions reduction over the current Building Regulation target (2013).

Effects on the Local Environment/ Amenity

Sunlight and overshadowing, air quality, noise and vibration, construction, operations and TV reception, privacy and overlooking.

Daylight, Sunlight and Overshadowing

The nature of high density developments in City Centre locations does mean that amenity issues, such as daylight, sunlight and the proximity of buildings to one another have to be dealt with in an a manner that is appropriate to their context.

An assessment of daylight, sunlight and overshadowing has been undertaken, using specialist computer software to measure the amount of daylight and sunlight that is available to windows in a number of neighbouring buildings. The assessment made reference to the BRE Guide to Good Practice – Site Layout Planning for Daylight and Sunlight Second Edition BRE Guide (2011).

This assessment is not mandatory but is generally accepted as the industry standard and is used by local planning authorities as a guide to assist in terms of considering these impacts. The guidance does not have ‘set’ targets and is intended to be interpreted flexibly. It acknowledges that there is a need to take account of locational circumstances, such as a site being within a town or city centre where higher density development is expected and obstruction of natural light to buildings is sometimes inevitable.

The application site has largely been cleared for a number of years and prior to that was occupied by large commercial building known as Eider House (5 storeys plus roof level). As such, the buildings that overlook the site, Junction House (Jutland St), Bridge House (Ducie St), Jutland House (Jutland St) and Vantage Quay (Brewer St) have benefitted from conditions that are relatively unusual in a City Centre context. Therefore, the baseline situation against which the sunlight, daylight and overshadowing impacts would be measured i.e. an open site, would not be representative of a typical baseline situation within an urban environment and any development of a similar scale to the existing buildings in the vicinity of the site would inevitably have an impact. The impacts in relation to the current baseline situation are set out below.

The neighbouring residential properties at Junction House (Jutland Street) Street), Bridge House (Ducie Street) and Jutland House (Jutland Street) and Vantage Quay (Brewer Street) have been identified as potentially being affected by the proposed development.

Daylight Impacts

The BRE Guidelines provides methodologies for daylight assessment. The methodologies are progressive, and can comprise a series of 3 tests. The BRE

Guidance recommends that it is only necessary to progress to the next test, if the window/room does not pass the first test it was subjected to.

Firstly, the guidance advises an assessment of how much Daylight can be received at the face of a window which is generally referred to as the Vertical Sky Component (or VSC). This measures the percentage of the sky that is visible from the centre of a window. The less sky that can be seen means that the daylight available would be less. Thus, the lower the VSC, the less well-lit the room would be. In order to achieve the daylight recommendations in the BRE, a window should attain a VSC of at least 27%.

The Average Daylight Factor (ADF), assesses how much daylight comes into a room and its distribution within the room taking into account factors such as room size and layout and considerations include: the net glazed area of the window in question; the total area of the room surfaces (ceiling, walls, floor and windows); and the angle of visible sky reaching the window(s) in question

In addition, the ADF method makes allowance for the average reflectance of the internal surfaces of the room. The criteria for ADF is taken from the British Standard 8206 part II which gives the following targets based on the room use:

Bedroom – 1% ADF; Living room – 1.5% ADF; Kitchen – 2% ADF

Where a room has multiple uses such as a living kitchen diner (LKD) or a studio apartment, the highest value is taken so in these cases the required ADF is 2%.

A 3rd assessment known as 'No Sky Line' (NSL) measures daylight distribution and assesses how the light is cast into the room, and examines the parts of the room where there would be a direct sky view and the parts that would not have direct sky view. Daylight may be adversely affected if, after the development, the area in a room which can receive direct skylight is reduced to less than 0.8 times its former value as this would be noticeable to the occupants. However the BRE Guidance states that this does not necessarily mean that the room served would be left inadequately lit but there is a greater chance that the reduction in daylight would be more apparent.

A key factor to be considered in relation to the 2nd and 3rd tests is that these assess daylight levels within a whole room rather than just that reaching an individual window. The assessment submitted with this application has considered all 3 of the progressive tests for daylight assessment.

The VSC level diminishes rapidly as building heights increase relative to the distance of separation. As such, the adoption of the 'standard target values' is not the norm in a city centre and the BRE Guide recognises that different targets may be appropriate. It acknowledges that if a building stands close to a common boundary, a higher degree of obstruction may be unavoidable. This is common in urban locations in particular.

Junction House 32/63 (53%) windows would be compliant for VSC daylight, 30/35 (86%) of rooms would be compliant for ADF. The rooms served by the windows that failed the VSC test fully comply with the ADF criteria, with the exception of 3 living

rooms and 1 bedroom that overlook the development. These living rooms will achieve 1.1%-1.4% ADF with the development in place, against a target of 1.5% (as detailed above), and the bedroom will receive 0.9% ADF, against the target of 1% ADF (as detailed above).

For NSL, 17/35 (49%) of rooms would be compliant. 14 of the rooms that do not meet the BRE target are a bedrooms. These rooms have a lesser requirement for daylight, and the fact that the majority of the windows will pass the NSL test, these results are considered acceptable. The 3 living rooms that do not meet the guide all have a daylight distribution figure in the high 70%'s, against a target of 80% (as detailed above).

