

Application Number	Date of Appln	Committee Date	Ward
119265/FO/2018	24th Apr 2018	31st May 2018	City Centre Ward (2004)

Proposal Construction of a building of ground floor (including mezzanines) plus 16 upper storeys comprising a new hotel (Use Class C1), with ancillary uses at ground floor (bar, restaurant and public area, business suite), together with associated landscaping, servicing, cycle parking, and other associated works

Location 55 Portland Street, Manchester, M1 3HP

Applicant Mr Andy Lavin , Portland Street Property Limited, C/o Agent,

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

Description

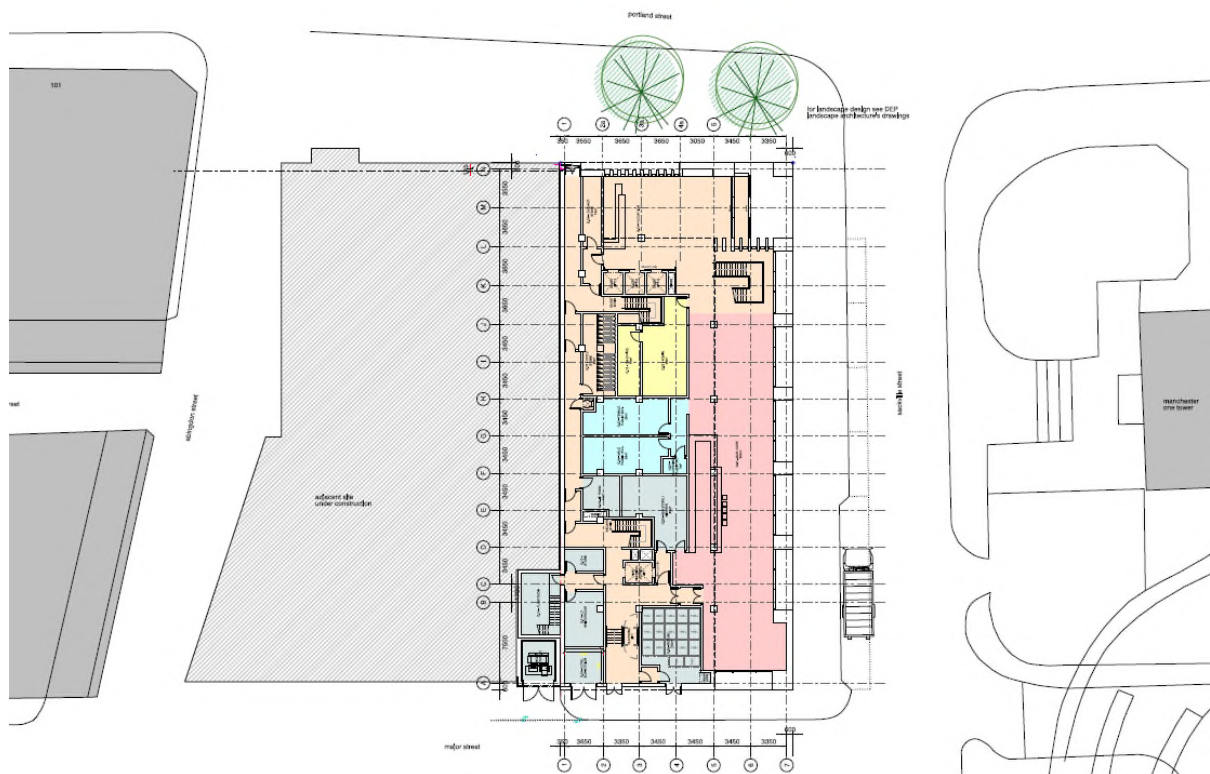
The site is on the south east side of Portland Street and is bounded by Sackville Street, Major Street and a construction site. It is occupied by a 13 storey, 1960s podium office building and is within an area characterised by office uses with ground floor shops, leisure and food and drink uses. Manchester One, a large office building is on the opposite side of Sackville Street and Chorlton Street Coach Station and a surface level car park are on the opposite side of Major Street. To the north, west and south of the site are older buildings occupied by public houses, retail, offices, leisure uses, banks, hotels and a museum. Most of those buildings are grade II listed including: 101 Portland Street and 101 Princess Street to the south east; 70-72 Portland Street, the Grey Horse Public House and the Circus Tavern to the north east; the Manchester Chinese Chamber of Commerce to the east on Portland Street; and 52-54 Portland Street, 44-50 Portland Street and Fraser House on Portland Street to the north. To the south is the grade II* listed former Mechanics Institute at 103 Princess Street. The site is not within a conservation area but is bounded by George Street Conservation Area to the north and the Whitworth Street Conservation Area is to the south west.

The site was granted planning approval on 9 February 2016 as part of a wider site that included the adjacent plot of land to the south west, for a phased development. It proposed the refurbishment and extension of the existing building to create a 14 storey office building with retail units at ground floor (Use Classes A1, A2 or A3), including the provision of a contemporary glazing system and the construction of 183 bedroom hotel with a bar, restaurant and public area casino, basement car park, hotel drop off/service bay and boundary treatment.

The hotel is under construction on the adjacent site. It is now proposed to demolish the office building and develop an 18 storey hotel accommodating 329 bedrooms. It would have a reception, ancillary bar/restaurant and public area at ground floor and mezzanine levels; a business suite and back of house facilities at second floor level with bedrooms on the upper floors.

The hotel would be constructed on approximately the same footprint as the existing podium, up to the back of pavement. It would be constructed from pre-cast concrete panels with recessed windows using dark grey window frames. The elevations would be split into three distinct sections with the first three floors forming the base, with a three storey colonnade along Sackville Street wrapping round onto Portland Street. The middle and upper sections of the building would use recessed and angled panels to create a horizontal emphasis in the middle section and a vertical emphasis on the top six floors.

The main pedestrian access would be on the corner of Sackville Street and Portland Street with service and staff entrances on Major Street. The hotel would be serviced from a new vehicular layby on Sackville Street. A ground floor bin store would be provided at ground floor with refuse accommodated ten 1100ltr containers for general refuse, five 1100ltr containers for pulpable recycling, five 1100ltr containers for mixed recycling and one 240ltr container for food recycling. The bin store would be located adjacent to the proposed service lift and direct access to the proposed layby on Sackville Street would be provided, from where the refuse would be collected. The hotel management would be responsible for moving the refuse bins from the bin store to Sackville Street before collection and returning them straight after collection.





Proposed view from Portland Street



Proposed view from George Street

The proposal does not include car parking and is supported by an Interim Travel Plan. Thirty three cycle parking spaces would be provided on the ground floor, which would equate to 1 per 10 bedrooms.

Land Interest

The City Council has a land interest in the site as the land edged red includes areas of highway. Members are reminded that in considering this matter, they are discharging their responsibility as Local Planning Authority and must disregard the City Council's land interest.



Proposed View from Sackville Street

Consultations

Publicity - The application has been advertised in the Manchester Evening News as a major development, affecting the settings of Whitworth Street Conservation Area and George Street Conservation Area, affecting the settings of listed buildings, and as affecting a public right of way. Site notices have been displayed at the site. Occupiers of nearby properties have been notified of the application. Two letters have been received in support of the application from architects with practices within the City Centre. They believe the proposed development to be well crafted and of a high quality design that is entirely appropriate, in terms of its scale and massing, elevation treatment, ground floor treatment and materials, for this prime location. Sixty four objections have been received. Some statements have been made that are not relevant and not appropriate to the determination of this application. Friends of Manchester's Gay Village (FOMGV) have objected on the following grounds:

- the process surrounding the Strategic Regeneration Framework for Portland Street has not been completed and therefore the feedback provided by multiple community groups has not been taken into account;
- the developers have not undertaken sufficient consultation to ensure the proposal integrates to the world famous LGBTQ+ community of Manchester's Gay Village;
- the proposal does little to add value to the streetscape, the architecture is bland at best, it does not engage with the area or consider how it could promote the Gay Village and show support for the community (for example, rainbow lighting could be used in a similar way to Holiday Inn on Aytoun Street).

