

Application Number	Date of Appln	Committee Date	Ward
118057/FO/2017	1st Nov 2017	11th Jan 2018	Ancoats And Clayton Ward

Proposal Erection of a 9 storey building to form a 224-bed apart-hotel (use class C1) with associated public realm, landscaping and other associated works

Location Land Bounded By Cable Street, Cross Keys Street, Addington Street And Mason Street, Manchester, M4 5FT

Applicant CEPF II Mason Street Developments Limited, 33 Cavendish Square, London, W1G 0PW,

Agent Mr Neil Lucas, How Planning, 40 Peter Street, Manchester, M2 5GP,

Description

The application site is approximately 0.12 hectares and is bounded by Mason Street, Cable Street, Cross Keys Street and Addington Street. The site is uniform in shape and has a relatively even topography reflecting its current use as a surface car park. The site does not contain any built form with the exception of a few 'kick rails' around the perimeter of the site and ancillary pay and display machines. The site is not currently secured by any boundary treatments and is open on all sides to pedestrians. Vehicular access is currently provided from Mason Street

The surrounding area is a mixture of surface car parks and commercial developments in former warehouses which form part of an area called New Cross. Warehouse buildings are located along Cable Street and Addington Street and are occupied by a variety of light industrial users.

The New Cross area is expected to undergo significant regeneration over the coming years as a result of its close proximity to the City Centre through the implementation of the New Cross Development Framework which envisages large scale residential development to be developed as part of meeting the City's population growth.

The close proximity of the application site, and the New Cross area, means that the heart of the City Centre is only a short distance away. The nearest neighbourhood is the Northern Quarter which provides a range of retail, amenities and services along with a vibrant evening economy.

There have been several planning permissions granted in the area including:

- 112015/FO/2016/N1- Erection of a part 10, part 8 storey block and a part 8, part 6 storey block to form 274 residential apartments in total together with ground floor commercial units facing Oldham Road (342 sqm) (Use Class A1, A2, A3 and B1) with associated car parking, hard and soft landscaping, new public realm following the closure of Goulden Street and other associated works following demolition of existing buildings at Land Bounded By Oldham

Road, Marshall Street, Chadderton Street And Bendix Street Ancoats
Manchester M4 5FR

- 111827/FO/2016/N1 - Erection of part 9, part 8 storey building to form 172 bedroom hotel (Use Class C1) with associated public realm, landscaping and other associated works at Land Bounded By Cable Street, Mason Street And Addington Street Ancoats Manchester M4 5FT (currently under construction
- 109840/FO/2015/N1 - Erection of a part 5, part 7 storey building for form 103 residential apartments (C3a) with ground floor commercial unit (Use Class A1, A2, A3, B1 or D1) (570 sqm) with associated basement car parking following demolition of existing buildings at 40 Swan Street, Ancoats, Manchester, M4 5JG

The Proposal

The applicant is seeking planning permission for the erection of a 9 storey building to form a 224 bedroom aparthotel (Use Class C1). The aparthotel will be operated by the applicant 'Staycity'.

The ground floor of the development will comprise the main entrance to the development which will be located on the corner of Cross Keys Street and Cable Street. This will lead off a reception area and café. The ground floor will also comprise of an exercise room and laundry area together with some of the bedroom associated with the aparthotel. Levels 1 to 8 of the building comprise the remainder of the bedroom accommodation associated with the aparthotel.

The building is shaped in a 'U' shape with a central courtyard which would provide outdoor recreational space for residents. The reception and café area would provide an active ground floor use and servicing and refuse have also been carefully considered to minimise the impact on the ground floor frontages of the building.

All refuse collection would be from a layby created on street which will serve the development. Waste would be transferred to the lay by on collection days. Waste will be separated so that it can be recycled.

The planning submission

This planning application has been supported by the following information:

- Supporting planning statement;
- Design and access statement;
- Landscape design and access statement;
- Energy statement;
- Environmental standards statement;
- TV reception statement;
- Crime Impact Statement;
- Ecology Report;
- Acoustic report.

Consultations

Local residents/public opinion – One representation has been received in respect of this planning application from the RSPB. The comments state that they neither support or object to the scheme. The comment can be summarised as follows:

- The proposal should incorporate internal bird bricks and will help with ensuring development reduce the decline in biodiversity and recognising the wider benefits of ecosystems services. It is important that the bricks are internal as they will support building dependent species and provide nest opportunities for urban birds such as swifts and sparrows they are also present for the lifetime of the building.
- There are health benefits associated with living in a more natural environment and this cannot be understated.

Strategic Development Team – The proposal aligns with the NDF for New Cross in terms of land use and the quality of the overall development.

It is necessary that development makes appropriate contributions towards public realm and place-making; as articulated through the approved New Cross Public Realm Strategy.

Highway Services – The proposed site is currently occupied by a 75 space public car park. The trip generation assessment states that the proposed development is likely to generate a net increase of 16 two way trips during the AM peak and a net increase of 11 two way trips during the PM peak. Traffic impacts on the surrounding highway are expected to be accommodated within the existing highway network which is acceptable in principle.

It will be possible for those that currently use the car park to park elsewhere once the development is complete.

In terms of car parking, it is proposed that no on site car parking spaces will be provided as part of the development. Given the sites city centre location and access to excellent public transport, this approach is acceptable in principle.

It is expected that as part of the travel plan, consideration will be given to off site car parking provision. For those requiring disabled parking, there are four dedicated disabled bays within close proximity located along Cable Street.

In terms of pick up and drop off, the proposal indicate that a half width loading layby will be situated on Cable Street, adjacent to the hotels pedestrian entrance. It is recommended that this loading bay is facilitated on street without the requirement for a layby to reduce the impact on pedestrian movement in the area and maintain the existing footway width. The loading bay will require a traffic regulation order to permit loading by all vehicles types to allow service vehicles and taxis to load/unload.

Taxis will also be permitted to drop off/pick up on existing parking restrictions should the loading bay be occupied.

The development is in the New Cross area of the city centre which is subject to a public realm strategy. This comprises an agreed street hierarchy/connectivity strategy with highway material specifications, wider public realm and infrastructure improvements and an on street parking strategy. The applicant will be required to contribute to this alongside the need to progress highways works through a s278 agreement.

In terms of this specific development, proposal will include the widening of the existing north-eastern footway along Addington Street (the south western extents of the site). The widened footway would measure in excess of 3.5 metres and would accommodate trees. Dropped kerbs and tactile paving is also proposed at the Cable Street/Mason Street and Cable Street/Cross Keys Street corners of the development.

As part of the s278 agreement it is also recommended that redundant vehicles accesses are reinstated to footway around the perimeter of the site.

With regards to cycle provision, this will be provided within the secure courtyard. A total of 24 spaces will be provided for residents and four spaces would be provided for staff (28 in total). The proposed level of cycle parking is considered to be acceptable. The level of cycle provision and ancillary facilities should be regularly reviewed as part of the travel plan.

The waste collections will be undertaken from a new lay by on Cable Street. As detailed above, a loading bay should be created. Refuse bins will be brought from the bin store to the by on Cable Street on collection day. The bins should then be removed immediately after collection to prevent impact on the adopted footway. Servicing should be undertaken outside of peak hours.

A construction management plan should be prepared to assess the impacts of the proposal on the adopted highway.

Environmental Health - Deliveries should be restricted as follows: Monday to Saturday 07:30 to 20:00 no deliveries/servicing on Sundays.

Details of fume extraction should be submitted.

The acoustic report has been considered in respect of the insulation of the accommodation. The report has calculated that the glazing specification for the aparthotel rooms based on the criteria set by Stay City. The report does not include appendix b which contains the calculations used the report also does not include the raw monitoring data. The missing information needs to be submitted.

Once the plant has been selected further information will need to be submitted in this regard.

The refuse management strategy submitted with the application is acceptable.

The air quality report submitted is acceptable.

With regards to ground conditions, the following information is required:

- submission of a preliminary risk assessment - Solomek report ref. S170419 April 17;
- Submission of the addendum site investigation report;
- Submission of an updated risk assessment to include landscaped areas;
- Submission of a remediation strategy (if required).

After completion of the development, a verification report will be required.

Flood Risk Management Team – The drainage strategy submitted as part of the application is acceptable. The development should be carried out in accordance with these details.

Design for Security at Greater Manchester Police – The proposed development should be designed and constructed in accordance with the recommendation of the Crime Impact Statement and this should part of the conditions of the planning approval.