Bridge House 32/40 (80%) of windows would be compliant for VSC daylight, the rooms served by the windows that failed the VSC test fully comply with the ADF criteria. All of the rooms show full compliance to the NSL Guidelines

Jutland House 19/65 (29%) of windows would be compliant for VSC daylight, 15/31 (48%) of rooms would be compliant for ADF. A further 26/65 (40%) of the windows that do not meet the VSC criteria, serve rooms that will pass the ADF criteria. 11 of the rooms that do not meet the ADF targets are bedrooms, with levels between 0.5-0.8% ADF, against the target of 1% ADF. The remaining 5 rooms that do not meet the ADF targets are living kitchen diners, with ADF levels between 0.7-1% ADF, against the living rooms target of 1.5% ADF. These rooms only marginally achieve the ADF target in the existing scenario with ADF levels between 1.5-1.6%.

For NSL 14/31 (45%) of rooms would be compliant. 12 of the rooms that do not meet the BRE target are bedrooms. There are 5 living rooms that do not meet the target, will receive direct daylight to between 50.81%-58.18% of their area with the development in place. These are reductions of approximately 40% of their former value. There is no exact target for area of NSL, and the rooms will retain direct daylight to the majority of their area, in line with guidance in the BRE Guide.

Vantage Quay 41/54 (76%) of windows would be compliant for VSC daylight, 18/19 (95%) of rooms would be compliant for ADF. All rooms served by windows that do not meet the VSC target, will meet the ADF daylight target, with the exception of 1 living room. This living room will receive 1.4% ADF, against the 1.5% ADF target. %. All of the rooms show full compliance to the NSL Guidelines

Sunlight Impacts

For Sunlight Impact assessment the BRE Guide explains that sunlight tests should be applied to all main living rooms and conservatories which have a window which faces within 90 degrees of due south. The guide states that kitchens and bedrooms are less important, although care should be taken not to block too much sunlight. The BRE guide states that sunlight availability may be adversely affected if the centre of the window

- Receives less than 25% of annual probable sunlight hours, or less than 5% of annual probable sunlight hours between 21 September and 21 March;

- Receives less than 0.8 times its former sunlight hours during either period;and
- Has a reduction in sunlight received over the whole year greater than 4% of annual probable sunlight hours (APSH)

As with daylight, where sunlight to a window is reduced by over 20%, it does not automatically mean that sunlight to that room would not be sufficient but it more noticeable to the occupier.

The BRE guide acknowledges that if an existing building stands close to the common boundary a higher degree of obstruction may be unavoidable, especially in urban locations. The Guidance recommends setting alternative targets where existing neighbouring buildings sit close to the boundary, as is the case with Junction House, Bridge House, Jutland House, and Vantage Quay and the previously approved scheme has been used to derive these alternative targets.

When assessed against the APSH (Sunlight criterion) Junction House, Bridge House, Jutland House, and Vantage Quay would all have full compliance with the target.

Overshadowing

There are no open amenity spaces in the vicinity of the Development site that justify the need for a permanent shadowing and sunlight hour's appraisal

The impacts on the levels of daylight and sunlight enjoyed by some of the residents of Junction House, Bridge House, Jutland House and Vantage Quay are important and there is a high level of compliance with the BRE Guidance when assessed against the baseline of a cleared site. However, some impact is inevitable if the site is to be redeveloped to a scale appropriate to its location within the City Centre. The following matters are however important in the consideration of this matter:

- Buildings that overlook the site have benefitted from conditions that are relatively unusual in a City Centre context;
- It is generally acknowledged that when buying/renting properties in the heart of a city centre, that there will be less natural daylight and sunlight in homes than could be expected in the suburbs;
- When purchasing or renting a property in any urban location, sited close to a derelict plot of land, the likelihood is that, at some point in time, redevelopment will occur. This is increased in a city centre like Manchester where there is a shortage of city centre housing in both the owner occupier market and the private rented sector;
- The application site is within the City Centre and is designated for high density development;
- Reductions to the scale of the development could make it unviable.

It is considered that that the above impacts have been tested and perform to an acceptable level against the BRE guidelines

Wind

The effect that buildings have on the wind environment at pedestrian level and the likely wind conditions resulting from new developments can have an impact on pedestrian comfort and the safe use of the public realm. While it is not always practical to design out all the risks associated with the wind environment, it is possible to provide local mitigation to minimise risk or discomfort where required.

A desk study has provided a review of wind at pedestrian level as a result of the proposal. It considers the wind effects on adjacent pedestrian routes and the common external areas using the industry standard Lawson Criteria. It is informed by detailed wind tunnel studies for similarly massed schemes in similar areas, along with an analysis of wind statistics, an analysis of the immediate surroundings and structural information. Levels of pedestrian comfort depend on individual activity and the Lawson comfort criteria define the wind speed which should not be exceeded for a given time throughout the year.

The proposal is not expected to have any significant impact at pedestrian level, and conditions in and around the site is expected to be suitable for all users. New routes and the proposed new public realm would be suitable for those accessing or walking past the development. External seating areas would be suitable for the uses envisaged.

Air Quality

The applicant has undertaken an air quality assessment which takes account of the impact of the development on air quality during both the construction and in operation.