Other comments have been made that mainly relate to the relationship of the development to the Gay Village, its design and objections to the Portland Street Strategic Regeneration Framework summarised as follows:

- Manchester does not need another hotel;
- Money would be better spent on affordable housing and projects to address the homeless situation;
- No contribution to affordable housing or other contributions for community infrastructure;
- Would be cheaper to refurbish the existing building;
- Increase in traffic, resulting in air pollution and further gridlocking of roads. No additional public transport infrastructure has been made available;
- Another bar will lead to an increase in crime in an area that is already a large crime hotspot with no additional resources for police;
- Out of keeping with the surrounding listed buildings and conservation areas;
- Design is mediocre and bland, and not good enough for this central location;
- Pre-cast grey concrete is inappropriate in a city with grey skies, wet weather (it will be green with mould) and in an area historically characterised by red brick;
- The proposed building does not continue the boundary line of Portland St;
- It has a blank wall to Portland St (despite calling this street a "prime address"), and fails at ground floor street interaction;
- The building has tiny random windows that would reduce the amenity of the hotel occupants and add to the ugly appearance;
- Too tall, resulting in loss of view and light to the neighbouring buildings, and out of keeping with surroundings. Should be no higher than existing building;
- The planning application was clearly prepared before the SRF was revised and determined, making a mockery of the role of consultation and promises made by Sir Richard Lease at a public meeting to engage the Village and other interested groups;
- No evidence of a consultation with the neighbourhood, business owners or the LGBTQ+ community, despite objections to the same plans made earlier this year by over 11,000 people. Some people in the area have not been notified of this proposal, as well as all objectors who responded to the SRF consultation;
- Election candidates appeared unaware of the application on their election hustling day or obscured public awareness of it at their event. The newly elected ward officials need to make an explicit criticism of the leadership's

inadequate approach or a public statement seeking to suspend this application;

- Planners refused to acknowledge the petition and the report based on the feedback of 300 individuals that the proposal is inappropriate and that people want to see diverse, ambitious, vibrant and well thought out designs for Portland Street;
- No consideration has been given in this proposal to the LGBTQ+ community of this area and no respect for the proximity of the Gay Village;
- SRF money being spent on the showcase part of Manchester, whilst the rest of Greater Manchester faces continuing austerity measures;
- The plans do not leave enough space for established and widely supported events, having a detrimental effect on business in the area the well-being of everyone that regularly visits the Gay Village. It is a cynical attempt to damage the area's real estate and the loss of a cultural valuable and world renowned LGBTQ neighbourhood.

Highway Services - The development is unlikely to result in a material impact on the local highway network. Further information would be required regarding footpath widths adjacent to the proposed layby and a servicing and drop off/pick up strategy would be required to prevent vehicles blocking Portland Street and Sackville Street. TRO and physical highway works would be required through a S278 agreement. Further information is required regarding cycle parking and the potential relocation of existing cycle stands. A full travel plan should be provided and a condition requiring a construction management plan should be attached to any approval.

Environmental Health - Recommends conditions relating to a ground contamination, Construction Management Plan, fumes/odours, opening hours, servicing hours, acoustics and waste management.

Neighbourhood Team Leader (Arboriculture) - There are two City Council owned and managed trees growing in the pavement on Portland Street, which the development proposes to remove. The Arboriculture Team would object to their removal at this point as no reason has been given and the proposed replacements are considered inadequate. A Tree Protection Plan or Arboricultural Method Statement should be provided to show how the two trees would be protected during construction.

MCC Flood Risk Management - Recommends conditions regarding Sustainable Drainage Systems (SuDS).

Greater Manchester Police - Recommends that the development be built to Secured By Design standards.

Historic England (North West) - Historic England does not wish to offer any comments on this application.

Environment Agency - No objection subject to a contaminated land condition.

Greater Manchester Archaeological Advisory Service - No objections or archaeological requirements, as there is little or no potential for archaeological remains on the site due to the construction of the existing building's basement.

Manchester Airport Safeguarding Officer - No objections.

Greater Manchester Ecology Unit - There are no ecological constraints on the site and the building has been assessed as having negligible potential as a bat roosting habitat and low potential for nesting birds. The amenity space also has low potential for nesting birds. An informative regarding bats and birds, and a condition requiring the incorporation of bat and bird boxes should be added to any permission.

United Utilities Water PLC - Recommends that the site should be drained on a separate system with foul water draining to the public sewer and surface water draining via a sustainable drainage system. They note that a number of water mains border the site and they would not permit building over or in close proximity to them.

Manchester Conservation Areas and Historic Buildings Panel – “The Panel consider that the existing 12 storey building is tall for this location and there was no justification for going any higher. The current building is not of a high quality but is set back and can therefore take the height. They welcomed building coming forward to reinstate the building line and reinforce the canyon effect of Portland Street. They were not convinced by the irregular fenestration pattern and would like to see a more regular window grid and consistent vertical alignment of the structural elements. This would relate the design more to the existing historic buildings along Portland Street.

They felt that the colour proposed related poorly to the warmer colours of the nearby sandstone buildings and suggested that the colour should match that of the new building being constructed on the adjacent site. They expressed concern over the use of large concrete panels to the windows and how these would appear. They also queried the use of light concrete to the ground floor level as this would soil very easily and suggested a more robust treatment at ground level.”

ISSUES

National Policy

The National Planning Policy Framework (NPPF) – The NPPF sets out the Government’s planning policies for England and how these are expected to apply. 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).

Paragraphs 11, 12, 13 and 14 of the NPPF outline a “presumption in favour of sustainable development”. This means approving development, without delay, where it accords with the development plan. Paragraph 12 provides: “Proposed development that accords with an up-to-date Local Plan should be approved and proposed development that conflicts should be refused unless other material considerations indicate otherwise.”

The proposed development is considered to be consistent with the following sections of the NPPF:

Section 1 - Building a strong and competitive economy - The hotel would be in a highly sustainable location, with easy access on foot to a range of services and facilities, and excellent access to all means of public transport. The scheme would create employment during construction along with permanent employment from the hotel use and would support the wider economy of the City.

Section 2 Ensuring the Vitality of Town Centres, - the proposal would redevelop a prominent site within the City Centre that is currently underused and has been previously developed.

Section 4 Promoting Sustainable Transport – The site can be easily accessed by sustainable transport methods, being close to Piccadilly and Oxford Road train stations, close to Piccadilly Gardens bus and Metrolink stations and close to Chorlton Street coach station and bus stops. The site is also easily accessible by walking and cycling.

Section 7 Requiring Good Design - The buildings would be of a high quality in terms of design, appearance, materials and the accommodation created and would complement the high standard of design in the area. The development would be integrated into the natural and built environment and its scale and form is considered to be acceptable within its overall context.

Section 8 Promoting healthy communities – The creation of activity at street level would help to integrate the site with its locality and increase levels of natural surveillance.

Section 10 Meeting the challenge of climate change, flooding and coastal change – This is a highly sustainable location. The application includes a BREEAM Assessment and Sustainability Report, and the proposal is aiming to achieve a ‘Very Good’ BREEAM accreditation.

Section 11 Conserving and enhancing the natural environment – The application includes a Phase 1 Geo-Environmental Site Assessment, in relation to the presence of contaminated land, and an Ecological Assessment.

Section 12 Conserving and enhancing the historic environment – This sets out the criteria that should be taken into account when assessing the impact of development on heritage assets when determining planning applications. Any harm caused to a heritage asset has to be justified in terms of the social and economic benefits of the proposal.

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

Paragraph 131 advises that, in determining planning applications, local planning authorities should take account of the desirability of sustaining and enhancing the significance of heritage assets.

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

Paragraph 134 advises that where proposals would 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.

The scheme has been designed to complement and respect the character and appearance of the nearby heritage assets and it is considered that the proposed works are in general accordance with the requirements of the NPPF. The impact on the settings of the listed buildings and the conservation area is considered in detail later in this report.

Relevant Local Policies

Adopted Core Strategy – The proposal is consistent with the Adopted Core Strategy for the City of Manchester, specifically the following policies:

SO1. Spatial Principles – This development would be in a highly accessible location and reduce the need to travel by private car.

SO2. Economy – The scheme would provide new jobs during construction along with permanent employment in a highly accessible City Centre location.

S05. Transport – This development would be in a highly accessible location and thereby help to reduce the need to travel by private car and make the most effective use of existing public transport facilities.

S06. Environment – the development would be consistent with the aim of seeking to protect and enhance both the natural and built environment of the City and ensure the sustainable use of natural resources in order to:

- mitigate and adapt to climate change;
- support biodiversity and wildlife;
- improve air, water and land quality;
- improve recreational opportunities; and
- The development would ensure that the City is inclusive and attractive to residents, workers, investors and visitors.