Greater Manchester Ecology Unit (GMEU)– No objections to the development on ecology grounds.

Greater Manchester Archaeology Advisory Unit (GMAAS) – The proposal has been supported by an archaeological desk based assessment. The assessment identifies the key historic interest as being the site of former workers housing and industrial premises including a smithy. Most of these building originated in the early 19th century. The next stage is to evaluate the preservation, character and relative significance of the buried archaeology through a scheme of trial trenching. A written scheme of investigation should now be prepared. This will establish an agreed methodology to be used for the trenching scheme which will need to inform the need for further more detailed archaeological excavation.

Environmental Impact Assessment- The Town and Country Planning (Environmental Impact Assessment) Regulations 2011 specifies that certain types of development require an Environmental Impact Assessment (EIA) to be undertaken.

The nature of the proposal falls within “Urban Development Projects” being of more than 150 residential units. The City Council has adopted a screening opinion in respect of this matter to determine if this level of assessment was necessary and to determine whether the proposed development was likely to give rise to significant environmental effects.

It was concluded that there will not be significant environmental impacts associated with the proposed development and therefore an Environmental Statement is not required.

Policy

The Development Plan

The Development Plan consists of:

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

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

A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents as directed by the National Planning Policy Framework (NPPF).

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

Manchester Core Strategy Development Plan Document (July 2012)

The relevant policies within the Core Strategy are as follows:

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

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

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

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

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

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

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

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

The proposal is for an out of centre hotel on the edge of the City Centre. The applicant has demonstrated that the hotel will be delivered and occupied by 'Staycity' and evidence has been submitted showing that they are committed to the scheme. The proposal will support the ongoing regeneration of the New Cross area and support tourism within the extended City Council boundary as defined within the City Council's City Centre strategic plan.

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

- Improve choice by developing alternatives to the car;
- Promote regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services, particularly for those most in need and for those without a car;
- Improve access to transport services and facilities in order to enable disabled people and people with mobility impairments to participate fully in public life;
- Improve pedestrian routes and the pedestrian environment;

- Improve and develop further Manchester's cycle network;
- Contribute to improvements to the extent and reliability of the public transport network through safe and attractive waiting facilities, better priority and information provision,
- Would reduce the negative impacts of road traffic.

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

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

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

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

This planning application is accompanied by a transport assessment and travel plan which demonstrates that the proposal will have a minimal impact on the local highway network and will encourage other forms of transport.

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

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

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

- There are no sequentially preferable sites, or allocated sites, within the area the development is intended to serve that are available, suitable and viable;
- The proposal would not have unacceptable impacts, either individually or cumulatively with recently completed and approved schemes and having regard to any allocations for town centre uses, on the vitality and viability of

the City Centre and designated district and local centres. An assessment of impacts will be required for retail developments of more than local significance; and,

- The proposal is appropriate in terms of its scale and function to its location.

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

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

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

Policy EN3 '*Heritage*' states that throughout the City, the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods, including those of the City Centre.

New developments must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance, including scheduled ancient monuments, listed buildings, registered parks and gardens, conservation areas and archaeological remains.

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

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

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

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

- Reduce the need for energy through design features that provide passive heating, natural lighting and cooling;
- To reduce the need for energy through energy efficient features such as improved insulation and glazing;

- To meet residual energy requirements through the use of low or zero carbon energy generating technologies

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

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

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

Policy EN9 '*Green Infrastructure*' states that new development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function. Where the opportunity arises and in accordance with current Green Infrastructure Strategies the Council will encourage developers to enhance the quality and quantity of green infrastructure, improve the performance of its functions and create and improve linkages to and between areas of green infrastructure. Where the benefits of a proposed development are considered to outweigh the loss of an existing element of green infrastructure, the developer will be required to demonstrate how this loss will be mitigated in terms of quantity, quality, function and future management.

There will be limited vegetation clearance at the application site. There will be improvements in the form of enhance landscaping once the development is complete.

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

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

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

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

Policy EN17 '*Water Quality*' states that developments should minimise surface water run off and minimise ground contamination into the watercourse. Consideration has been given to minimising the impact of the adjacent canal particularly during construction.

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

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

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

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

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

- Flood risk and drainage.

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

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

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

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

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

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

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

Other material policy considerations

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

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

- Chapter 2 'Design' – outlines the City Council's expectations that all new developments should have a high standard of design making a positive contribution to the City's environment;
- Paragraph 2.7 states that encouragement for "the most appropriate form of development to enliven neighbourhoods and sustain local facilities. The layout of the scheme and the design, scale, massing and orientation of its buildings should achieve a unified form which blends in with, and links to, adjacent areas.

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

Manchester Residential Quality Guidance (2016)

The City Council's Executive has recently endorsed the Manchester Residential Quality Guidance. As such, the document is now a material planning consideration in the determination of planning applications and weight should be given to this document in decision making.

The purpose of the document is to outline the consideration, qualities and opportunities that will help to deliver high quality residential development as part of successful and sustainable neighbourhoods across Manchester. Above all the guidance seeks to ensure that Manchester can become a City of high quality residential neighbourhood and a place for everyone to live.

The document outlines nine components that combine to deliver high quality residential development, and through safe, inviting neighbourhoods where people want to live. These nine components are as follows:

- Make it Manchester;
- Make it bring people together;
- Make it animate street and spaces;

- Make it easy to get around;
- Make it work with the landscape;
- Make it practical;
- Make it future proof;
- Make it a home; and
- Make it happen.

New Cross Neighbourhood Development Framework (July 2015)

The New Cross Development Framework was adopted by the City Council's Executive in July 2015. This document has been prepared to guide development in the New Cross area to ensure a quality of new development that will result in a safe, accessible, vibrant, distinctive and sustainable residential led neighbourhood where people want to live.

The framework in particular seeks to build upon New Cross's location adjacent to the City Centre, Northern Quarter and other key regeneration areas along with close proximity to sustainable transport hubs.

The application site falls within 'Zone A' where an illustrative masterplan has been prepared which demonstrates how the development principles identified within the neighbourhood framework could be delivered. Zone A is particularly identified as having a distinctive historic grid pattern, along with some key Listed Buildings, which help reinforce a sense of place and character to the area.

The framework states that 'Zone A' "*will accommodate a range and mix of residential accommodation in a high quality and well managed environment that will ensure the emergence of vibrant new neighbourhoods of choice*". Such residential developments should respond to the grid pattern for the area along with ensuring active frontages. There should also be amenity space provided as balconies and roof spaces. The document goes on to state that night time uses beyond 11pm will not be supported in order to reflect the residential neighbourhood feel to the area.

In terms of parameters, the application site is anticipated to accommodate a building predominately between 4 and 6 storeys in height and of medium density (400 to 600 units per hectare).

City Centre Strategic Plan 2015-2018 (March 2016)

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

It should also be noted that the strategic plan approved by the Executive also endorsed an extended boundary of the City Centre upon which the strategic plan is

based. This extended boundary includes the application site and the wider New Cross area.

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

It is therefore clear that from this document that the expansion of the City Centre boundary to include areas such as New Cross is vital in terms of delivering upon the City’s growth objectives for residential, commercial and population growth.

The City Centre plan particularly recognises the role that New Cross can play in terms of delivering residential growth and providing a higher quality residential offer in line with the regeneration framework. Indeed, the strategy recognises that by incorporating new areas such as NOMA, New Cross and the Irk Valley within the City Centre boundary it will allow for better linkages with the communities of North Manchester to the City Centre along with providing a catalyst that can drive further residential development in these areas.

As a result, one of the key priorities for the Northern Quarter is to “*explore options to develop connections to Ancoats/New Islington and New Cross, spreading the creativity of the Northern Quarter eastwards and also maximising the opportunities presented by the growing communities in those areas*”.

Manchester Strategy (January 2016)

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

National Planning Policy Framework

The central theme to the NPPF is to achieve sustainable development. The Government states that there are three dimensions to sustainable development: an economic role, a social role and an environmental role (paragraphs 6 & 7).

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

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

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

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

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

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

"The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people" (paragraph 56)

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

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

Paragraph 59 goes on to state that:

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

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

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

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

Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this assessment into account when considering the impact of a proposal on a heritage asset, to avoid or minimise conflict between the heritage asset's conservation and any aspect of the proposal.

Where there is evidence of deliberate neglect of or damage to a heritage asset the deteriorated state of the heritage asset should not be taken into account in any decision.

