

Application Number	Date of Appln	Committee Date	Ward
119801/FU/2018	10th May 2018	26th Jul 2018	Piccadilly Ward

Proposal Retention of existing use of former residential building (Use Class C3) as an 84 suite apart hotel (Use Class C1), to comprise 81 suites on the first to twelfth floors and 3 suites, ancillary services and 6no. commercial units for use as shops (Use Class A1) or Financial and Professional Services (Use Class A2) or Offices (Use Class B1) on the ground floor.

Location 40 Laystall Street, Manchester, M1 2JP

Applicant Ciel Laystall Limited, C/o Agent

Agent Mr Daniel Jackson, Indigo Planning Limited, St James Tower, 7 Charlotte Street, Manchester, M1 4DZ

Description

40 Laystall Street is bounded by Laystall Street, Brock Street, Lomax Street and Great Ancoats Street. The site was previously occupied by a Grade II Listed building that was destroyed by fire in 2000. It is not within a Conservation Area, but is within the setting of the Grade II Listed 32-34 Laystall Street. Other uses in the immediate area include industrial uses, shops, residential properties, hotels, bars, car parking, a church a gym and offices.

Outline planning permission (referenced 068295/OO/2003/C3) was granted on 23 October 2003 for the development of 84 residential apartments (Use Class C3) with shop (Use Class A1), financial and professional services (Use Class A2) or offices (Use Class B1) at ground floor level and basement car parking. An application for reserved matters for external appearance and landscaping (referenced 078448/MO/2006/C3) was granted on 28 April 2006.

The building has been operated as an 84 room apart hotel since 1 June 2010 and it is understood was never used as apartments. Planning permission is sought to regularise and retain the existing use as an aparthotel (C1) with the existing six commercial units (A1, A2 or B1). It contains 84 hotel apartment suites and is 13 storeys high (including ground floor) and has two basement levels.

27 people are employed at the aparthotel. The reception is staffed 24 hours a day and during normal working hours there would be a maximum of 20 staff on site. No car parking is provided on site, but there are 8 secure cycle parking spaces and bicycles are also permitted to be stored within the suites.

Consultations

Publicity – The application was advertised in the local press as being of public interest and a site notice was displayed on site and letters were sent to surrounding occupiers:

Objections have been received from Councillor Adele Douglas and Councillor Sam Wheeler of Piccadilly Ward. These comments are summarised as follows:

1. The removal of a block from residential use to hotel use is not in keeping with the strategic aims of the city.
2. Given this permission is retrospective, it sets a bad precedent as they can apply for a needed residential use and then convert it into another less beneficial use.
3. Numerous S106 claims for a new build residential development may have been different than for a new build commercial development.

Highway Services – Unlawful parking on adjacent land should be discouraged/prevented in this area. It is recommended that a formal lease parking arrangement within nearby car parks conditioned to any consent, but it is understood that this may not be possible. The implementation of a full Travel Plan should be conditioned to any consented application.

Head of Regulatory and Enforcement Services (Environmental Health) - Waste management, hours of operation and externally mounted equipment are to remain as existing/as applied for.

Greater Manchester Police (Design for Security) – Are happy to support the application if the client adheres to the recommendations within sections 3.3 and 4 of the Submitted Crime Impact Statement (dated 27/02/2018).

City Centre Regeneration - No comments received.

Housing Strategy – No comments received.

Local Development Framework

The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy replaces significant elements of the Unitary Development Plan (UDP) as the document that sets out the long term strategic planning policies for Manchester's future development. A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents.

The adopted Core Strategy contains a number of Strategic Spatial Objectives of relevance to this application that form the basis of the policies as follows:

SO1. Spatial Principles provides a framework within which the sustainable development of the City can contribute to halting climate change. The use is in a highly accessible location and reduces the need to travel by private car.