Policy SP 1 (Spatial Principles) – the development would be highly sustainable and consistent with the aim of bringing forward economic and commercial development within the Regional Centre. It would be accessible by all forms of sustainable transport and maximise the potential use of the City's transport infrastructure. It would contribute to creating an attractive neighbourhood by: enhancing the built and natural environment; helping to create a well-designed place that would enhance and create character; re-use previously developed land; and, reduce the need to travel.

Policy EC1 – Land for Employment and Economic Development – The proposals would support the City’s economic performance by developing a highly accessible site within a key location for employment growth. It would help to spread the benefits of growth across the City and thereby help to reduce economic, environmental and social disparities and help to create an inclusive sustainable community. The site is well connected to transport infrastructure and the development would help to encourage walking, cycling and public transport use. The City Centre is a key location for major employment growth and the proposal would create new jobs during the construction phase and when in operation, and this would contribute to economic growth. The design would use the site efficiently and enhance the sense of place within the wider area. It would provide users and employees with easy access to a range of transport modes and create a safer place by reducing opportunities for crime.

Policy EC2 – Existing Employment Space – The proposal would replace an existing office building with an hotel, which has been endorsed by the Portland Street Strategic Regeneration Framework. Within the Framework, the office space would be re-provided in a commercial-led mix of uses on other sites within the Framework area.

Policy EC3 The Regional Centre – The development would be in an appropriate location within the Regional Centre which has excellent sustainable transport facilities. The scale and type of office development would not undermine delivery of employment space elsewhere within the City Centre.

Policy CC1 – Primary Economic Development Focus (City Centre and Fringe) - The proposal would deliver a high quality 4* hotel within the City Centre, where such economic development uses are to be encouraged to support the development of a vibrant employment location attractive to businesses, employees and visitors to the City Centre.

Policy CC4 – Visitors – Tourism, Culture and Leisure - The proposed hotel would contribute to the quality of the City Centre hotel market by improving the range of accommodation options in a part of the City Centre which lies in close proximity to a number of visitor attractions including the City Art Gallery, the Northern Quarter and the Retail Core and Commercial Core.

Policy CC5 – Transport – The proposal would contribute to improving air quality, as it is accessible by a variety of modes of sustainable transport.

Policy CC6 City Centre High Density Development – The proposals would be a high density development and would maximise the efficient use of land.

Policy CC8 Change and Renewal – The proposal would be a large scale scheme within an approved development framework, which would make a significant contribution to the City Centre’s role in terms of employment and retail growth and improve the accessibility and legibility of the Centre.

Policy CC9 Design and Heritage - The development would be of a high quality design. It would have an impact on the settings of nearby listed buildings and the conservation area. This is discussed in more detail later in the report.

Policy CC10 A Place for Everyone – The proposals would complement the ongoing wider regeneration of the City Centre. It would respect all pedestrian linkages and help to integrate the site into the wider neighbourhood. It would be fully accessible.

Policy T1 Sustainable Transport – The development would encourage a modal shift away from car travel to more sustainable alternatives and include improvements to pedestrian routes and the pedestrian environment which would prioritise pedestrian and disabled people, cyclists and public transport.

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

Policy EN1 Design Principles and Strategic Character Areas - The proposal involves a good quality design, and would result in development that would enhance the character of the area and the overall image of Manchester. The design responds positively at street level and would enhance the City's permeability. The positive aspects of the design of the proposals are discussed in more detail below.

EN 2 Tall Buildings – The proposed building would have a high standard of design quality, be appropriately located within the site, contribute positively to sustainability, contribute positively to place making and would bring significant regeneration benefits.

Policy EN3 Heritage – The proposal would have an impact on the settings of the nearby listed buildings and the adjacent conservation areas. This is discussed in more detail later in the report.

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

Policy EN6 Target Framework for CO₂ reductions from low or zero carbon energy supplies - The application is supported by an Energy Statement, which sets out how the proposals would meet the requirements of this policy.

Policy EN 8 - Adaptation to Climate Change - The application is supported by a BREEAM Assessment, an Energy Statement and a Sustainability Statement, which identify measures that will ensure that the development would reach a target rating of "Very Good".

EN9 – Green Infrastructure – There are two street trees in front of the site, which should be retained if at all possible.

EN14 – Flood Risk – A Flood Risk Assessment and Drainage Statement has been carried out for the development. This shows that the site is located within Flood

Zone 1 (which means it has a low probability of flooding), and considers Sustainable Drainage Systems (SuDS) for the development.

Policy EN15 – Biodiversity and Geological Conservation – The proposal would not have an impact on ecology and the development would create opportunities to enhance and create new biodiversity on-site.

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

Policy EN 17 – Water Quality – An assessment of the site’s ground conditions has been conducted. It is considered that the impact of the development on water quality can be controlled through an appropriate condition.

Policy EN 18 - Contaminated Land and Ground Stability - A desk study which identifies possible risks arising from ground contamination has been submitted and it is considered that the impact of the development can be controlled through an appropriate condition.

Policy EN19 Waste – The development would be consistent with the principles of waste hierarchy.

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

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

The application is considered in detail in relation to the above issues within this report and is considered to be in accordance with this policy.

Saved Policies of the Unitary Development Plan

DC18.1 Conservation Areas – It is considered that the proposal would preserve the character and appearance of the adjacent conservation areas. This is discussed in more detail later in the report.

DC19.1 Listed Buildings – It is considered that the proposal would not have a detrimental impact on the settings of the nearby listed buildings. This is discussed in more detail later in the report.

Policy DC20 Archaeology – An archaeological desk based assessment has been carried out for the site, which concludes that the site has low or no potential for archaeological remains and that no further archaeological work is required.

DC26.1 and DC26.5 Development and Noise – The application is supported by acoustic assessments and it is considered that the proposal would not have a detrimental impact on the amenity of surrounding occupiers through noise. This is discussed in more detail later on in this report.

Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (April 2007) - This Supplementary Planning Document supplements guidance within the Adopted Core Strategy with advice on development principles including on design, accessibility, design for health and promotion of a safer environment. The proposals comply with these principles where relevant.

Manchester City Centre Strategic Plan - The Manchester City Centre Strategic Plan (published in 2009) presents a vision for the City Centre and sets out the strategic action required to work towards achieving this over the period from 2009 – 2012. The Plan recognises the key role of Manchester City Centre in providing a positive image and framework for inward investment and explains that its continued strong economic performance within a high quality urban environment will be fundamental to the prosperity of both Manchester and its city region.

The application site lies within an area known as the Village. The Village has been an explicit element in Manchester being considered one of the most creative cities in the world, and this difference and creativity must be protected and promoted. It is however recognised that the Village now caters to a wider audience without losing its essential character. The Village is home to one of the most concentrated clusters of independent small businesses in the city centre and maintaining and growing independent business activity in the area is probably key to maintaining its identity. An enhanced retail presence will be required in view of changing (additional) daytime usage of the area given the realisation of heightened connectivity with Piccadilly Gateway. The Village is also has a long-standing and very diverse residential component which includes students, part of the city's ethnic Chinese population and some social housing, as well of some of the city's more affluent residents

The proposal would complement existing uses in the area and make a significant contribution towards the objectives contained within the Strategic Plan.

Stronger Together: Greater Manchester Strategy 2013 (GM Strategy)

The sustainable community strategy for the Greater Manchester City Region was prepared in 2009 as a response to the Manchester Independent Economic Review (MIER). MIER identified Manchester as the best placed city outside London to increase its long term growth rate based on its size and productive potential. It sets out a vision for Greater Manchester where by 2020, the City Region will have

pioneered a new model for sustainable economic growth based around a more connected, talented and greener City Region, where all its residents are able to contribute to and benefit from sustained prosperity and a high quality of life.

The proposed development will clearly support and align with the overarching programmes being promoted by the City Region via the GM Strategy.

Manchester Green and Blue Infrastructure Strategy 2015

The Manchester Green and Blue Infrastructure Strategy (G&BIS) sets out objectives for environmental improvements within the City within the context of objectives for growth and development. The proposal would contribute to the regeneration of the Village area of Manchester, improving the environment and supporting tourism close to the Rochdale Canal.