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 goes on to state that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification.

Substantial harm to or loss of a grade II listed building, park or garden should be exceptional. Substantial harm to or loss of designated heritage assets of the highest significance, notably scheduled monuments, protected wreck sites, battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.

Paragraph 133 states where a proposed development will lead to substantial harm to or total loss of significance of a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:

- the nature of the heritage asset prevents all reasonable uses of the site; and
- no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and
- conservation by grant-funding or some form of charitable or public ownership is demonstrably not possible; and
- the harm or loss is outweighed by the benefit of bringing the site back into use.

Paragraph 134 states 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.

Local planning authorities should not permit loss of the whole or part of a heritage asset without taking all reasonable steps to ensure the new development will proceed after the loss has occurred.

Local planning authorities should look for opportunities for new development within Conservation Areas and World Heritage Sites and within the setting of heritage assets to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to or better reveal the significance of the asset should be treated favourably.

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

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

Paragraphs 11, 12, 13 and 14 of the NPPF outline a “presumption in favour of sustainable development”. This means approving development, without delay, where it accords with the development plan and where the development is absent or relevant policies are out-of-date, to grant planning permission unless any adverse

impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the NPPF.

Planning Policy Guidance (PPG)

The relevant sections of the PPG are as follows:

Air Quality provides guidance on how this should be considered for new developments. Paragraph 8 states that mitigation options where necessary will be locationally specific, will depend on the proposed development and should be proportionate to the likely impact. It is important therefore that local planning authorities work with applicants to consider appropriate mitigation so as to ensure the new development is appropriate for its location and unacceptable risks are prevented. Planning conditions and obligations can be used to secure mitigation where the relevant tests are met.

Examples of mitigation include:

- the design and layout of development to increase separation distances from sources of air pollution;
- using green infrastructure, in particular trees, to absorb dust and other pollutants;
- means of ventilation;
- promoting infrastructure to promote modes of transport with low impact on air quality;
- controlling dust and emissions from construction, operation and demolition; and
- contributing funding to measures, including those identified in air quality action plans and low emission strategies, designed to offset the impact on air quality arising from new development.

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

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

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

- engineering: reducing the noise generated at source and/or containing the noise generated;
- layout: where possible, optimising the distance between the source and noise-sensitive receptors and/or incorporating good design to minimise noise transmission through the use of screening by natural or purpose built barriers, or other buildings;
- using planning conditions/obligations to restrict activities allowed on the site at certain times and/or specifying permissible noise levels differentiating as

appropriate between different times of day, such as evenings and late at night, and;

- mitigating the impact on areas likely to be affected by noise including through noise insulation when the impact is on a building.

Design states that where appropriate the following should be considered:

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

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

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

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

Other legislative requirements

Section 16 (2) of the Planning (Listed Building and Conservation Areas) Act 1990 (the "Listed Building Act") provides that "in considering whether to grant listed building consent for any works to a listed building, the local planning authority or the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses"

Section 66 Listed Building Act requires the local planning authority to have special regard to the desirability of preserving the setting of listed buildings. This requires more than a simple balancing exercise and considerable importance and weight should be given to the desirability of preserving the setting. Members should consider whether there is justification for overriding the presumption in favour of preservation.

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

Issues

Principle of the redevelopment of the site and contribution to regeneration

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

The strategic plan places considerable emphasis on areas such as New Cross integrating with the City Centre as part of providing new residential neighbourhoods for the growing City Centre population. This approach for New Cross is also reflected with the Development Framework for the area which has identified the application site for a residential development.

The proposal, subject to this planning application, is for the creation of a 224 bedroom aparthotel. The New Cross development framework envisaged that the application site would be brought forward for medium density residential development as part of growing and regenerating the New Cross area as a residential neighbourhood. The provision of a aparthotel at the application site will move away from that identified vision. However, it is considered that the regeneration benefits of developing this site for a aparthotel outweigh the loss of the residential provision that would have otherwise been created. This planning application is amongst one of the first major proposals to be presented to come forward within New Cross. The applicant is firmly committed to developing the site and has demonstrated to officers that it is deliverable.

As such, the development of this site for a high quality aparthotel, as opposed to residential, will still comply with the aspirations of the New Cross Development Framework, in that it will provide a high quality development which will contribute to creating a sustainable, predominately residential neighbourhood, at New Cross.

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

Notwithstanding the above, hotel uses are considered to be 'main town centre uses' as defined by the NPPF. Such uses should therefore be located within defined centres unless it can be demonstrated that there are no sequential preferable sites within existing centres.

Whilst the application site, along with the wider New Cross area, falls within the extended City Centre boundary (as defined by the City Centre Strategic Plan), it does not fall within a defined centre within the adopted development plan for Manchester (The Core Strategy) with the document recognising that the nearest defined centre is

the City Centre. The Core Strategy defined City Centre boundary is a short distance from the application site (71 metres) on the western side of Swan Street.

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

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

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

It is considered that as no sequential test has been provided, there is a conflict with the adopted development plan, in particular policy C9, along with the provision of the NPPF which seeks to test the appropriateness of main town centre uses outside of defined centres.

However, it is recognised that the City Centre strategic plan is a material planning consideration in the determination of this planning application and therefore weight should be given to the extended City Centre boundary. This is in recognition that the role, function and extent of the City Centre is changing and in order to grow and prosper it is necessary to consider how areas such as New Cross can contribute towards City Centre growth objectives.

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

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

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

This growth has been significant over the last decade with new developments at the Etihad campus, HOME, National Football Museum along with cultural/music events

at the Manchester Area and premier league football, plus improving in the retail offer, have all strengthened Manchester reputation as a thriving leisure and business destination. Developments at Manchester airport are also envisaged to add a further 10 million annual passengers over the next decade which will strength the tourism economy in the City and wider region further.

Within this context, the demand for hotel rooms in Manchester will be vital to meeting the growth in demand from the tourism and business sectors. Existing hotel market in the City Centre is currently strong having recovered positively from the economic downturn with occupancy rates at around 80%. Supply has been strong in recent years with over 23,410 rooms existing in Manchester (with 9,376 alone in the City Centre) and over 1,034 rooms opening since the start of the year.

Notwithstanding the above, the need to provide further hotel accommodation in the City remains strong in order to meet the growing demands created by tourism along with diversifying the stock in terms of the quantum and offer type.

The applicant has indicated that the end user for this hotel will be Staycity. Staycity operates almost 3,000 apartments across several UK and European cities including Birmingham, Dublin, Edinburgh, Liverpool, London, Manchester, Paris, York, Lyon and Marseille. The Staycity concept offers a 24 hour reception together with apartments equipped with self-catering facilities and free WI-FI. The brand is therefore able to offer high quality self contained apart hotel rooms which offer a 'hotel' alternative for both business and leisure users who have both short and long terms needs.

It is considered that an aparthotel will not only help support the City Centre hotel offer but also provide a much needed catalyst to the regeneration of the New Cross area.

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

Overall, whilst there are conflicts with the adopted planning policies with regards to hotel developments outside of defined centres (in particular policy C9 of the Core Strategy and the NPPF), weight should be attached to the extended City Centre boundary which now includes the New Cross area. This allows for consideration of policy CC4 which states that hotel provision is vital to supporting a strong City Centre and such proposals should be supported that the Council is confident that such schemes can be delivered. Officers have seen evidence of Staycity's commitment to occupying the hotel and therefore there is a sufficient assurance that the resulting development will be a high quality offer contributing to Manchester's growing tourism economy.

It is considered that although the site will not be brought forward for residential purposes, the overriding regeneration benefits that this proposal will bring to the New Cross neighbourhood outweigh any harm as a result of this. The hotel will bring

activity and pedestrian footfall to the area and add to the vitality and mixture of uses to the area. The proposal is therefore considered to be acceptable in principle comply with policies SP1, EC3 and CC4 of the Core Strategy along with the City Centre Strategic Plan and the New Cross Development Framework

Material planning considerations

Whilst the principle of the development is consistent with planning policy framework, there are detailed matters that require particular attention. This report will therefore consider the following material considerations and determine whether any undue harm will arise as a consequence of the development:

- Visual amenity;
- Impact on the historic environment ;
- Ecology;
- Effect of the development on the local environment and existing residents
- Effect of the development on the proposed residents
- Landscaping and amenity space /boundary treatment/public realm
- Impact on the highway network/car parking
- Flood Risk/surface drainage
- Sustainability;
- Designing out crime;
- Ground conditions; and
- Construction management.