Activity during the construction phase may cause dust and particulate matter to be emitted into the atmosphere but any adverse impact is likely to be temporary, short term and of minor adverse significance. This aspect can be mitigated through appropriate construction environmental management techniques such that the effects are not significant. A condition would be attached to any consent granted requiring a scheme for the wheels of contractors' vehicles leaving the site to be cleaned and the access roads leading to the site swept daily to limit the impact of amount of dust and debris from the site on adjacent occupiers.

The site is located within an Air Quality Management Area (AQMA), which covers the whole of Manchester City Centre, which could potentially exceed the annual nitrogen dioxide (NO₂) air quality objective. The principal source of air quality effects would be from increased vehicle movements associated with the hotel building. However, it would be located in the City Centre and has exceptional access to all forms of public transport including tram, bus and rail. It is considered that the scheme would be unlikely significantly effect air quality for nearby sensitive locations as a result of the operation of the hotel.

There would not be any guest bedrooms on the ground or mezzanine floors of the hotel as these would comprise a bar/restaurant and reception area. There would be guest bedrooms on the first floor, but there is a mezzanine level so it would be higher than usual and elevated pollutant concentrations would be even less likely. Therefore, the development would not result in any significant air quality issues and the site is considered to be suitable for the proposed uses.

The proposal would not lead to significant air quality effects for nearby sensitive receptor locations owing to its exceptional accessibility and the provision of secure cycle spaces. It is not therefore considered necessary to recommend any further measures to mitigate offsite air quality effects although the proposed tree planting and soft landscaping should result in some benefits in terms of mitigating existing air quality within the wider site boundary.

Noise and vibration

A hotel use in this location would complement the existing residential and commercial units, would develop an underutilised site, improve the physical appearance of the area and create natural surveillance. There are no amenity issues associated with the proposal that would impact on surrounding residential properties over and above those expected in a city centre location.

Whilst the proposal is acceptable in principle, the impact of adjacent noise sources on occupiers needs to be considered. A Noise Report concludes that with appropriate acoustic design and mitigation, the internal noise levels can be set at an acceptable level. A dedicated smoking area will be provided within the external terrace area.

The level of noise and any necessary mitigation measures required for any externally mounted plant and ventilation associated with the building should be a condition of any consent granted.

Access for deliveries and service vehicles would be restricted to daytime hours to mitigate any potential impact on the adjacent residential accommodation.

It is acknowledged that disruption could arise during the construction phase of work. The applicant and their contractors would work with the local authority and local communities to seek to minimise disruption. The contractors would be required to engage directly with local residents. The provision of a Construction Management Plan should be a condition of any consent granted. This would provide details of mitigation methods to reduce the impact on surrounding residents

TV and Radio reception

The TV and Radio Reception survey has highlighted a potential impact zone for terrestrial television reception the southeast of the site. Interference outside this area is considered unlikely. Given the location of residential properties within that zone some mitigation maybe required and a condition could be attached to any consent granted to require mitigation. Should tower cranes cause interference on a greater

scale than the completed development, this would be for the duration of time that the tower cranes are present.

Conclusions in relation to CABE and English Heritage Guidance

It is recognised that some that some of the impacts of daylight levels within some adjacent residential properties would exceed BRE guidance this has to be considered in a city centre context as opposed to those found in suburban areas. Such impacts also need to be weighed in the context of the wider benefits of the proposals which are discussed in more detail elsewhere on this report

On balance, it is considered that the applicant has demonstrated that the proposals would meet the requirements of the guidance as well as the policy on Tall Buildings within the Core Strategy and as such the proposal would provide a building of a quality acceptable to this site such that the development would be consistent with sections 1, 2, 4, 6, 7 and 8 of the National Planning Policy Framework policies SP1, DM1, T1, EN1, EN2, EN4 EN6, EN9, EN11, EN16, CC4, CC6, CC9_and CC10 of the Core Strategy and saved UDP policies DC26.1 and DC26.2.

Parking, Servicing and Access, Green Travel Plan / Cycling - A new loading bay / drop off point would be provided on Ducie Street for use by both residents and for refuse collection from the building. The on-site car parking/ forecourt area provides space for 4 vehicles and would be used for loading and valet parking. It would be managed by the Front of House team. Secure and sheltered storage would be included for 14 cycles.

A Framework Travel Plan document has been submitted which aims to reduce unnecessary car journeys and increase the number of people who walk, cycle and use public transport. This would encourage users to travel by sustainable transport modes and the Travel Plan would promote car sharing, cycling, walking, and public transport which should reduce the demand for on-site parking spaces. The Travel Plan would be expected to be fully implemented at all times when the development is in use. In view of the above the proposals are consistent with section 4 and 10 of the National Planning Policy Framework, and Core Strategy Policies SP1, DM1 and T2.

Crime and Disorder - It is considered that the increased footfall and the improvements to lighting would improve security and surveillance. Greater Manchester Police have provided a crime impact assessment and the scheme should achieve Secured by Design accreditation. An appropriate condition is recommended.

Subject to compliance with this and in view of the above the proposals are consistent with Core Strategy Policy DM1.

Archaeological issues - Greater Manchester Archaeological Unit have no objections but have recommended a limited programme of archaeological trenching, required for targeting the footprinting of 18th Century workers housing and a public house which previously stood on the site. This is capable of being a condition of any consent granted.