Portland Street Strategic Regeneration Framework

In December 2017 the Executive Committee endorsed a Strategic Regeneration Framework (SRF) to help guide the regeneration of the Portland Street area, subject to public consultation. It sets out the context and opportunity for the future development of an area bounded by Portland Street, Chorlton Street, Bloom Street and Abingdon Street. It comprises four city blocks, including the application site. The SRF aims to create an integrated commercially-led, mixed-use district that consists of high quality new and extended existing buildings. A report to the Executive on 27 June will consider the response to the consultation and if it is endorsed it will become a material consideration. The proposal is wholly consistent with the draft SRF.

Conservation Area Declaration

Whitworth Street Conservation Area

The physical form of this area was established by the wealth of fine Victorian and Edwardian buildings erected between 1850 and 1920, resulting in large warehouse buildings giving a canyon-like atmosphere along Whitworth Street and Princess Street. The front of the warehouses facing the main street was often used for offices whilst the rear of the building was used for storage space and for the inspection of the cotton goods in natural light. This led to six- or seven-storey buildings with opulent and deeply modelled front facades in brick and/or terracotta, whilst the rear was almost entirely glazed either in a vertical plane or a stepped configuration. The buildings are therefore characterised by being richly decorated with faience or glazed terracotta. Windows, like those in most Manchester buildings of this period, are predominantly of the vertical sliding-sash type. They occur singly, but are more often seen in pairs, threes, or occasionally in groups of four. Buildings cover the entire site, right up to the back of the pavement.

In this area commercial activity will be encouraged where appropriate. New developments should generally be aligned to the back of the pavement in order to preserve the linear character of the streets and complete the 'street wall.' Open space is not in the nature of the area, but the planting of suitable species in

appropriate locations will be encouraged, as will the planting of replacements before the older trees need felling.

George Street Conservation Area

This area is characterised by the regular grid street pattern laid out in the Georgian period. It is an area of great commercial vitality and the desire is to see it prosper. The architecture has a great emphasis on proportion, not only of the whole facade of the building, but also of the openings and the position of the openings. In considering proposals for new buildings, the character of existing buildings should be studied. The height, massing and materials of existing buildings should be respected, particularly as this is not an area where landmark buildings can be justified. Consequently, heights of between three and seven storeys, red/orange brick with sandstone dressings, vertically-proportioned window openings with deep reveals and an emphasis on corners of buildings, are all cues to the design of new buildings. Furthermore, all new building proposals should generally be to the back of pavement. When designing new structures adjacent to Georgian and Victorian buildings, the basic design principles of an over-large ground floor, a middle portion and a top part which creates a varied skyline, must be respected.

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.

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

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

Environmental Impact Assessment (EIA)

The applicant has submitted an Environmental Statement in accordance with the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2017 ('The Regulations'). During the EIA process the applicant has considered a range of potential environmental effects and it is considered that the issues that could give rise to significant impact are:

- Built Heritage; and
- Wind Microclimate.

These issues are dealt with in detail further on in the report below.

It is considered that the environmental statement has provided the Local Planning Authority with sufficient information to understand the likely environmental effects of the proposals and any required mitigation.

The scheme's contribution to regeneration

Regeneration is an important planning consideration. Over the past twenty years the City Council has successfully regenerated areas in Piccadilly, Spinningfields, the commercial core, Manchester Central, Northern Quarter, First Street, Noma, The Corridor and Castlefield. This is an ongoing process that must continue if the City Centre is to remain competitive and it must continue to meet occupier requirements. Manchester is the primary economic driver in the City Region and crucial to its longer term success so it is important to ensure that investment continues.

An obsolete office building currently occupies this prominent location on Portland Street. The area is recognised as a key asset in adopted planning and economic development policy, including the Portland Street Strategic Regeneration Framework, the Manchester City Strategic Plan and the Adopted Core Strategy. This proposal would continue the process of regeneration and integration by bringing forward a site that provides poor quality out of date office space. It would deliver a high quality 4* hotel on a key City site and would create economic regeneration and contribute to the continued regeneration of the City Centre.

The proposal would create a point of interest and encourage movement through the surrounding area. This would help to revitalise the area and act as a catalyst for further development. It would complement and build upon Manchester City Council's current and planned regeneration initiatives and, as such, would be consistent with Sections 1 and 2 of the NPPF and Core Strategy Policies SO1, SO2, SP1, EC1, CC1, CC6, CC8, CC10, EN1 and DM1.

Tall Buildings Assessment

The site is next to Manchester One which is a tall building. Whilst this proposal is lower in height than Manchester One, it is considered to be tall in its wider context and therefore it is necessary to consider whether this is an appropriate location for a tall building. The proposal has been assessed against the City Council's policies on

tall buildings, the NPPF and the following criteria as set out in the Guidance on Tall Buildings Document published by English Heritage and CABI in July 2007.

Design Issues, Relationship to Context and Impact on Historic Context

The effect of the proposal on key views, listed buildings, conservation areas, scheduled Ancient Monuments, archaeology and open spaces has been considered.

The height, form, massing and materials are considered to be appropriate to this area where there is a variety of heights and a mixture of traditional and contemporary buildings using different materials. The George Street Conservation Area on the opposite side of Portland Street has a close-knit urban grain but the south western side of Portland Street is characterised by larger plots and larger buildings. The existing tower and the adjacent Manchester One Tower are set back from the road. The majority of buildings around the site range from three to seven storeys with some in the wider area being over 10. In this context, the height of the new building is considered to be acceptable. Computer generated images show that the proposal would be in keeping with the surroundings and would not detract from the visual amenity of the area. The building line of the upper floors would be brought forward on Portland Street to line through with the ground floor, which is more characteristic of the City Centre.

The Heritage Statement includes an assessment of 11 principle viewpoints. It shows that visibility of the new building would be limited by the dense urban form of this part of the City Centre. The visibility be greater where open spaces or gap sites open up the townscape but it would be experienced in the wider city context including the adjacent Manchester One Tower. The development would be experienced in distant oblique views, such as from George Street, Princess Street, Chepstow Street and Whitworth Street. The 11 viewpoints assessed demonstrate either a beneficial or neutral impact on townscape and heritage assets and that the proposal would complement the character, quality and distinctiveness of the City Centre. It is considered therefore that the proposal is appropriate to the site and its surroundings.

An assessment of the potential impacts of the development on archaeology and built heritage on and around the site has been undertaken and the proposals should be considered in the light of sections 66 and 72 of the Listed Buildings and Conservation Area Act 1990 and section 12 of the NPPF. The site is adjacent to George Street and Whitworth Street Conservation Areas, and is adjacent to a number of Grade II listed buildings (101 Portland Street (former Pickles Building) and 101 Princess Street to the south east; 70-72 Portland Street, the Grey Horse Public House and the Circus Tavern to the north east; the Manchester Chinese Chamber of Commerce to the east on Portland Street; and 52-54 Portland Street, 44-50 Portland Street and Fraser House on Portland Street to the north. It would also affect the setting of the grade II* former Mechanics Institute at 103 Princess Street to the south of the site.

The Whitworth Street Conservation Area is characterised by large Victorian warehouse buildings forming a 'canyon-like' townscape, whilst the George Street Conservation Area is characterised by a regular Georgian grid pattern with more modest scale development. The site is located to the north east of the boundary of Whitworth Street Conservation Area and to the south east of the boundary of George

Street Conservation Area. The existing building is not characteristic of either conservation area and can be seen as having a neutral impact on their character. The proposal would bring the building line forward, which is more in keeping with the character of the conservation areas and the City Centre as a whole. This would enhance the sense of enclosure to the streetscape and create a more active street frontage. The vertical proportions of window openings would reflect the characteristics of the conservation areas, and the building would combine elements of both vertical and horizontal emphasis to reflect the historic context. The contemporary palette of materials would complement the traditional stone that is used in adjacent conservation areas and listed buildings. It is considered therefore that the proposal would preserve the character and appearance of the Whitworth Street and George Street Conservation Areas, and would have a neutral impact on their significance.

The building has been designed with vertically proportioned windows and a tri-partite subdivision that is characteristic of Manchester buildings and, more specifically, the adjacent and nearby listed buildings. It is considered that the form, scale, design and materials would be acceptable in terms of the impact on the settings of the grade II* 103 Princess Street and the Britannia Hotel, the settings of the nearby grade II buildings, and the settings of the adjacent conservation areas, especially given the varied character and appearance of the buildings on Portland Street and the existing character of development on the site.

An Archaeological Desk Based Assessment concludes that the site has low or no potential for archaeological remains and that no further archaeological work is required. Greater Manchester Archaeological Advisory Service agrees with this conclusion and it is considered that the proposal would therefore not have an impact on archaeological remains.