The above matters will be considered in turn below.

Visual amenity

Policies EN1 and DM1 of the Core Strategy, along with the Guide to Development in Manchester, requires that consideration be given to layout of new developments ensuring that they respond to the surrounding context and maximise frontages with the street scene and other important features of sites. It should also be noted that the New Cross development framework envisages a 4-6 storey building on this site that follows the perimeter of the site and responds positively to the grid pattern.

The proposed development will remove a vacant, previously developed site, within the heart of the New Cross area. The site currently has a negative impact on the visual amenity of the area and, as such, this planning application marks one of the first major scheme to be considered for New Cross and provides an opportunity to improve the visual quality of this key site.

The application site is uniform in shape and has site boundaries with Mason Street, Cable Street, Cross Keys Street and Addington Street. The proposed development responds positively to these road frontages by providing built form along the perimeter of the application site and strengthening the urban grain.

The main pedestrian entrance to the building will be on the corner of Cable Street and Cross Keys Street. Cross Keys Street will be enhanced by glazing at ground floor level for the full length of the building providing a view into the café and

reception area. The applicant has given careful consideration to the composition of the remaining elevations in order to ensure that the 'back of house' functions where are necessary do not manifest themselves in poor quality elevations at street level.

The 'U' shape nature of the building provides an opportunity to provide a courtyard space for guests which will be evident from Cable Street. This will allow a view into the space and breaks the elevations of the building up. A regular window treatment exists at the ground level which is replicated along Addington Street.

The ground floor of the Mason Street elevation consists of the exercise room and other ancillary rooms. As Mason Street is an important route within New Cross, together with being opposite the main entrance of the Marriott Hotel on the other side of Mason Street, the applicant has provided interest to the elevation by having detailed brick work and windows.



In terms of the scale of the development, the surrounding context provides little reference. The immediately adjacent buildings along Addington Street and Cable Street range from 3 to 4 storeys. The New Cross development Framework, however, provides further detail about the envisaged building heights across the framework area.

The application site is envisaged to provide a building of 4-6 storeys. The Marriott hotel on the other side of Mason Street (currently under construction) is a part 10, part 9, part 8 storey building. The recently approve development on Swan Street,

immediately to the west of the application site, was approved as a part 8, part 7, part 6 storey building.

The change in scale across the development framework area is a key element of the development framework at its purpose was to ensure that height and scale is achieved around the main road network with a gradual transition to lower scaled buildings within the centre of Zone A.

The proposed development is principally a 9 storey building measuring 29 metres. The building has a parapet detail (the 9 storey element) which is set back from the 8th floor by 1.5 metres. The 8 storey element measures 28 metres.

By way of comparison, the Marriot Hotel under construction on Mason Street measures 26.3 metres (8 storey), 29.2 metres (9 storeys) with the overall height of the building being 31.8 metres due to the addition of plant to the roof.

It is recognised that a building of this scale will mark a change in the street scene from the existing low rise buildings on the site together with being a departure from the scale outlined within the development framework. However, it is considered that the proposal responds appropriately to its context and that of the transition of scale emphasised in development framework.

The proposed development will sit lower than the highest part of the Marriot Hotel thus responding to the decrease in height required by the NDF.

In considering whether the scale of the development is appropriate, the New Cross Development Framework should be used as a guide to inform matters of this nature. In this instance, an increase in height from the development framework is considered appropriate as it maintains a transition in scale of the buildings in the area.

The 'U' shaped nature of the building, with the core of the building essentially 'cut out', also seeks to reduce the bulk and massing of the building particularly to Cable Street. In addition, the setting back of the 9 storey element from the parapet edge together with the use of a light weight material (thus contrasting with the brick work used on the remaining part of the building) reduces over the sense of scale of the building.



In terms of design and architectural quality, policy EN1 of the Core Strategy states that opportunities for good design, that enhance the overall image of the City, should be fully realised. This is reiterated within the Guide to Development in Manchester SPD along with the NPPF.

A robust palette of materials has been chosen with the predominant material being brick. However, the proposal seeks to mark a change from the use of red brick which is predominant in the area in favour of lighter colour buff rustic brick. It is considered that this approach is acceptable as it will provide a contrast to the surrounding red brick of the warehouses and create a distinctive style and form of architecture from the New Cross area which has a more limited context than other areas of the city.

It is considered that the use of a lighter coloured brick is acceptable in this instance. As the new neighbourhood develops within New Cross, a variety of building designs will be creating that will provide the area with a distinctive sense of place that will sit alongside the more historical red brick buildings. Notwithstanding this, it should be noted that the use of lighter coloured brick is evident in some of the surrounding historic buildings such as the former Midland Bank and the Crown and Kettle Public House.

At ground level, additional texture and interest has been added to the brickwork by slightly recessing every other brick course which will provide an interest to the building at street level. The upper levels of the building are different depending on which vantage point the building is viewed:

Addington Street and Cable Street – the windows are stacked in elevation. This provides order and rhythm and will complement the grid which is now evident on the adjacent Marriott Hotel. As such, when both these buildings are viewed in long views this rhythm in the building will clearly be evident.



Cross Keys Street and Mason Street – the window arrangement is staggered at each floor thus representing and responding to the different context of these elevations in the street scene.



All of the windows will be set deep into the building's façade and will have a brick return thus providing a well detailed and high quality finish to the building's façade.

The 'crown' of the building has been specifically designed to be lightweight and contrast with the brick work of the lower floors. This also helps reduce the overall scale and mass of the building. This floor of the building will have a delicate glass cladding system which will provide a reflective and light surface to the highest part of the building. The glass work will be profiled to provide interest. This glass work will continue within the courtyard facades of the building as well as the reception café elevation to Cross Keys Street.

It is considered that the architecture and elevational treatment creates a high quality development. The simple and regular arrangements of the elevations combined with the quality and use of materials will provide a building which will enhance and respond to the setting and distinctiveness of the New Cross area whilst also contributing towards creating a new sense of place for the regeneration area.

Overall the siting and layout of the development maximises the relationship with the surrounding road network by responding to the grid network with a perimeter block arrangement. The scale of the development responds appropriately to the scale of developments that will emerge within the area along with a high quality design that will activate frontages along with providing new public realm. It is therefore considered to be in accordance with policies SP1, EN1 and DM1 of the Core Strategy along with the aspirations in the SPD and the New Cross development framework.

Impact on the historic environment

Policy EN3 of the Core Strategy, along with section 12 of the NPPF, states that consideration must be given to the impact of new developments on heritage assets. The application site is not located within a Conservation Area. The nearest Conservation Areas are Ancoats to the south of the application (approximately 171 metres) and Smithfield to the west (approximately 71 metres). Whilst there will be long ranging views of the development from within and looking towards the Conservation Areas, it is not considered that there will be any harmful impacts as a result of the development on these heritage assets.

The nearest Listed Buildings are the Grade II Listed former ambulance and police station (with its distinctive chimney) along Marshall Street, the Grade II listed former Midland bank along Oldham Road and a number of Grade II listed buildings along Swan Street. Given the distances involved, it is not considered that there will any adverse impacts on these buildings.

The surrounding area is characterised by surface car parks, however, there are historical warehouse developments in close proximity to the application site which could be considered to be non designated heritage assets (for instance 19 Mason Street). Furthermore, New Cross has a distinctive grid pattern which important and has historical significance. As detailed elsewhere within this report, the proposed development responds positively to the grid pattern of the area by adopting a perimeter block arrangement which provide robust built form to the site edges. The proposed height of the development, whilst being taller than nearby buildings, adds to the character of the area and its overall distinctiveness.

Ecology

The planning application has been accompanied by an ecological appraisal which assesses the potential impact of the development on local ecology and nature conservation. This is a key requirement of policies EN15 and DM1 which seeks to ensure that applicants identify, enhance and restore impacts from developments on local habitats.

The current vacant status of the site means that there is limited potential for ecology at the application site.

The wider car parking area consists of hardstanding and a small amount of vegetation. There were no invasive plant species identified. On this basis the habitats presented on site were noted as having negligible importance.

In light of the above conclusions, Greater Manchester Ecology Unit have raised no objections to the proposal and therefore the proposal complies with policies EN15 and DM1 of the Core Strategy. There will be opportunities to improve the biodiversity of the site through tree planting which will form part of the scheme.