In view of the above the proposals would be consistent with section 12 of the National Planning Policy Framework, Policy DC20 contained in the UDP and policy CC9 of the Core Strategy

Biodiversity and Wildlife Issues/ Contribution to Blue and Green Infrastructure (BGIS) - The proposal would have no direct adverse effect on statutory or non-statutory designated sites.

The site lies adjacent to the Rochdale Canal, Stott's Lane – Ducie Street Basin Site of Biological Interest (SBI) , and is connected via the canal corridor to the Rochdale Canal SAC which lies three kilometres north-east of the site. It contains Floating Water-plantain which is a European protected species and other aquatic vegetation. No Floating Water-Plantain was detected in the sections of the canal adjacent to the application site which suggests that the baseline conditions at the site are not suitable for aquatic species and therefore this section of the Rochdale Canal is not suitable for colonisation by Floating Water-plantain.

An inappropriate site layout could have an adverse effect on the designated sites by causing excessive shading that may shade out the aquatic flora and also limit the opportunity for future colonisation by Floating Water-Plantain and other species. Similarly, an inappropriate layout and use of excessive lighting near the canal may have an adverse and fragmentation effect on the current and future wildlife corridor function of the canal.

A sun-path analysis has concluded that existing developments heavily shade the canal and proposed hotel would not increase the shaded area of the canal. The development would not have a direct or indirect impact on Floating Water-plantain, and therefore would have no direct or indirect impact on the Rochdale Canal Stott's Lane – Ducie Street Basin SBI.

The planting of street trees is acceptable and this increase in planting along with that proposed in other parts of the development would improve biodiversity and form corridors which enable natural migration through the site. The increase in overall green space would increase opportunities for habitat expansion leading to an improved ecological value within the local area.

The proposals would accord with the vision for GBI by creating high quality open space at the heart of the development linking the site to wider Infrastructure across the City Centre. The terraced seating would provide more public engagement with the canal.

The improvements to BGIS associated with this development would contribute to the success of the site as part of a mixed use neighbourhood in line with the Piccadilly Basin SRF. In addition the development would improve the quality and function of the Rochdale Canal, and would through the creation of the pedestrian link, would draw people to the canal as well as connect it to other areas of green and blue infrastructure such as Angel Park Meadow, Pin Mill Park and Victoria Mills Park.

In view of the above the proposals are considered to be consistent with policy EN15 of the Core Strategy and the Manchester Green and Blue Infrastructure Strategy 2015.

Waste and Recycling - Refuse and recycling facilities would be provided within a dedicate ground floor bin store. This would include 5 general refuse bins and 5 recycling containers for pulpable materials, mixed recycling and food waste for the hotel accommodation. Waste collections would take place from a loading area via an adjacent walkway. Bins for each type of waste would be clearly marked.

In view of the above it is considered that on balance the level of provision for potential disabled residents of both the apartments and townhouses is consistent with Core Strategy policy DM1.

Flood Risk and Sustainable Urban Drainage Strategy - The site lies within Flood zone 1 and is classified as a low risk site for flooding from rivers and sea and ground water.

The site is within the Core Critical Drainage Area within the City Council's Strategic Flood Risk Assessment which requires a 50% reduction in surface water run-off as part of brownfield development. The Government has strengthened planning policy on the provision of sustainable drainage systems (SuDS) for major planning applications which was being introduced from in April 2015. As per the guidance issued by the Department of Communities and Local Government (DCLG), all major planning applications being determined from 6 April 2015, must consider sustainable drainage systems.

The applicant has prepared a SUDS Statement which explain how surface water management would be dealt with to minimise and manage the risk of on- and off-site flooding. The surface water drainage would be managed to restrict surface water run-off to a greenfield rate if practical, and to reduce post development run-off rates to 50% of the pre development rates.

Surface water drainage would discharge to the Rochdale Canal subject to agreement with the Canal and River Trust or alternatively to the public combined sewer either within the site or in Ducie Road, subject to agreement with United Utilities. A minimum practical restriction of 5.0 litres/second has been assumed which accords with the Manchester City Council Strategic Flood Risk Assessment (SFRA) for brownfield sites within critical drainage areas.

The final drainage design would be informed by site investigations and consultation with the statutory undertaker to confirm the appropriateness of discharging into the public sewer. The Environment Agency has no objections but has recommended conditions in relation to ensuring the risks to adjacent ground and controlled waters.

Conditions could be imposed requiring details of the surface water drainage and a maintenance and management plan of the system to be submitted for approval. The initial SUDS report demonstrates that surface water run-off can be drained effectively in accordance with the principles of Core strategy Policy EN14 Flood Risk and consistent with section 10 of the National Planning Policy Framework.

Contaminated Land Issues - A phase 1 Desk Study & Phase 2 Geo- environmental Report have been provided which assesses geo-environmental information based on desktop / published sources, a site walkover survey and a review of intrusive investigation and remediation reports. These conclude that in its current condition, and with no mitigation measures, the site presents a low risk to future site users and construction workers from contamination. A condition requiring that a full site investigation is carried out and that appropriate remediation measures are submitted and agreed could be attached to any consent granted and on this basis the proposal is considered to be consistent with policy EN18 of the Core Strategy.