SO2. Economy supports a significant further improvement of the City's economic performance to spread the benefits of this growth across the City to reduce

economic, environmental and social disparities, and to help create inclusive sustainable communities. 27 jobs would be retained at the aparthotel which would continue to provide accommodation for visitors to the city.

S05. Transport seeks to improve the physical connectivity of the City, through sustainable transport networks, to enhance its functioning and competitiveness and provide access to jobs, education, services, retail, leisure and recreation. The use is in a highly accessible location and reduces the need to travel by private car.

Policy SP1 - Spatial Principles - The development would be consistent with the Manchester City Centre Strategic Plan regarding character, issues and strategy for this area. The use is accessible by sustainable transport and positively contributes to health and wellbeing by providing jobs and visitor accommodation, and providing a facility that would be accessible to disabled people and reduce the need to travel.

Policy EC1 - Land for Employment and Economic Development - The site is well connected to transport infrastructure and the development would maximise walking, cycling and public transport use. The City Centre is a key location for major employment growth and the proposals would retain 27 jobs and continue to provide tourism facilities through providing accommodation for visitors which contributes to economic growth.

Policy CC1 - Primary Economic Development Focus (City Centre and Fringe) - The proposal could assist in the delivery of the broader objectives for the Piccadilly area, the City Centre and its fringe. It would deliver a product that complements other surrounding uses and schemes in the pipeline. It also delivers tourism facilities supporting the development of a vibrant employment location attractive to businesses and employees and visitors.

Policy CC3 – Housing – The compliance with this policy is discussed later in the report.

Policy CC4 – Visitors – Tourism, Culture and Leisure – The development contributes to the quality of the City Centre hotel offer through the provision of suites that accommodate different and additional facilities than a hotel room and are better accommodation for people that want to stay for longer periods or require/desire the additional facilities. The use provides accommodation for people with flexible working i.e. that work in Manchester on temporary contracts or in multi centre jobs, as it has long term options.

It also provides larger and better equipped accommodation that would suit families and other people requiring accommodation more similar to a home environment such as people visiting the city to see family etc. It provides 27 one bedroom suites, 56 two bedroom suites and 1 three bedroom suite.

Policy CC5 – Transport - The proposal would improve pedestrian safety by providing secure accommodation and increasing natural surveillance and due to its location contribute to improving air quality by being accessible by a variety of modes of transport.

Policy CC7 - Mixed Use Development - The building accommodates a mix of uses with employment opportunities and includes ground floor shop accommodation with active frontages.

Policy CC10 - A Place of Everyone - The building has a level entrance and passenger lift and is located in a sustainable location.

Policy T1 - Sustainable Transport - The proposal encourages modal shift away from car travel to more sustainable alternatives.

Policy T2 - Accessible Areas of Opportunity and Need - The use is easily accessible by a variety of sustainable transport modes.

Policy EN16 - Air Quality - The use is highly accessible by all forms of public transport and reduces reliance on cars, and therefore minimize traffic emissions.

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

Policy DM1 - Development Management - Outlines a range of general issues that all development should have regard to. Of these the following issues are or relevance to this proposal:

- Effects on amenity, including noise and traffic generation;
- Accessibility to buildings, neighbourhoods and sustainable transport modes; and
- Impact on safety, crime prevention, refuse storage and collection, vehicular access and car parking.

These are considered in detail in below in addition to the information in relation to the above policies.

Saved UDP Policies

Policy DC26 Development and Noise which details how the development control process will be used to reduce the impact of noise on people living and working in the City and states that this will include consideration of the impact that development proposals which are likely to be generators of noise will have on amenity. This includes requiring where necessary, high levels of noise insulation in new development as well as noise barriers where this is appropriate. The application is supported by a satisfactory acoustic strategy.

Relevant National Policy

The National Planning Policy Framework sets out what the Government's planning policies for England are 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). The proposed development complies with the following policies or parts thereof:

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

The proposed development is considered to be consistent with sections 1 and 4 of the NPPF for the reasons outlined below.