Effect of the development on the local environment and existing residents

- a) Sunlight, daylight, overshadowing and overlooking

There are limited buildings surrounding the application site with the surrounding area being limited to surface car parks or commercial buildings. It is also acknowledged that the area will be subject to significant change over the coming years through the implementation of the New Cross neighbourhood framework. In line with the requirements of policy DM1, consideration must be given to the effects of the development on the surrounding area in terms of existing character and conditions and how the area will change as the neighbourhood framework is implemented.

The nearest building is the Marriott Hotel which is currently under construction on the opposite side of Mason Street. There is a gap of 13 metres between the two buildings which is considered adequate within the site context and will not give rise to any loss of privacy.

It is also considered that the proposed scheme would not prejudice development on adjacent sites coming forward.

b) TV reception

A TV reception survey has been carried out by the applicant to determine the impact of the development on local TV reception. The application site is current vacant with no existing buildings present. As a result, the introduction of the proposed development will change the existing skyline which may have a result on nearby viewers television reception.

The report concludes that an area to the southeast of the application site is likely to have the most impact. This area is currently car parking along with two commercial properties. One of these properties has no visible television aerials whilst the other does. Apart from these properties, it is not envisage that there will be any wider scale impact to terrestrial television reception.

In terms of satellite television reception, the main area of impact will be to the northwest of the proposed development. There are no properties within this impact zone so it is not anticipated that there will be any issues regarding satellite television reception.

In terms of mitigation for terrestrial television reception, possible solutions are to change the aerial type, re-siting of the aerial to a position on the property where interference is reduced or not present or increase the height of the aerial. Further mitigation can be achieved through the installation of a satellite reception system.

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

c) Air quality

Policy EN16 of the Core Strategy states that new development should not compromise air quality within the City. The applicant has undertaken an air quality assessment as part of their proposals. The need to consider the impact of new developments on existing air quality is reiterated within the NPPF and NPPG which

requires requiring consideration to be given to the impact of a development on air quality particularly where it is known existing consideration are poor.

In line with the above air quality requirements, the assessment submitted as part of the report has considered whether the proposed development would change the air quality during both the construction and operational phases of the development. It should be noted that the application site lies within an Air Quality Management Area (AQMA) where it is already known that air quality conditions are poor.

In terms of the construction phase, it is noted that there will be dust from the construction process. There are, however, no existing buildings on site to demolish which will assist in minimising dust emissions. Notwithstanding this there will be earthworks and above ground construction activities. The report therefore recommends that a dust management plan is prepared during the construction activities. This will ensure that the dust and air quality impacts during the construction phase will not be significant and this should remain in place for the duration of the construction period.

Environmental Health concur with these findings in respect of the construction activities. In line with paragraph 8 of the PPG and paragraph 124 of the NPPF, it is recommended that a dust management plan forms part of the conditions of the planning approval.

With regards to the occupational phase of the development, the development will not provide an onsite car parking. There will be on site cycle provision which will enable guests and staff of the development to take advantage of the high sustainable location and close proximity of transport nodes such as Manchester Victoria station which also has access to rail, tram and bus services across the City and Greater Manchester.

Environmental Health welcome this approach and concur with the findings of the air quality report, including the mitigation measures in the form of the dust management plan, electric charging and cycle provision. In light of the mitigation measures proposed above, it is considered that the proposal will comply with policy EN16 of the Core Strategy, paragraph 8 of the PPG and paragraph 124 of the NPPF in that there will be no detrimental impact on existing air quality conditions as a result of the development.

Effect of the development on the proposed residents

a) acoustic insulation – residential and commercial accommodation

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

The main sources of noise from the development are as follows:

- noise emissions from plant and construction activities associated with the development;
- plant;
- acoustic specification of the building to limit noise ingress from external noise.

In terms of noise and disturbance from the construction process, the construction process will take place on weekdays with some operations at weekends. This will comply with standard operating hours in agreement with Environmental Health.

Provided that operating and delivery hours are adhered to along with the erection of the hoarding line around the perimeter of the site (which will have acoustic properties), silencers from equipment along with regular communication with nearby residents, this will minimise any noise impacts on nearby properties which will also be temporary for the duration of the build. It is recommended that such details are secured by a planning condition.

The proposed development may require some additional plant. It is unclear at this stage what will be required and its specification. Such details are therefore required prior to the first use of the development and it is recommended that this is included as a condition of the planning approval.

The acoustic report also considers external noise sources on the proposed hotel accommodation. The main sources of noise will be from road traffic and noise transfer from building services, plant, ground floor cafe.

The report concludes that it is necessary that the hotel rooms and ground floor activities are acoustically insulated to mitigate against any undue harm as a consequence of these noise sources.

The applicant's acoustic report, along with the recommendations of Environmental Health, states that the preferred solution is for the apartments to include mechanical heat recovery ventilation. This will allow fresh air for occupants so that windows can be closed to meet the internal noise level criteria. It should be noted, however, that openable windows to facilitate cooling will mean that noise levels in the apartments will be higher. Further details are required to ensure that all relevant noise criteria can be met with this system, including any relevant glazing specification. .

The operating hours of the ground floor café use should be restricted to Monday to Saturday 08:00 to 23:00 and Sunday 09:00 to 23:00 in line with the requirements of the neighbourhood framework in order to protect future residential amenity. It is also recommended that servicing is restricted in line with the City Councils standard operating hours (Monday to Saturday 07:30 to 20:00 Sundays (and Bank Holidays): No deliveries/waste collections).

On that basis, provided that construction activities are carefully controlled and the plant equipment and residential and commercial accommodation are appropriately

insulated the proposed development is considered to be in accordance with policy DM1 of the Core Strategy, extant policy DC26 of the UDP and the NPPF.

b) Fume extraction

There are no details in respect of any fume extraction until the end users of the commercial accommodation are known. In this regard, it is recommended that a condition of the planning approval is that the fume extraction details are agreed.

c) Waste management

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

The waste strategy for the building has been carefully considered. The building has a dedicated refuse area on the ground floor of the building with access onto Cable Street. This will allow for the refuse vehicle to pull up along Cable Street and collect the refuse.

- Linen: 6 Deliveries per week approx. 40 min delivery slot required. Typically between 07:00 and 09:00 with service vehicles driving to the street level service loading bay to load and unload.
- Consumables/ Cleaning Materials: 4 deliveries per week approx. 20 min delivery slot needed. Typically between 07:00 and 10:00 with service vehicles driving to the street level service loading bay to load and unload.
- Stationery: Monthly delivery 20 min delivery slot required, with service vehicles driving to the street level service loading bay to load and unload.
- Maintenance supplies: 2 deliveries a week, with service vehicles driving to the street level service loading bay to load and unload.
- Window Cleaning: 4 times a year – (SLA from approved contractor)
- Deliveries and collections will all take place at street level

With reference to the waste streams identified 1no. 1100 litre Eurobin will be provided for general waste, 1no. 1100 litre Eurobin for paper, 1no. 1100 litre Eurobin for mixed recyclables and 1no. 1100 litre Eurobin for organic food waste. This provides a total minimum provision of 4 no. 1100 litre Eurobins (total capacity 4400 litres) exceeding the minimum requirements set out in the City Council guidance. The waste and recycling store provided within the development can accommodate up to 7 no. 1100 litre Eurobins (total capacity 7700 litres) giving flexibility and allowing for potential changing needs in the future.

Environmental Health have assessment the waste management requirements for the development considered them to be acceptable. It is recommended that the waste management arrangements are a condition of the planning approval.

Landscaping/public realm

The perimeter block arrangement of the development will require the reinstatement of the footways, which are currently in a poor state of repair, around the application site in order to ensure that they are adequate for pedestrian movement. This works will be agreed with the applicant through a planning condition. The reinstatement of the footways also provides an opportunity to incorporate street trees in the footways which will also form part of the planning condition.

The proposal will include a secure courtyard, which can be viewed from Cable Street, which will provide outdoor recreational space for the guests at the aparthotel. This space will be particularly valuable for guest who are there on a medium to long term basis.

As detailed elsewhere within this report, the New Cross Public Realm Strategy seeks to secure contributions from new developments as part of improving the wider infrastructure and place making objectives of the New Cross NDF. Given the new developments that will be considered for the area will be bringing new residents, visitors and workers to the area, it is important that the necessary linkages and place making takes place. Discussions are ongoing with regards to the final contribution this development will have towards delivering the strategy, and therefore it is recommended that the application is minded to approve subject to the finalisation of those discussions.