Disabled access - The building would be fully inclusive with step-free access. All floors would have lifts. 5 rooms would be fully adapted and accessible for a disabled person

The public realm and the canalside would be made fully accessible as part of the wider development of the site. The public realm now proposed would provide pedestrian access from Ducie Street through to the Rochdale Canal, linking up with the wider footpath network and existing footbridge. A series of stepped terraces with handrails and tactile paving, in line with Part M recommendations, would enable users to safely negotiate the change in level down to the canal side. This would be a temporary position with a step free route provided as part of the wider public realm proposals.

The level of disabled access provision within the current development is considered to be acceptable at this time, as there are other parts of the Canal which are fully accessible with the closest to the site being on Brewer Street and Ducie Street / Jutland Street. In view of the above with respect to disabled access the proposals are considered on balance to be consistent with Core Strategy Policy DM1.

Response to Places Matter Comments – The terrace would now front onto the Canal towpath. It has not been possible to lower the canal retaining wall to the hotel entrance courtyard owing to the level changes across the site.

The Ducie Street elevation would maintain a simple detailing and repetitive punched window aesthetic and black cladding would complement the dark black brickwork.

Response to Panels comments - The Crittall style and pattern would be created through the square grid pattern.

The scheme responds to the design principles of the Piccadilly Basin SRF and the building would re-insert the historic grid pattern and builds to the back of the pavement edge on Ducie Street and create a strong frontage. There is a significant level change between the canal towpath and Ducie Street and the proposal would respond to the Canal through the introduction of an outdoor terraced seating area. A second entrance has been created from the canal towpath. A retaining wall is required which would be greened to soften this edge.

Response to Canal and Rivers Trust comments- Some of the issues raised have been covered in the Report above but in addition the following should be noted:

- The proposal would activate the canal through providing a use with 24hr natural surveillance and lighting is proposed along the canal tow path adjacent to the hotel. The retaining wall will begin to step down where the retaining wall meets the stepped access point, offering improved visibility of the towpath.
- External CCTV installed would cover all the external areas and include the tow path area along the Hotel boundary.
- The green screens along the retaining wall would enhance biodiversity whilst breaking down the appearance of the wall. The proposal would help to reduce the risk of the towpath being used for antisocial purposes.

Response to objectors comments- - The majority of the comments raised have been addressed above however the following is noted:

The Piccadilly Basin SRF seeks to create a mixed-use area with a range of uses including residential, office, leisure and other supporting uses.

Access across the site and to the canal and footbridge would be improved with a formal pedestrian route and terrace area. The route would be open 24hrs but would be private and subject to temporary closure for maintenance and security purposes if necessary.

The SRF states that car parking would be provided for each phase and would be considered on a case by case basis. The Transport Statement notes that there are up to 1000 car parking spaces currently within 3 minutes' walk of the site. It is anticipated that any displaced commuter parking would be distributed across the local car parking provision. Given the site's highly accessible location and number of car parks available in the immediate surrounding area it is considered that sufficient car parking facilities would be available following redevelopment of the site.

CONCLUSION

The proposed development would deliver the next phase of the transformation of Piccadilly Basin which should continue to be a major focus for development in the coming years as a result of investment at Mayfield, the Northern Hub and HS2.

The Piccadilly Basin SRF would create a mixed-use area including residential, office, leisure and other supporting uses. An end user is in place and a hotel use would support the SRF. A high quality 4/5 star hotel would add value to the existing hotel offer within the City Centre and restaurant and bar would be available to the public.

The proposal would deliver a high quality building and regenerate a previously developed vacant site. The design would relate well to its context in terms of its scale and massing and would not adversely impact on the setting of the Stevenson Square Conservation Area or the setting of adjacent listed buildings. Ducie Street and the Canal would be re-vitalised and the proposal would enhance the city's wider historic landscape. The scheme would add activity and vitality to the area and would reintegrate the site into its urban context, reinforcing the character of the streetscape

The adjacent residential accommodation has enjoyed largely uninterrupted views across the site for some-time and it is inevitable that the proposal would have an impact on amenity and affect sunlight, daylight, overshadowing and privacy. It is considered that that these impacts have been tested and are acceptable.

The impact of the proposed development including its impact on heritage assets and on amenity would not be such as to outweigh the clear public and regeneration benefits, including heritage benefits, that would result from the development of this site. It is considered, therefore, that, notwithstanding the considerable weight that must be given to preserving the setting of the listed buildings and conservation areas as required by virtue of S66 and S72 of the Listed Buildings Act, the harm caused would be less than substantial and would be outweighed by the public benefits of the scheme and meet the requirements set out in paragraphs 132 and 134 of the NPPF

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

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

Recommendation APPROVE

Article 35 Declaration

Officers have worked with the applicant in a positive and pro-active manner to seek solutions to problems arising in relation to dealing with the planning application. This has included on going discussions about the form and design of the developments and pre application advice about the information required to be submitted to support the application.