Given the above, it is considered that the proposal would be consistent with sections 7 and 12 of the NPPF, Core Strategy Policies SP1, CC9, EN1, EN2, EN3 and DM1, and Policy DC20 of the City of Manchester Unitary Development Plan.

Relationship to Transport Infrastructure

A Transport Assessment concludes that the proposal would not have a material impact upon traffic and network capacity. The site is close to City Centre bus stops, Piccadilly and Oxford Road Station and Metrolink services. The site has good pedestrian and cycle links to the wider city centre. It is considered therefore that the site is in an optimum location for sustainable transport links. An Interim Travel Plan (TP) sets out a package of practical measures aimed at reducing the transport and traffic impact of the development, including the availability of public transport, walking and cycling information and a car club scheme. The Plan aims to encourage individuals to choose alternative modes over single occupancy car use and where possible reduce the need to travel. There are no objections to the proposal from an aviation safeguarding aspect.

Thirty two cycle spaces are proposed and a condition regarding cycle parking should be attached to any approval. Servicing would take place from a new layby on Sackville Street, and a condition requiring full details of how servicing, including drop-

off and any valet parking for the hotel use would operate should be attached to any permission. It is recommended that servicing/refuse collections take place outside peak hours to reduce congestion on the highway network and a condition requiring servicing hours to be agreed should be attached to any permission. Given the above it is considered that the proposal would have an acceptable impact in relation to highways and would be in accordance with policies SP1, CC5, T1, T2 and DM1 of the Core Strategy.

Architectural Quality

The key factors to evaluate are the building's scale, form, massing, proportion and silhouette, facing materials and relationship to other structures. The Core Strategy policy on tall buildings seeks to ensure that tall buildings complement the City's existing buildings and make a positive contribution to the creation of a unique, attractive and distinctive City. It identifies sites within and immediately adjacent to the City Centre as being suitable for tall buildings.

The proposal is for a tall, high quality building that would reinforce this major route within the city centre and would be consistent with the massing and scale of development set out in the Portland Street Regeneration Framework. Whilst the proposal would be taller than some of its immediate neighbours, the height should be considered in the context of a dense urban setting, where its visibility would be relatively limited from the majority of the Conservation Areas. The proposal would fill the footprint of the existing podium, completing the block demarcated by Portland Street, Sackville Street, Major Street and Abingdon Street, and giving a better relationship to the historic building line.

The proposed elevations would respond to the diverse architecture of the area, creating a contemporary building that reflects design principles of the historic environment. The elevations have three visually different elements, which reflect the tri-partite subdivision typical of traditional Manchester buildings, and the vertical proportions of the deeply recessed glazing would be in keeping with the fenestration of nearby listed buildings. The building would be constructed using modern pre-cast concrete in a colour to reflect the traditional stone used on historic buildings within the area. A condition requiring samples of materials and details of jointing and fixing, and a strategy for quality control should be attached to any permission granted.

Given the above, it is considered that the proposed development would result in a high quality building that would be appropriate to its surroundings.

Sustainable Design and Construction

Energy and Sustainability Statements set out the sustainability measures including energy efficiency and environmental design. The proposal would re-use previously developed land and energy saving design, build, and construction. The proposal would accord with the energy efficiency requirements and carbon dioxide emission reduction targets within the Core Strategy Policies EN4 and EN6 and the Manchester Guide to Development Supplementary Planning Document criteria. It would achieve a BREEAM rating of 'Very Good'. In accordance with Core Strategy Policies EN4 and EN6, the principles of the energy hierarchy have been applied and the building fabric

would achieve high levels of insulation and include high specification energy efficiency measures. Given the above, it is considered therefore that the design and construction would be sustainable.

Credibility of the Design

Tall buildings are expensive to build so the standard of architectural quality must be maintained through the process of procurement, detailed design and construction. The design has been subject to commercial review to ensure it remains commercially viable. The applicant owns a large property portfolio and has experience of delivering large scale developments on a number of City Centre sites. The design team have previous experience of delivering large scale developments within the City and have recognised the high profile nature of the site and the requirement for design quality and architectural excellence. A significant amount of time has been spent developing the proposals and the scheme submitted for the planning application to ensure that it can be constructed and delivered.

Contribution to Public Spaces and Facilities

The proposal would deliver enhancements to the public environment, particularly along Portland Street and Sackville Street. The public facing areas, such as the bar, would be located at ground floor level, with a restaurant on the mezzanine level. Back of house facilities would be located on the second floor. The building would align with the adjacent building frontage at the back of pavement and would create a level threshold off the street, which is an improvement on the existing situation. The main entrance to the building would be on Portland Street, with a large scale entrance area allowing it to be easily recognised.

Effect on the Local Environment

This examines, amongst other things, the impact the scheme would have on nearby and adjoining residents and occupiers. It includes the consideration of issues such as impact on daylight, sunlight and overshadowing, wind, noise and vibration, night-time appearance, vehicle movements and the environment and amenity of those in the vicinity of the building.

(a) Daylight, Sunlight and Overshadowing

The nature of high density developments in City Centre locations means that amenity issues, such as daylight, sunlight and the proximity of buildings to one another have to be dealt with appropriately. The Portland Street Regeneration Framework has envisaged that this site would be developed at a high density and scale.

A daylight and sunlight amenity impact assessment which makes reference to the BRE Guide to Good Practice – Site Layout Planning for Daylight and Sunlight Second Edition BRE Guide (2011) and BS8206 – Part 2:2008 Code of Practice for Daylighting. This is generally accepted as the industry standard and is used by local planning authorities to consider such impacts. The guide is not policy and aims to help rather than constrain designers. The guidance is advisory, and there is a need to consider locational circumstances, such as a site being within a town or city centre

where higher density development is expected, and obstruction of natural light to existing buildings is often inevitable. In these instances, the BRE acknowledges the need for the guidance to be applied flexibly, including through the use of alternative targets.

Sixty eight windows in the following properties were identified as potentially sensitive or being key receptors (ie windows that serve anticipated habitable rooms):

- The upper floors of 70-72 Portland Street;
- The upper floors of 80 Portland Street;
- The upper floors of 86 Portland Street;
- The upper floors of 90 Portland Street.

Daylight

The assessment has used the following methods to assess the impact of daylight on the surrounding properties: Vertical Sky Component (VSC) and No Sky Line (NSL). In order to achieve the daylight recommendations in the BRE guidance, a window should retain a vertical sky component (VSC) of at least 27%, or where it is lower, a ratio of after/before of 0.8 or more. If the direct skylight to a room is reduced to less than 0.8 times its former value, this would be noticeable to the occupants. The BRE Guide recognises that different targets may be appropriate depending on factors such as location. The achievement of at least 27% can be wholly unrealistic in the context of high density city centre as this measure is based upon a suburban type environment (equivalent to the light available over two storey houses across a suburban street). It should be noted that the VSC level diminishes rapidly as building heights increase relative to the distance of separation. Within city centre locations the corresponding ratio for building heights relative to distances of separation is frequently much greater than this.

The NSL method can be used where room layouts are known and is a measure of the distribution of daylight at the 'working plane' within a room. The 'working plane' means a horizontal 'desktop' plane 0.85m in height for residential properties. If a significant area of the working plane lies beyond the NSL (i.e. it receives no direct sky light), then the distribution of daylight in the room will be poor and supplementary electric lighting may be required. The assessment has assumed layouts for rooms in surrounding properties where it was not been possible to obtain the room layouts.

The results should be interpreted in relation to the site's City Centre location where high density development is encouraged. The daylight impact was measured against a baseline condition, which includes the massing of the ten storey hotel building being constructed on the adjacent site and using a daylight target of 13% VSC (which was deemed sufficient at the grant of the previous planning permission on the site). Overall the impacts can be summarised as follows:

70-72 Portland Street – Sixty windows serving 19 assumed residential rooms were assessed. Whilst there would be a general reduction in daylight received by these windows, all of the windows would continue to achieve the VSC target.

80 Portland Street – Two windows serving two assumed rooms were assessed and both would continue to receive in excess of the VSC target.

86 Portland Street - Two windows serving two assumed rooms were assessed and both would continue to receive in excess of the VSC target.

90 Portland Street – Four windows serving four assumed rooms were assessed and all four would continue to receive in excess of the VSC target.