Impact on the highway network/car parking

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

A transport statement has been prepared in respect of this planning application which acknowledges the sustainable location of the application site particularly that the site is accessible to a range of transport modes along with close proximity to the City Centre and a range of amenities and services.

Highway Services have considered the report and have concluded that the development is unlikely to generate a significant increase in traffic or have any detrimental impact on the road network given that the building is located in an accessible location just north of the City Centre. It has also been acknowledged that the change of use from a temporary surface car park to a hotel is likely to only increase the number of trips to the application site by a modest amount.

The main pedestrian access to the site will be from an entrance located on the corner of Cross Keys Street and Cable Street.

There is no provision for car parking associated with the development. In this instance, given the nature of the proposed use within the city centre and in close proximity to excellent public transport, a no car parking development is acceptable.

In order to make provision for disabled guests of the hotel, it is recommended that a condition of the planning approval is that a disabled car parking space is provided as close to the entrance as possible on street.

The applicant has submitted a travel plan with their application will further considers how to promote sustainable travel patterns to the proposed development including mechanisms such as social media and the internet for guests travelling to the hotel. This travel plan will be subject to review which will be secured by planning condition.

A total of 24 cycle spaces will be created at the development for guests and 4 for staff. This is in line with the Core Strategy thresholds for a use of this nature. The spaces will be located within the proposed secure courtyard.

A loading bay will be created on Cable Street for pick up and drop offs along with servicing. This will be particularly useful for taxis and other vehicles servicing the development. A swept path analysis has demonstrated that the largest vehicle can adequately access and egress the lay-by without impeding through traffic.

Refuse and other servicing will take place from Cable Street. Given the frequency and width of the road this arrangement is considered to be acceptable.

Highway Services consider these arrangements to be acceptable.

It is acknowledged that the proposal will result in the loss of an existing car park which serves the City Centre and fringes. However, this car park will was always regarded as a temporary use until an acceptable and appropriate redevelopment scheme came forward. The loss of the existing car parking facilities is considered to be acceptable.

In terms of construction, a management plan has been submitted as part of the application. Highway Services have requested that prior to the commencement of the construction process it will be necessary to demonstrate that the size and frequency of vehicles accessing the site is acceptable and there will be no highway and pedestrian safety implications. This should include details of swept path analysis.

Highway Services, as part of delivering upon the objectives of the New Cross development framework and public realm strategy, have requested that the footways around the application site are reinstated and tree planting incorporated into the footways. In addition, they have requested that a contribution be sought to delivering the wider public realm and infrastructure improvements needed as part of wider place making. Final discussions are ongoing about a contribution for the off site works and these will be secured by s106 agreement. With regards the footway improvement works, it is recommended that a condition of the planning approval should agree these works including materials and tree planting.

Overall, it is considered that the development will have a minimal impact on the local highway network transport and there will be adequate car and cycle provision to serve the needs of the development. Travel planning will help take advantage of the sustainable location of the application site in order to further reduce the reliance on

the car to the site. Servicing and construction requirements can also adequately met at the site. The proposal therefore accords with policies SP1, T1, T2 and DM1 of the Core Strategy.

Flood Risk/surface drainage

The application site is located in flood zone 1 '*low probability of flooding*'. However, the site lies within a critical drainage area (an area where there are complex surface water flooding problems from ordinary watercourses, culverts and flooding from the sewer network). These areas are particularly sensitive to an increase in rate of surface water run off and/or volume from new developments which may exasperate local flooding problems. As such, policy EN14 states that developments should seek to minimise the impact on surface water run off in a critical drainage area.

The applicant has prepared a drainage statement in support of their planning application. This has been considered by the City Council's flood risk management team who consider that the drainage information submitted is acceptable. It is recommended that a condition of the planning approval will be that the development be carried out in accordance with this information.

Sustainability and energy efficiency

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

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

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

The applicant has provided an energy and environmental standards statement in respect of their planning application.

The applicant has submitted a BREEAM pre-assessment which demonstrates that a 'Very Good' rating will be achieved in regards of this building. This rating is acceptable and it is therefore recommended that this forms part of the conditions of the planning approval.

Inclusive development

The proposed development has been designed to be inclusive and accessible to all those with a range of needs. There is level access into the development and lift access to all of the upper floors. The hotel also includes a number of accessible

bedrooms for those who require a wheel chair accessible room (including accessible bathroom). These are located across all of the floors of the development.

A condition of the planning approval will be that a disabled on street bay is provided to ensure that car parking provision is provided in close proximity to the entrance to the hotel.

Designing out crime

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

The CIS recognises that the hotel will make a positive contribution to the local area in that it will bring vitality to this area which lies on the fringe of the City Centre. Indeed, the proposal will increase the pedestrian footfall into this area during the daytime and evening and will therefore bring much needed passive surveillance. There are positive aspects to the design and layout of the building, particularly that the reception desk overlooks the main entrance. Furthermore, the building footprint is free from recesses and projections that could provide cover for criminal or anti-social activity.

The report provides a number of observations which should be considered as part of the development proposals. Such points include having anti graffiti surfaces and a number of physical security measures such as glazing, doors, lighting and CCTV which will improve the security at the development.

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

Ground conditions

Policy EN18 of the Core Strategy requires that consideration should be given to potential sources of ground contamination and the effect on new developments. Initial site investigation work has been carried out by the applicant. This found a large amount of made ground at the site.

The initial site investigation report has been considered by Environmental Health. They have recommended that further investigation works are required, particularly an updated risk assessment and provision of a remediation strategy.

It is recommended that a condition of the planning approval is that these further details should be submitted. Once the remediation strategy has been approved this shall be implemented and a verification report submitted on completion of the development to verify that all the agreed remediation has been carried out. This approach should form a condition of the planning approval in order to comply with policy EN18 of the Core Strategy.

Demolition and Construction management

In order to ensure that there is no impacts associated with the construction activities, it is recommended that a construction management condition is imposed on any planning permissions. It is, however, noted that there are no immediate residential properties abutting the application site, however, there are existing commercial activities that could be affected by the development.

Any construction management plan should consider how to minimise dust suppression from the site (although it is noted there is minimal demolition) along with the use of plant and machinery to minimise noise.

Due to the size of the site, it will not be possible to site compound/welfare facilities within the site boundaries. This will need to be created in the local vicinity.

Deliveries to the site will be via the existing road network. Once the final access position is agreed, it will be necessary to ensure appropriate wheel washing is put in place to prevent any dirt and debris along the road and beyond.

Details will need to be provided in terms of routing strategy, however, given the close proximity to Great Ancoats Street, Oldham Road and Rochdale Road, it is anticipated servicing vehicles will access the site from this road which should minimise any disruption along the local highway network.

There is unlikely to be any cumulative impact from the construction elements of the development. Whilst there is a large amount of activity in the local area, the close proximity to major roads will ensure such activities should not have a detrimental impact on the surrounding area

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

Public opinion

The applicant has carried out their own public consultation in respect of this matter. Leaflets have been distributed in the local area which directed people to a consultation website.

There has been no local or public opinion received in respect of this matter with the exception of the RSPB who have requested the consideration of bird boxes. The developments surrounding the application site are predominately commercial with the nearest residential developments being located along Rochdale Road further eastwards along Mason Street. Notwithstanding this, numerous residential developments are likely to be developed across New Cross together with the hotel development on Cable Street which is currently under construction. It is considered that this development will not preclude the redevelopment of adjacent sites nor result

in any loss of residential amenity from any activities or elevational details as a result of this development.

Legal Agreement

Policy PA1 'developer contributions' of the Core Strategy states that, where the need arises as a result of the development, the Council will seek to secure contributions. This includes matters relating to affordable housing and public realm.

The new Cross area has a public realm strategy which details the infrastructure improvements that need to take place as part of creating a new residential quarter. This includes footway reinstatement, car parking strategy and new areas of public realm.

The applicant has provided a viability statement with regards to their scheme. This has assisted in determining an appropriate level of contribution in this regard without rendering the scheme unviable and ensuring that the development itself is of the highest quality.

Discussions are ongoing in this regard about the final level of contribution. As such, the recommendation for the application is minded to approved subject to the signing of a s106 agreement with regards to off-site affordable housing and/or public realm improvements in the New Cross area.

Conclusions

The proposal will see the redevelopment of a vacant brownfield site within the heart of one of Manchester's key regeneration areas for a 224 bedroom aparthotel.