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:

(a) Site location plans 200 EXISTING SITE PLAN, 201 revision A PROPOSED SITE PLAN and 215 SITE LOCATION PLAN

(b) 202 PROPOSED GROUND FLOOR & MEZZ PLANS, 203 PROPOSED FIRST FLOOR PLAN, 204 PROPOSED 2ND FLOOR PLAN
205 PROPOSED PLAN FLOORS 3, 4, 5, 6, 7, 206 PROPOSED 8TH FLOOR PLAN, 207 PROPOSED ROOF PLAN, 208 PROPOSED SOUTH ELEVATION_DUCIE STREET, 209 PROPOSED EAST ELEVATION_PEDESTRIAN WALKWAY, 210 PROPOSED WEST ELEVATION_HOTEL ENTRANCE, 211 PROPOSED NORTH ELEVATION_ROCHDALE CANAL, 212 PROPOSED SITE SECTION A-A, 216 PROPOSED CONTEXT ELEVATIONS, 217 1 TO 20 DETAILS - SHEET 1, 218 1 TO 20 DETAILS - SHEET 2, 219 EXISTING SITE SECTIONS and 220 revision A 1 TO 20 DETAILS - SHEET 3;

(c) Waste Management Strategy Section 06.01 of the KPP Architects dated December 2016 and details of bin types and numbers on P4 contained in Deloitte's Dakota Hotel - Statutory Consultee Response ;

(d) Recommendations contained in MRB Environmental Standards Statement and Energy Statement dated 13-12-16; and

(e) Recommendations in sections 4,5 and 6 of the Crime Impact Assessment Version A dated 15/12/16;

(f) Recommendations and measures as detailed in Wardell Armstrong Air Quality Assessment February 2017;

(g) Recommendations contained in Sandy Brown Report dated 2nd December 2016; and

(h) Recommendations within WSI for a Scheme of Archeological Evaluation by the University of Salford dated 16-03-17

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to Core Strategy SP 1, CC3, H1, H8, CC5 , CC6 , CC7, CC9 , CC10, T1, T2 , EN1, EN2 , EN3 , EN6 , EN 8, EN9, EN11, EN14, EN15, EN 16 , EN17, EN18, EN19, DM 1 and PA1 saved Unitary Development Plan policies DC18.1 DC19.1 , DC20 and DC26.1.

3) The development hereby approved shall achieve a post-construction Building Research Establishment Environmental Assessment Method (BREEAM) rating of 'very good'. A post construction review certificate shall be submitted to and approved in writing by the City Council as local planning authority within 6 months of Practical Completion of the building hereby approved.

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

4) Notwithstanding the details submitted with the application, prior to the commencement of development:

A programme for the issue of samples and specifications of all material to be used on all external elevations of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The programme shall include for the submission of samples and specifications of all materials to be used on all external elevations of the development to include jointing and fixing details, details of the drips to be used to prevent staining and details of the glazing and a strategy for quality control management. All samples and specifications shall then be submitted and approved in writing by the City Council as local planning authority in accordance with the programme as agreed above.

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

5) (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).

(b) 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.

c) 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.

d) 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 Section 11 of the National Planning Policy Framework and policy EN18 of the Core Strategy.

6) Prior to the commencement of development a programmes for submission of final details of the public realm works as shown in dwg number RF16-384-LO1 Rev A shall be submitted and approved in writing by the City Council as Local Planning Authority. The programme shall include an implementation timeframe and details of when the following details will be submitted:

- (a) Details of the proposed hard landscaping materials;
- (b) Details of the materials, including natural stone or other high quality materials to be used for the footpaths and for the areas between the pavement and the line of the proposed building on Ducie Street and abutting the Canal;
- (c) Details of the proposed tree species within the public realm including proposed size, species and planting specification including tree pits and design;
- (d) Details of measures to create potential opportunities to enhance and create new biodiversity within the development to include bat boxes and brick, bird boxes and appropriate planting;
- (e) Details of the proposed street furniture including seating, bins and lighting;
- (f) Details of external steps and handrails; and
- (h) Details of a signage strategy in relation to way finding within the development and associated public realm; and
- (i) A strategy for the planting of street trees within the pavements on Ducie Street including details of overall numbers, size, species and planting specification, constraints to further planting and details of on going maintenance;

and shall then be submitted and approved in writing by the City Council (in consultation with the Canal and Rivers Trust in relation to items a,b,e and f) as local planning authority in accordance with the programme as agreed above

The approved scheme shall be implemented not later than 12 months from the date the proposed building is first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place,

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

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

- *Display of an emergency contact number;
- *Details of Wheel Washing;
- *Dust suppression measures;
- *Compound locations where relevant;
- *Location, removal and recycling of waste;
- *Routing strategy and swept path analysis;
- *Parking of construction vehicles and staff;
- *Sheeting over of construction vehicles;
- *A method statement to protect the Rochdale and Ashton Canals from accidental spillages, dust and debris in relation to site clearance, earth moving shall take place or material or machinery brought on site

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

Reason - To safeguard the amenities of nearby residents and highway safety, pursuant to policies SP1, EN9, EN19 and DM1 of the Manchester Core Strategy (July 2012).

8) The development shall be carried out in accordance with the Crime Impact Statement Version A dated 15th December 2015. 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

9) Prior to commencement of development, a scheme for the drainage of surface water from the new development which demonstrates that the site will be drained on a separate system, with only foul drainage connected into the foul sewer shall be submitted to and approved in writing by the Local Planning Authority in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacements national standards and details that have been

This should consider the following:

- (a) Maximising opportunity for SuDS inclusion into the proposed green spaces;
- (b) Assessment of overland flow routes for exceeding conditions the flow routes need to divert surface water runoff away from properties on and off site;
- (c) Surface water management during construction; and

(d) demonstrate agreement by the Canal and Rivers Trust , United Utilities and Environment Agency that they accept the proposal and connections.