Given the above, it is considered that the proposal would not have a material adverse impact in terms of loss of daylight on the neighbouring properties.

Sunlight

For sunlight impact assessment the BRE Guide sets the following criteria:

- (a) Whether sunlight is enjoyed for at least 25% of the annual probable sunlight hours (APSH) throughout the year; and
- (b) Whether 5% of the annual probable sunlight hours would be received during the winter months (21st September – 21st March).

Where the APSH values are not met in the existing condition, a reduction of up to 20% of the existing value would be acceptable, on the basis that the reduction is unlikely to be noticed by the building occupants.

A sunlight assessment has been prepared for those windows that face within 90 degrees due south (and therefore currently receive some direct sunlight), which comprise the Portland Street properties mentioned above. In total, 20 habitable rooms, served by 61 windows, were appraised. All rooms appraised would either continue to achieve the winter and annual APSH target or experience reductions in baseline APSH of less than the 20% reduction that is accepted by the BRE. It is considered therefore that the proposed development would not have a material adverse impact on the sunlight amenity of neighbouring properties.

Given the city centre location, it is considered that the impact of the proposal would be acceptable.

Overlooking

Within the City Centre there are no prescribed separation distances between buildings, and City Centre developments are by their very nature denser and closer together than in suburban locations. However, Portland Street is a wide street in the context of the higher density of development that is characteristic of the City Centre and the impact of the development on overlooking is considered to be acceptable.

(b) Wind

A wind microclimate study has assessed the impact of wind on the pedestrian environment and includes an assessment that includes future developments around the site. The baseline assessment indicates that the existing wind environment of

the site is generally suitable for the current pedestrian activities and the site and its surroundings are within the pedestrian safety criteria. However, there are some zones of the surrounding areas where wind speeds tend to accelerate in the winter months, such as the junction of Portland Street and Chorlton Street.

The potential effects of the proposal were found to be minor-moderate adverse to minor beneficial. As such, it would not result in a significant impact on the existing wind microclimate at the site and surrounding area and mitigation measures would not be required. The wind modelling assessment of the cumulative effect of sites under construction or with planning permission confirmed that the impacts of the proposal would not change.

Given the above, it is considered that the proposed development would not have a significant impact on the wind microclimate around the site.

(c) Air Quality

An Air Quality Assessment has assessed the impact of the development on air quality at construction and operation stages. The construction process is expected to produce dust and increased emissions. Any adverse impacts would be temporary and could be controlled using mitigation measures included within best practice guidance. The air quality assessment has shown that the location is suitable for the proposed use without the inclusion of mitigation measures. Additionally, impacts from vehicle exhaust emissions, once the development is operational, are considered not to be significant and would not require mitigation measures. Given the above, it is considered that the proposal would have an acceptable impact on air quality.

(d) Noise and Vibration

The proposal is supported by a full noise assessment, which considers the noise climate in the vicinity. The hotel use would not have a significant impact on noise within the area and appropriate conditions can be attached to any approval to ensure that the restaurant, bar and gym and any plant or equipment would not cause disamenity to neighbours or occupiers of the building.

Therefore, subject to compliance with conditions in relation to the hours during which servicing can take place, hours of operation for the commercial uses, the acoustic insulation of the building and any associated plant and equipment, it is considered that the proposal would not have an adverse impact through noise and vibration.

(e) Television (TV) reception

A TV reception report has been carried out. This shows that the existing building on the site would already be blocking television signals to a certain extent and, although the proposal would result in an increase in height and width, it is not envisaged that a significant change/increase to television signal blocking would occur from the completed development. A potential impact zone has been identified to the south east of the site, which covers a car park area, where no issues are envisaged, and a small area of Bloom Street and Canal Street, where there could be a slight effect on terrestrial television reception. Subsequently, mitigation measures have been

suggested, should any problems arise, and a condition requiring a post-construction survey and any mitigation measures should be attached to any permission to ensure that any mitigation measures are appropriately targeted. It is considered, therefore, that the proposal would not have an adverse impact on TV reception.

(f) Vehicle Movements

No car parking is proposed and the site is well located, close to alternative transport means. There are no highway objections, subject to agreement of servicing details, the submission of which could be a condition. It is considered therefore that the use would not have a significant impact on vehicle movements.

Contribution to Permeability

The contribution of the proposal to permeability, linkages on foot and, where appropriate, the opening up or closure of views to improve how a place can be easily understood and traversed, is an important planning consideration.

The site is in a highly sustainable and accessible location. It has excellent accessibility for pedestrians and cyclists and has exceptional connections to public transport, which supports a reduced reliance on private motor vehicles. The area already contains a mix of office and leisure uses and therefore the proposal would complement its surroundings. The hotel would be constructed on approximately the same footprint as the existing podium, giving it a direct relation to the existing public realm and completing the building line, helping to improve the legibility of this part of the City Centre in a number of views. The hotel would provide access to key pedestrian routes with the main entrance at the junction of Sackville Street and Portland Street. This provides the best opportunity for a level threshold into the building, as well as animating the streetscapes along Portland Street and Sackville Street.

It is considered therefore that the proposals would contribute positively to permeability, linkages and the legibility of the City Centre and wider townscape.

Provision of a Well-Designed Environment

The proposed development is purposefully designed as a high quality hotel for a defined end-user, with the architecture of the external appearance relating to the surrounding context of the site, and the internal layouts providing a well-designed environment for future guests and management. The proposal would include high quality materials and a high standard of design.

In assessing the above criteria, it is considered that the applicant has thoroughly demonstrated that the proposals would satisfactorily meet the English Heritage and CABI guidance and that the proposals would provide a tall building of a quality acceptable to this site. In view of the above the proposals would also be consistent with sections 1, 2, 4, 6, 7, 8, 10 and 12 of the NPPF, policies SP1, DM1, EN1, EN2, EN3, EN14, CC6 and CC9 of the Core Strategy and saved UDP policies DC18, DC19, DC20 and DC26.

Waste and Recycling

A bin store would be provided at ground floor with refuse accommodated in different bins relating to the type of waste. These types include general refuse (49%), pulpable recycling (25%), mixed recycling (25%) and food recycling (1%), equating to ten 1100ltr containers for general refuse, five 1100ltr containers for pulpable recycling, five 1100ltr containers for mixed recycling and one 240ltr container for food recycling. The bin store would be located adjacent to the service lift with direct access to a new layby on Sackville Street, from where the refuse would be collected. The hotel management would be responsible for moving the refuse bins from the bin store to Sackville Street before collection and returning them straight after collection.

The proposed waste and recycling strategy is considered to be acceptable and the proposal would therefore be in accordance with policy DM1 of the Core Strategy in this regard.

Full access and Inclusive Design

The proposal would provide level access into and throughout the buildings and across the site. The proposal would therefore be consistent with sections 7 and 8 of the National Planning Policy Framework and policies SP1, DM1 and CC10 of Core Strategy.

Crime and Disorder

The proposed hotel would replace an underused office building and would bring more life and natural surveillance to the street and the area. The application is supported by a Crime Impact Statement (CIS) carried out by Greater Manchester Police. The statement considered that the proposal is generally acceptable subject to the advice contained in the report being implemented. It is recommended a condition be attached to any approval, requiring the development to achieve 'Secured by Design' accreditation.

In view of the above the proposals are consistent with section 8 of the National Planning Policy Framework, and policies SP1 and DM1 of the Core Strategy.

Green and Blue Infrastructure

There are two street trees adjacent to the site, which are worthy of retention, and a condition should be attached to any approval requiring details of how these trees would be protected during development. Should it not be possible to retain these trees due to the confined nature of the site and the development being up to the back of pavement, replacement tree planting would need to be agreed. The proposal would improve pedestrian routes around the site, providing improved linkages to the Rochdale Canal to the south east of the site. Given the above, it is considered that the proposal would be consistent with the Manchester Green and Blue Infrastructure Strategy 2015.

Ecology and Biodiversity

The proposal would have no adverse effect on statutory or non-statutory designated sites and there is little ecological interest on the existing site. The proposal could enhance the ecology and biodiversity of the site through the introduction of features to encourage wildlife, such as bat roosting boxes. A condition should be attached to any permission to require details of such features.

In view of the above the proposals are considered to be consistent with section 11 of the National Planning Policy Framework, and policies DM1, EN9 and EN15 Core Strategy.

Contaminated Land and Impact on Water Resources

As there is the possibility that some contamination may exist on the site, it is recommended that a condition be attached to any permission requiring a site investigation.