Careful consideration has been given to the siting, scale and appearance of the development to ensure it provide a high quality development along with minimising the impact on existing and proposed residents.

A contribution has been sought towards placing making in the New Cross area in order to help provide off site public realm and other infrastructure works needed to connect New Cross to the wider area including the heart of the City Centre.

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

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved polices of the Unitary Development Plan, the Head of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in

accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the approval of the application is proportionate to the wider benefits of approval and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation **MINDED TO APPROVE** subject to the signing of a section 106 agreement with regards of off-site affordable housing and/or public realm and infrastructure improvements within the New Cross Area.

Article 35 Declaration

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

Reason for recommendation

Conditions to be attached to the decision

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

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

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

Drawings

10193-A-B5D8-G200-S-BB-001 stamped as received by the City Council, as Local Planning Authority, on the 10 November 2017

10193-A-B5D8-Z200-3-02-001, 10193-A-B5D8-Z200-3-01-001, 10193-A-B5D8-G200-E-SE-001, 10193-A-B5D8-G251-D-E4-001, 10193-A-B5D8-G251-D-E3-001, 10193-A-B5D8-G200-E-NW-001, 10193-A-B5D8-G200-E-SW-001, 10193-A-B5D8-G200-E-NE-001, 10193-A-B5D8-G200-E-SE-001, 10193-A-B5D8-G251-D-E2-001, 10193-A-B5D8-G251-D-E1-001, 10193-A-B5D8-G200-E-NW-001, 10193-A-B5D8-G200-E-SW-001 and stamped as received as by the City Council, as Local Planning Authority, on the 3 November 2017

10193-A-B5D8-G100-P-SP-00-001 Rev 01, 10193-A-B5D8-G100-XP-LP-00-001 Rev 01, 10193-A-B5D8-G200-P-01-001 Rev 01, 10193-A-B5D8-G200-P-00-001 Rev 01, 10193-A-B5D8-G200-P-02-001 Rev 01, 10193-A-B5D8-G200-P-03-001 Rev 01, 10193-A-B5D8-G200-P-04-001 Rev 01, 10193-A-B5D8-G200-P-05-001 Rev 01, 10193-A-B5D8-G200-P-06-001 Rev 01, 10193-A-B5D8-G200-P-07-001 Rev 01, 10193-A-B5D8-G200-P-08-001 Rev 01, 10193-A-B5D8-G200-P-RF-001 Rev 01 and 10193-A-B5D8-G200-S-AA-001 Rev 01 stamped as received by the City Council, as Local Planning Authority, on the 21 December 2017

Supporting information

Air quality assessment, Biodiversity survey and report, design and access statement, flood risk assessment, land contamination assessment, noise impact assessment, planning statement, transport assessment, travel plan, Crime Impact Statement (version B), Environmental Standards Statement, Energy statement, servicing demands and waste management plan, TV reception survey and archaeological desk based assessment stamped as received by the City Council, as Local Planning Authority, on the 3 November 2017

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

3) (a) Prior to the commencement of the development hereby approved, details of a local labour agreement in order to demonstrate commitment to recruit local labour for the construction phase of the development

(b) Prior to the first use of the development hereby, details of a local labour agreement in order to demonstrate commitment to recruit local labour for the operational phase of the development.

(c) The approved documents in part (a) and (b) shall be implemented as part of the relevant phases of the development. With regards to (b) this shall be subject to ongoing and review within a timescale of be agreed.

(d) Within one month of the construction works ceasing and within six months of the first use of the development details of the results of the schemes shall be submitted for consideration.

Reason – The applicant has demonstrated a commitment to recruiting local labour pursuant to policies SP1 of the Manchester Core Strategy (2012).

5) No development shall take place until the applicant or their agents or their successors in title has secured the implementation of a programme of archaeological works to be undertaken in accordance with a Written Scheme of Investigation (WSI), prepared by the appointed archaeological contractor. The WSI should be submitted to and approved in writing by the local planning authority. The development shall not be occupied until the site investigation has been completed in accordance with the approved WSI. The WSI shall cover the following:

(a) A phased programme and methodology of site investigation and recording to include:

- an archaeological desk based assessment;
- Evaluation through trial trenching;
- informed by the above, more detailed targeted excavation and historic research (subject to a new WSI).

(b) 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.

(c) A scheme to commemorate the site's heritage'

(d) Dissemination of the results commensurate with their significance;

(e) Provision for archive deposition of the report and records of the site investigation

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

Reason - To investigate the archaeological interest of the site and record and preserve any remains of archaeological interest, pursuant to saved policy DC20.1 of the Unitary Development Plan for the City of Manchester and guidance in the National Planning Policy Framework.

6) Notwithstanding the land contamination assessment stamped as received by the City Council, as Local Planning Authority, on the 3 November 2017, (a) before the development hereby approved commences, the following information shall be submitted for approval in writing by the City Council, as Local Planning Authority:

- Submission if a preliminary risk assessment;
- Submission of the addendum site investigation report;
- Updated final risk assessment to include landscaped areas; and
- Provision of a remediation strategy (if required).

The development shall then be carried out in accordance with the approved details.

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

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 – There is evidence of site contamination at the application site which requires further consideration and examination. In particular, details of outstanding gas monitoring is required to be submitted for consideration and an appropriate remediation strategy prepared. This is pursuant to policy EN18 of the Manchester Core Strategy (2012).

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; and
- Sheeting over of construction vehicles.

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

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

8) Prior to the commencement of the development, (a) 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 timings for the submission of samples and specifications of all materials to be used on all external elevations of the development along with jointing and fixing details, details of the drips to be used to prevent staining in and a strategy for quality control management.

(b) All samples and specifications shall be submitted to and approved in writing in accordance with the programme as agreed under part a). The approved materials shall then be implemented as part of the development.

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.

10) Notwithstanding drawing 10193-A-B5D8-G200-P-00-001 Rev 01 stamped as received by the City Council, as Local Planning Authority, on the 21 December 2017, prior to the first occupation of the development details of a hard and soft landscaping treatment shall be submitted to and approved in writing by the City Council as local planning authority. For the avoidance of doubt this shall include the provision of

street trees in the surrounding road network bounding the application site. The approved scheme shall be implemented not later than 12 months from the date the buildings are first occupied.

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 SP1, EN9 and DM1 of the Core Strategy.

11) The development hereby approved shall be carried out in accordance with the Energy statement stamped as received by the City Council, as Local Planning Authority, on the 3 November 2017. A post construction review certificate/statement shall be submitted for approval, within a timescale that has been previously agreed in writing, to the City Council as Local Planning Authority.

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

12) Prior to the first occupation of the development hereby approved, details of any externally mounted ancillary plant, equipment and servicing shall be submitted for approval. The approved scheme shall be implemented prior to the first occupation of the development and thereafter retained and maintained in situ.

Reason - To minimise the impact of plant on the occupants of the development pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

13) Notwithstanding the noise assessment stamped as received by the City Council, as Local Planning Authority, on the 3 November 2017, prior to the first use of the ground development hereby approved, a scheme of acoustic insulation shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall be retained and maintained for as long as the development remains in use.

Reason – In the interest of amenity pursuant to policies SP1 and DM1 of the Core Strategy (2007) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

15) The development hereby approved shall be carried out in accordance with the waste management arrangements and drawing 10193-A-B5D8-G200-P-00-001 Rev 01 stamped as received by the City Council, as Local Planning Authority, on the 21 December 2017. The approved details shall be implemented prior to the first use of the development and thereafter retained and maintained for as long as the development remains in use.

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

16) Prior to the first use of the development, details of a scheme to extract fumes, vapours and odours from the premises shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall then be implemented prior to the first use of the development and thereafter retained and maintained in situ.

Reason – To ensure appropriate fume extraction is provided for the hotel pursuant to policies SP1 and DM1 of the Manchester Core Strategy and saved policy DC10 of the Unitary Development Plan for the City of Manchester (1995).

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

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

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

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

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

Monday to Saturday 07:30 to 20:00

Sundays (and Bank Holidays): No deliveries/waste collections

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

20) The ground floor ancillary uses (including exercise room and café) hereby approved, as indicated drawing 10193-A-B5D8-G200-P-00-001 Rev 01 stamped as received by the City Council, as Local Planning Authority, on the 21 December 2017, shall not be open to non-hotel guests after 23.00 hours.

There shall be no amplified sound or any amplified music at any time within these areas.

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.