The development shall be constructed in accordance with the approved details within an agreed timescale.

Reason : To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution. This condition is imposed in light of national policies within the NPPF and NPPG and local policies EN08 and EN14

10) No development hereby permitted shall be occupied until details of the implementation, maintenance and management of the sustainable drainage scheme have been submitted to and approved by the local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:

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

Reason - 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 policies EN14 and DM1 of the Core Strategy for Manchester.

11) No part of the development shall be occupied unless and until details of a parking management strategy for hotel guests including the location for parking for cars using the valet parking service has been submitted to and approved in writing by the City Council as Local Planning Authority. All works approved in discharge of this condition shall be fully completed before the development hereby approved is first occupied.

Reason - The development does not provide sufficient car parking facilities and in order to provide alternative arrangements for the needs of guests whom may want to use a motorcar and Policies DM1 and T1.

12) Prior to occupation of the development a scheme for the acoustic insulation of any externally mounted ancillary equipment to ensure that it achieves a background noise level of 5dB below the existing background (La90) in each octave band at the nearest noise sensitive location shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the equipment. The approved scheme shall be implemented prior to occupancy and shall remain operational thereafter.

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

13) Before the development hereby approved is first occupied a 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 guests or employees of the development
- ii) a commitment to surveying the travel patterns of residents 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

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 and to secure a reduction in air pollution from traffic or other sources in order to protect existing and future residents from air pollution. , pursuant to policies SP1, T2 and DM1 of the Core Strategy, the Guide to Development in Manchester SPD (2007) and Greater Manchester Air Quality action plan 2016.

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

07:30 to 20:00 Monday to Saturday
10:00 to 18:00 Sundays and Bank Holidays

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.

15) Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Reason

To ensure a safe form of development that poses no unacceptable risk of contamination to controlled waters pursuant to section 10 of the National Planning Policy Framework Core Strategy policy EN14 and EN17.

16) Prior to first use of the public realm full details of a maintenance strategy including details of who would be responsible for the ongoing maintenance of

surfaces, lighting, street furniture, drainage, planting and litter collection and details of where maintenance vehicles would park shall be submitted to and agreed in writing by the City Council as Local Planning Authority. The approved strategy shall remain in operation in perpetuity.

Reason

In the interests of amenity pursuant to Core Strategy policy DM1

17) Final details of the method of extraction of any fumes, vapours and odours from the hotel restaurant and bar shall be submitted to and approved in writing by the City Council as local planning authority prior to occupation. The details of the approved scheme shall be implemented prior to occupancy and shall remain in situ whilst the use or development is in operation.

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

18) Following commencement of construction of the hereby approved development, any interference complaint received by the Local Planning Authority shall be investigated to identify whether the reported television interference is caused by the Blossom Street Development. The Local Planning Authority will inform the developer of the television interference complaint received. Once notified, the developer shall instruct a suitably qualified person to investigate the interference complaint within 6 weeks and notify the Local Planning Authority of the results and the proposed mitigation solution. If the interference is deemed to have been caused by the Dakota Development, mitigation will be installed as soon as reasonably practicable but no later than 3 months from submission of the initial investigation to the Local Planning Authority. Television interference complaints are limited to 12 months from the completion of the Dakota Hotel Development.

Reason - To ensure terrestrial television services are maintained in the interest of residential amenity, as specified in Core Strategy Policies DM1 and SP1

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

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

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

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

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

Reason - In the interest of visual amenity pursuant to Core Strategy Policies Dm1 and SP1.

22) Prior to implementation of any proposed lighting scheme details of any proposed lighting scheme including a report to demonstrate that the proposed lighting levels would not have any adverse impact on the amenity of residents within this and adjacent developments shall be submitted to and agreed in writing by the City Council as local planning authority:

Reason - In the interests of visual and residential amenity pursuant to Core Strategy policies SP1, CC9, EN3 and DM1 of the Core Strategy and saved UDP policy DC19.1.

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

- evaluation trenching
 - dependent on the above, more detailed archaeological excavation
2. 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.
3. Dissemination of the results commensurate with their significance.
4. Provision for archive deposition of the report and records of the site investigation.

Reason: In accordance with NPPF Section 12, Paragraph 141 - To record and advance understanding of the heritage interest impacted on by the development and to make information about the archaeological heritage interest publicly accessible. GMAAS will monitor the implementation of the archaeological works on behalf of Manchester Planning Authority

24) Notwithstanding the details submitted with the application prior to completion of the development final details of how the parts of the Rochdale Canal corridor adjacent to the development are to be lit shall be submitted to and approved in writing by the local planning authority in consultation with the Canal & River Trust. The details shall include measures to effectively light the canal and towpath adjacent to the development. The works shall be completed in full accordance with the approved details. The approved scheme shall be implemented in full prior to occupation of any part of the development.

Reason

To ensure that the development makes a positive contribution to the quality of the Rochdale Canal and to aid in the improvement of Crime and Disorder issues in these areas pursuant to Core Strategy Policies EN9 and DM1.

25) Notwithstanding the details submitted with the application, prior to the commencement of development, final details of the visibility splays associated with the on street parking shall be submitted and approved in writing by the City Council as local planning authority in accordance with the programme as agreed above.