In view of the above, the proposals would be consistent with section 11 of the National Planning Policy Framework and policy EN18 of the Core Strategy.

Flood Risk and Sustainable Drainage Systems (SuDS)

The application site is in an area at low risk from all types of flooding and SuDS have been considered for the site. Conditions requiring full details of SuDS should be attached to any permission. It is considered therefore that the proposal would not lead to significant adverse environmental impacts in terms of flood risk and drainage.

Given the above, it is considered that the development would be consistent with section 10 of the National Planning Policy Framework and Core Strategy policy EN14.

Objectors' Comments

It is considered that the majority of the grounds of objection have been addressed in the main body of this report. However, those that have not, or ones requiring further clarification, are dealt with below:

Lack of engagement in the SRF process and objections to the SRF – The SRF is being considered by the Executive Committee on 27 June 2018 and the application is wholly in accordance with the Framework. Comments relating to the SRF itself and the consultation/community engagement process that has taken place with regard to the Framework are not relevant to the consideration of this planning application.

The proposal does not consider the LGBTQ+ community or environment – The proposed hotel would provide a facility that would benefit the Gay Village by supporting tourism to that area, but also to the City Centre as a whole, as the site is in a prime location on Portland Street.

No contribution to affordable housing or other contributions – The proposal is for an hotel so a contribution to affordable housing or infrastructure improvements is not required. The proposal would upgrade the public realm around the site.

Conclusion

It is considered this hotel development would be consistent with national and local planning policy. It would help to promote a quality neighbourhood, economic development and sustainable travel patterns. The development would be linked to wider regeneration initiatives and help to underpin investment across a larger area, supporting regeneration benefits in excess of those directly associated with the proposal.

The impact of the proposal on the significance of the Grade II* listed building at 103 Princess Street and on the significance of the other heritage assets within the vicinity of the application site has been considered very carefully, and it is considered that the proposal would have a neutral impact, preserving the settings of the listed buildings and the characters and appearances of the adjacent conservation areas.

This report has demonstrated that this is an appropriate site for a building of this scale and that the development proposed would be well designed and of a high quality, fulfilling an important role in providing a type of commercial accommodation within the City Centre for which there is an acknowledged need.

It is considered that the Environmental Statement has given sufficient information to assess the environmental impacts of the development and that those impacts would not be significant and would not require mitigation measures.

Given the above, it is considered therefore that the proposals are in accordance with relevant planning policies and regeneration priorities including the Adopted Core Strategy, the relevant Strategic Regeneration Frameworks and the Community Strategy, as well as the national planning policies contained within the National Planning Policy Framework and should be approved.

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

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

Recommendation APPROVE

Article 35 Declaration

Officers have worked with the applicant in a positive and pro-active manner to seek solutions to problems arising in relation to dealing with the planning application. The City Council officers worked with the applicant during the application process to achieve an acceptable impact on amenity.

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:

Submitted drawings and documents to be confirmed.

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

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

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

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

In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on the site at any time before

the development is occupied, then development shall cease and/or the development shall not be occupied until, a report outlining what measures, if any, are required to remediate the land (the Revised Remediation Strategy) is submitted to and approved in writing by the City Council as local planning authority and the development shall be carried out in accordance with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.

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

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

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

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

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

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

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

6) Before development commences, a full condition survey of the carriageways/footways on construction vehicle routes surrounding the site shall be undertaken and submitted to the City Council as Local Planning Authority. When all construction/fit-out works are complete, the same carriageways/footways shall be re-surveyed and the results submitted to the City Council as Local Planning Authority for assessment. Should any damage have occurred to the carriageways/footways, they shall be repaired and reinstated in accordance with a scheme that shall first be submitted to and approved in writing by the City Council as Local Planning Authority. The necessary costs for this repair and/or reinstatement shall be met by the applicant.

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

7) The development shall not commence unless and until a servicing strategy has been submitted to and agreed in writing by the City Council as local planning authority. Servicing shall thereafter take place in accordance with the approved strategy.

Reason - In the interests of public and highway safety and the protection of residential amenity, pursuant to policy DM 1 of the Core Strategy for the City of Manchester.

8) Before the development commences, full details of the footway dimensions adjacent to the proposed layby on Sackville Street shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be carried out in accordance with the approved details.

Reason - In the interests of highway safety, pursuant to Policy DM1 of the Core Strategy.

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

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

10) In this condition "retained tree" means the two existing street trees on Portland Street; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the occupation of the building for its permitted use.

(a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped without the written approval of the City Council as local planning authority. Any topping or lopping approved by the City Council as local planning authority shall be carried out in accordance with British Standard 5387 (Trees in relation to construction).

(b) If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and a strategy for further replacement tree planting shall be submitted to and approved in writing by the City Council as local planning authority. Any replacement trees shall be of such size and species, and shall be planted at such time, as may be specified in writing by the City Council as local planning authority.

(c) The erection of fencing for the protection of any retained tree shall be undertaken in accordance with plans and particulars to be approved in writing by the City Council as local planning authority before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority.

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with policies EN9 and EN15 of the Core Strategy.

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

- (a) Details of the proposed hard landscape materials;
- (b) Details of the materials, including natural stone or other high quality materials to be used for the reinstatement of the pavements and for the areas between the pavement and the line of the proposed building;
- (c) Details of the proposed tree species within the public realm including proposed size, species and planting specification including tree pits and design; and
- (d) Details of measures to create potential opportunities to enhance and create new biodiversity within the development to include bat boxes and bricks, bird boxes and appropriate planting.

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

If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place,

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

12) No development shall take place until surface water drainage works have been implemented in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacements national standards and details that have been submitted to and approved in writing by the Local Planning Authority.

In order to avoid/discharge the above drainage condition the following additional information has to be provided:

- Details of surface water attenuation that offers a reduction in surface water runoff rate in line with the Manchester Trafford and Salford Strategic Flood Risk Assessment, i.e. at least a 50% reduction in runoff rate compared to the existing rates, as the site is located within a Critical Drainage Area;
- Runoff volume in the 1 in 100 year, 6 hours rainfall shall be constrained to a value as close as is reasonable practicable to the greenfield runoff volume for the same event, but never to exceed the runoff volume from the development site prior to redevelopment;
- Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event with allowance for climate change in any part of a building;
- Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements). Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. The flood water should be routed away from the buildings and towards the less vulnerable areas i.e. open spaces, car parks and roads. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site.
- Hydraulic calculation of the existing and proposed drainage system;
- Construction details of flow control and SuDS elements.

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

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

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

Reason: To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development.

14) Before the development commences, studies containing the following with regard to television reception in the area containing the site shall be submitted to and approved in writing by the City Council as local planning authority.

a) Measure the existing television signal reception within the potential impact areas identified in the TV Reception Survey Report by SCS Technologies Ltd dated 3 October 2017 before development commences. The work shall be undertaken either by an aerial installer registered with the Confederation of Aerial Industries or by a body approved by the Office of Communications, and shall include an assessment of the survey results obtained.

b) Assess the impact of the development on television signal reception within the potential impact area identified in (a) above within one month of the practical completion of the development 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. The study shall identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out in (a) above. 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, pursuant to Policy DM1 of the Core Strategy for the City of Manchester and Section 5 of the National Planning Policy Framework.

15) Before any use hereby approved commences, the premises shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the premises and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as local planning authority.

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

16) Before first occupation of the development the building, together with any externally mounted ancillary equipment, shall be acoustically insulated in accordance with a scheme submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the equipment.

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

17) The details of the approved scheme for the storage and disposal of refuse shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - In the interests of amenity and public health, pursuant to policy DM1 of the Core Strategy for the City of Manchester.

18) Fumes, vapours and odours shall be extracted and discharged from the premises in accordance with a scheme to be submitted to and approved in writing by the City Council as local planning authority before the use commences. Any works approved shall be implemented before the use commences.

Reason - In the interests of residential amenity, pursuant to policy DM1 of the Core Strategy.

19) The restaurant, bar and gymnasium uses hereby approved shall not be occupied unless and until the opening hours of such uses have been agreed in writing by the City Council as local planning authority. Those uses shall thereafter not open outside the approved hours.