21) The development shall be carried out in accordance with the Crime Impact Statement (Version B) prepared by Design for Security at Greater Manchester Police stamped as received by the City Council, as Local Planning Authority, on the 3 November 2017. The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a Secured by Design accreditation.

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

22) The development hereby approved shall be carried out in accordance with the Travel plan framework stamped as received by the City Council, as Local Planning Authority, on the 3 November 2017.

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 living at the development;
- ii) a commitment to surveying the travel patterns of residents/staff during the first three months of the first use of the building 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 building, a Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted for approval 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 for residents, pursuant to policies T1, T2 and DM1 of the Manchester Core Strategy (2012).

23) Prior to the first use of the building, the provision of 28 cycle spaces, as indicated on drawing 10193-A-B5D8-G200-P-00-001 Rev 01 stamped as received by the City Council, as Local Planning Authority, on the 21 December 2017 shall be implemented prior to the first occupation of the development and retained and maintained in situ for as long as the development remains in use.

Reason – To ensure there is sufficient cycles stand provision at the development in order to support modal shift measures pursuant to policies SP1, T1, T2 and DM1 of the Manchester Core Strategy (2012).

24) Prior to the first use of the development, a scheme of highway works and details of footpaths reinstatement/public realm in relation to Cable Street, Addington Street, Cross Keys Street and Mason Street shall be submitted for approval in writing by the City Council, as Local Planning Authority.

For the avoidance of doubt this shall include the following:

- Alternation/re-instatement works to the highway including the creation of the loading bay to Mason Street (along with any necessary Traffic Regulation Orders (TROs));
- Creation of a disabled parking bay(s) on the surrounding road network in close proximity to the development (including any necessary TROs)
- Details of materials, to be used for the footpaths and for the areas between the pavement and the line of the proposed building/public realm; and
- Tree planting in the footways.

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

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

26) Notwithstanding the TV reception survey prepared by, stamped as received by the City Council, as Local Planning Authority, on the 3 November 2017, within one month of the practical completion of the development or before the development is first occupied, whichever is the sooner, and at any other time during the construction of the development if requested in writing by the City Council as local planning authority in response to identified television signal reception problems within the potential impact area a study shall identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out above. The measures identified must be carried out either before the building is first occupied or within one month of the study being submitted to the City Council as local planning authority, whichever is the earlier.

Reason - To provide an indication of the area of television signal reception likely to be affected by the development to provide a basis on which to assess the extent to which the development during construction and once built, will affect television reception and to ensure that the development at least maintains the existing level and quality of television signal reception - In the interest of residential amenity, as specified in policy DM1 of Core Strategy.

27) The development shall then be constructed in accordance with the flood risk assessment stamped as received by the City Council, as Local Planning Authority, on the 3 November 2017. Prior to the first occupation of the development a verification report shall be submitted, including relevant photographic evidence, that

the scheme has been implemented in accordance with the previously approved details.

Reason – To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution pursuant to policies SP1, EN14 and DM1 of the Manchester Core Strategy (2012).

Informatives

- Any signage, wayfinding, banners or any other advertisements to be installed in and around the application site for the purpose of the promotion of the developments and routes to it may require consent under the Town and Country Planning (Control of Advertisements) (England) Regulations 2007.
- The creation of any outside seating area will require full planning permission.
- Externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (L_{Aeq}) below the existing background (L_{A90}) at the nearest noise sensitive location.
- Defra have published a document entitled 'Guidance on the Control of Odour and Noise from Commercial Kitchen Exhaust Systems'. It describes a method of risk assessment for odour, guidance on minimum requirements for odour and noise control, and advice on equipment selection. It is recommended that any scheme should make reference to this document (particularly Annex B). Details should also be provided in relation to replacement air. The applicant will therefore need to consult with a suitably qualified ventilation engineer and submit a kitchen fume extract strategy report for approval.
- You should ensure that any external wall treatments approved for planning purposes are discussed in full with Building Control to ensure they meet with the guidance contained in the Building Regulations for fire safety. Should it be necessary to change the external facade treatment due to conflicts with Building Regulations, you should also discuss the changes with the Planning team to ensure they do not materially affect your permission.

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: 118057/FO/2017 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

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

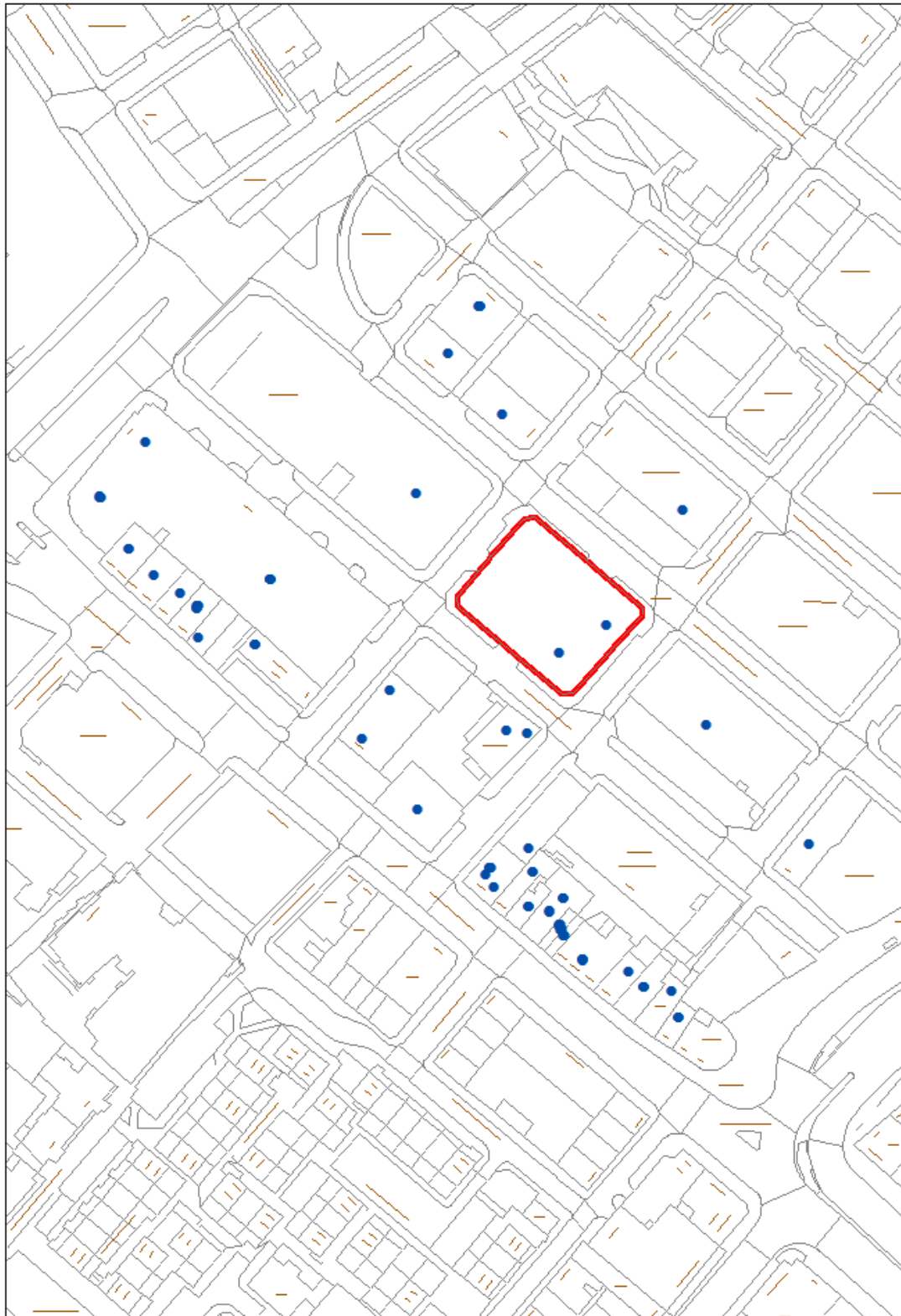
Highway Services
Environmental Health
MCC Flood Risk Management
Greater Manchester Police
Environment Agency
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
Greater Manchester Ecology Unit
Strategic Development Team

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:

RSPB Northern England Lancaster Office, 7.3.1 Cameron House White Cross Estate, Lancaster, LA1 4XF

Relevant Contact Officer : Jennifer Atkinson
Telephone number : 0161 234 4517
Email : j.atkinson@manchester.gov.uk



 Application site boundary  Neighbour notification
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