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

26) Notwithstanding the details submitted with the application, prior to the commencement of development, final details of the flat roof including the section of the edge detail shall be submitted and approved in writing by the City Council as local planning authority in accordance with the programme as agreed above.

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

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 114818/FO/2016 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

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

Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
Travel Change Team
Greater Manchester Police
Environment Agency
Greater Manchester Archaeological Advisory Service
Greater Manchester Ecology Unit
United Utilities Water PLC
Canal & River Trust
Wildlife Trust
Transport For Greater Manchester
Historic England (North West)

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 112, 5 Brewer Street, Manchester, M1 2ER

Apartments 023, 122, 325, 428, 628, 727 The Met Building, 40 Hilton Street,
Manchester, M12BL

Apartment 16 Whittles Croft, 42 Ducie Street, Manchester, M1 2DE

26 Whittles Croft, 42 Ducie Street, Manchester, M1 2DE

428 The Met, 40 Hilton Street, Manchester, M1 2BL

Flat 1 and Flat 46, Jutland House, Jutland Street, Manchester, M1 2BE

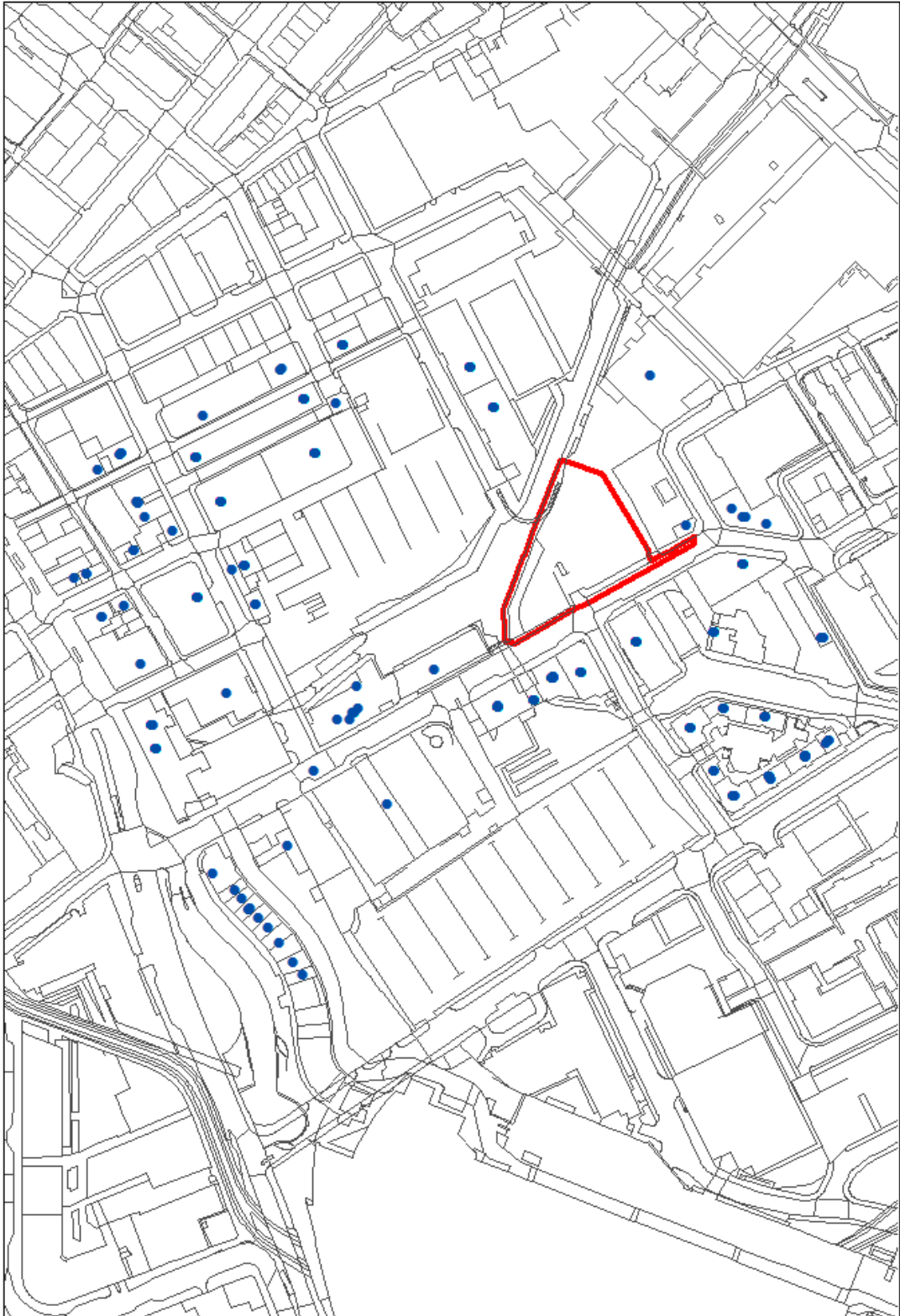
34 Southend Avenue, Manchester, M154HE



626 The met, 40 Hilton Street, manchester, m1 2bl

Apartment 127, 40 Hilton Street, Manchester, M1 2BL

4 Vantage Quay, 3 Brewer Street, Manchester, M1 2ED

Relevant Contact Officer : Angela Leckie
Telephone number : 0161 234 4651
Email : a.leckie@manchester.gov.uk



 Application site boundary  Neighbour notification
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