Reason - In order that the local planning authority can achieve the objectives both of protecting the amenity of local residents and ensuring a variety of uses at street level in the redeveloped area in accordance with saved policy DC 26 in accordance with the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

20) No loading or unloading shall be carried out on the site outside the following hours:

Monday to Friday 08:00 to 20:00, with the exception that there shall be no loading or unloading carried out between the peak hours of 08:00 to 09:30 and 16:30 to 18:00 on those days;

Saturday 07:30 to 20:00;

Sunday/Bank Holiday 10:00 to 18:00.

Reason - In order to protect the amenity of local residents and in the interests of highway safety, pursuant to policies SP1 and DM1 of the Core Strategy.

21) Use of the hotel hereby approved shall not commence unless and until a strategy for the dropping off and picking up of customers, including details of the management of any valet parking, has been submitted to and agreed in writing by the City Council as local planning authority. Dropping off and picking up of customers and any valet parking of the hotel shall thereafter take place in accordance with the approved strategy.

Reason: In the interests of public and highway safety and the protection of residential amenity, pursuant to policy H2.2 of the Unitary Development Plan for the City of Manchester.

22) No part of the development shall be occupied until space and facilities for bicycle parking have been provided in accordance with details to be submitted to and approved in writing by the City Council as local planning authority. The approved space and facilities shall then be retained and permanently reserved for bicycle parking.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to mode of transport in order to comply with policies SP1, T1 and DM1 of the Core Strategy.

23) The development hereby approved shall only be carried out in accordance with the recommendations of the Crime Impact Statement prepared by Greater Manchester Police and shall not be occupied or used until the City Council as local planning authority has acknowledged in writing that it has received written confirmation of a secure by design accreditation.

Reason - To reduce the risk of crime pursuant to Policy DM1 of the Adopted Core Strategy for the City of Manchester.

24) The development hereby approved shall achieve a post-construction Building Research Establishment Environmental Assessment Method (BREEAM) rating of at least 'Very Good'. A post construction review certificate shall be submitted to and approved in writing by the City Council as local planning authority before any of the building hereby approved is first occupied.

Reason - In order to minimise the environmental impact of the development pursuant to policies EN4, EN5, EN6 and EN7 of the City of Manchester Core Strategy, and the principles contained within The Guide to Development in Manchester 2 SPD.

25) Before first occupation of the building a shop front and signage strategy shall be submitted to and agreed in writing by the City Council as local planning authority. The development shall be carried out in accordance with the approved details.

Reason - In the interests of visual amenity to enable careful attention to signage details is required to protect the character and appearance of this building in accordance with policies SP1 and DM1 of the Core Strategy.

26) Before first occupation of any part of the development, a Travel Plan including details of how the plan will be funded, implemented and monitored for effectiveness, shall be submitted to and approved in writing by the City Council as local planning authority. The strategy shall outline procedures and policies that the developer and occupants of the site will adopt to secure the objectives of the overall site's Travel Plan Strategy. Additionally, the strategy shall outline the monitoring procedures and review mechanisms that are to be put in place to ensure that the strategy and its implementation remain effective. The results of the monitoring and review processes shall be submitted in writing to the local planning authority and any measures that are identified that can improve the effectiveness of the Travel Plan Strategy shall be adopted and implemented. The Travel Plan shall be fully implemented, prior to first occupation of the building, and shall be kept in operation at all times thereafter.

Reason - In accordance with the provisions contained within planning policy guidance and in order to promote a choice of means of transport, pursuant to policies T2 and EN16 of the Core Strategy.

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

Reason - In the interest of visual amenity.

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: 119265/FO/2018 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

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

Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
Corporate Property
MCC Flood Risk Management
City Centre Regeneration
Environment & Operations (Refuse & Sustainability)
Travel Change Team
Greater Manchester Police
Historic England (North West)
Environment Agency
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
National Air Traffic Safety (NATS)
Manchester Airport Safeguarding Officer
Civil Aviation Authority
Natural England
Greater Manchester Ecology Unit
Greater Manchester Pedestrians Society
National Planning Casework Unit
United Utilities Water PLC

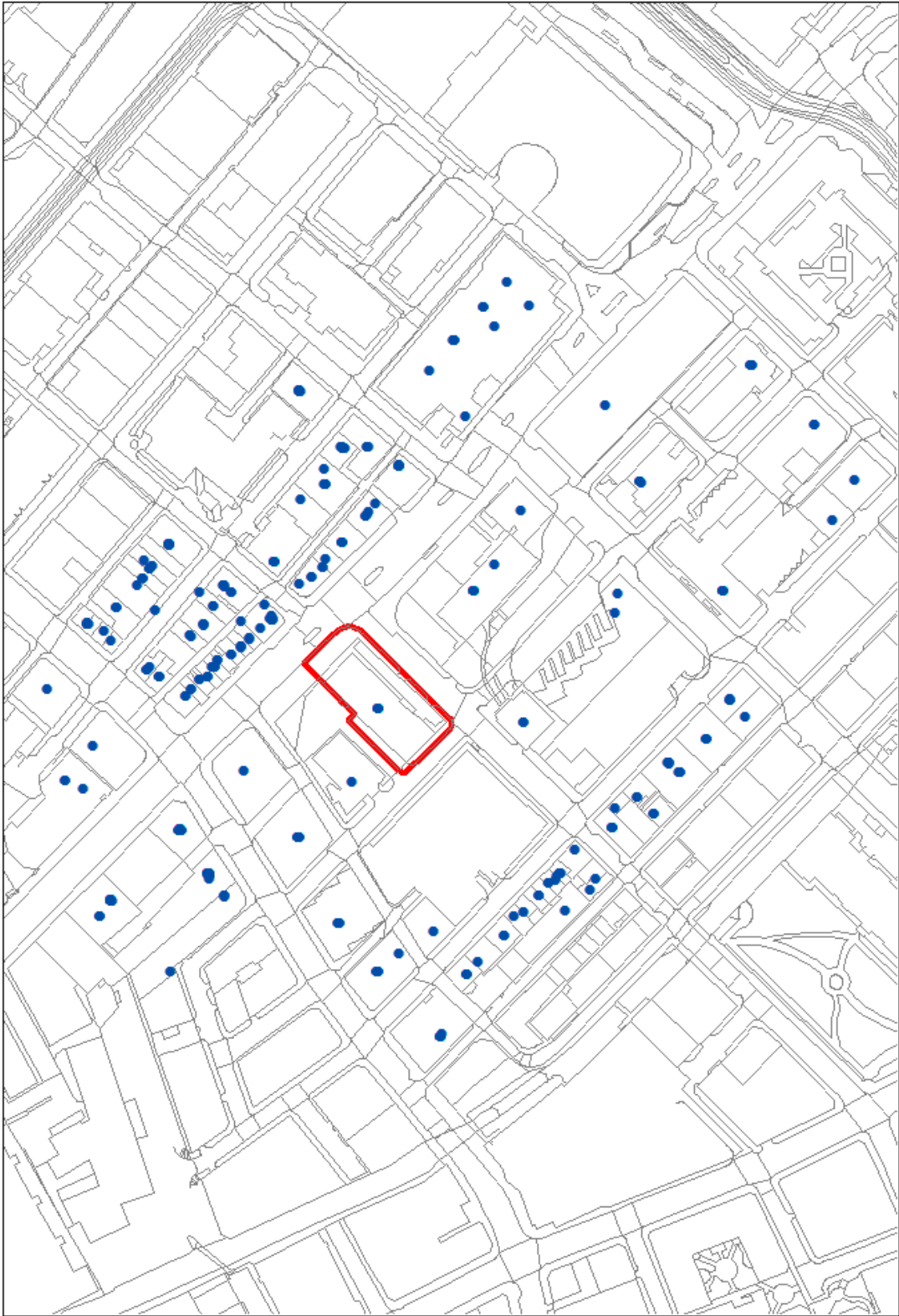
A map showing the neighbours notified of the application is attached at the end of the report.

Representations were received from the following third parties:

Highway Services
Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management

Greater Manchester Police
Historic England (North West)
Environment Agency
Greater Manchester Archaeological Advisory Service
Manchester Airport Safeguarding Officer
Greater Manchester Ecology Unit
United Utilities Water PLC
BROOME & WELLINGTON, Boulton House, 7th Floor, MANCHESTER, M1 3HY
15 dyche st, Manchester, m4 4ds
8 bakersfield place, Northenden rd, Sale, M332ub

Relevant Contact Officer : Lucy Harrison
Telephone number : 0161 234 5795
Email : l.harrison1@manchester.gov.uk



 Application site boundary  Neighbour notification
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