Section 1 - Building a strong and competitive economy - The proposal assists in building a strong economy through the employment of 7 full time employees and 20 part time employees. It also provides accommodation for people to visit and stay in the City Centre including on longer term lets.

Section 4 Promoting Sustainable Transport - The proposal is in a highly accessible location close to Piccadilly Train Station and Metrolink Interchange, New Islington Metrolink station and bus stops on Great Ancoats Street.

Other Relevant City Council Policy Documents

Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (April 2007) Part 1 of the SPD sets out the design principles and standards that the City Council expects new development to achieve, i.e. high quality developments that are safe, secure and accessible to all. For the reasons set out later in this report the proposals would be consistent with these principles and standards.

Manchester City Centre Strategic Plan (2015 -2019)

This plan presents a vision for the City Centre and sets out the strategic action required to work towards achieving this over the period from 2015 - 2018. The Plan considers the contribution to be made towards achieving the overall vision by each of the district components of the City Centre and 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 site lies within the Piccadilly area of the City Centre, where development will improve linkages and connections with the residential neighbourhoods of Ancoats and New Islington. In addition, the Northern Powerhouse Rail proposals, a key part of Transport for the North, will provide further transport capacity and connectivity, which will help drive economic growth in Manchester and other Northern cities.

The key priorities for the area over the next few years are:

- Agreement with the Government and partners of the final HS2 station design for Piccadilly, including integration of the Northern Hub scheme and other transport proposals, such as Northern Powerhouse Rail.
- Developing a growth strategy for Piccadilly Station and the wider SRF area, to include a detailed plan – on a phased basis – for the different elements of the SRF area.

Additionally, the SRF for the Mayfield area seeks to deliver:

- Up to 6,500 new office-based jobs plus further job creation in retail and leisure. 1,330 new homes. 350 hotel bedrooms.
- High-quality public realm, including a new six-acre city park.
- Accelerated transformational change at the eastern gateway area of the city centre.
- Spin-off regeneration benefits for surrounding communities, such as Ardwick and East Manchester.

The proposed development complement existing and proposed uses in the area and makes a contribution towards the objectives contained within the Strategic Plan, in particular by providing visitor accommodation.

The Piccadilly Strategic Regeneration Framework

The Piccadilly SRF is a high-level document that demonstrates the potential scale of development that could be achieved. It sets the framework within which redevelopment proposals can come forward. This site is within the East Village sub area and adjacent the Piccadilly North sub area.

The SRF envisages the area identified as the East Village developing into a mixed use area with a mix of housing types including apartments and town houses, smaller office floor plates, retail, cafes and bars to be contained in a series of public and private squares connected by bridges, lanes and portals, each with an individual identity.

It seeks to create intensity and diversity generated by the kind of urban fabric that makes areas such as Canal Street so vibrant and attractive. The permeability of the area offers greatly improved connectivity between New Islington and the City Centre.

Within the Piccadilly North area, the historic grain of the city is far more discernible than anywhere else within the Manchester Piccadilly SRF with High density urban blocks and narrow streets.

The multitude of heritage buildings in Piccadilly North gives the area a distinctive character, which should be celebrated and built upon.

New development within Piccadilly North will mainly focus on infilling existing spots and should reinforce the historic grain, acknowledging the scale of neighbouring city blocks and reinvigorating connections that existed in the past. The mix in this area should be governed by demand with suitability accessed on a plot by plot basis.

The use would be compatible with the other envisaged uses. It would suit the East Village particularly as it is a flexible use that can offer short and long term accommodation and would benefit from the environment proposed.

Other National Planning Legislation

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.

Principle of the Proposed Use

This application seeks to regularise the use of the building as an aparthotel (Use Class C1) which it has been operated as since June 2010. The building originally had permission for use as residential accommodation (Use Class C3).

The aparthotel broadens the choice of visitor accommodation in accordance with Policy CC4 (Visitors - Tourism, Culture and Leisure) of the Core Strategy. This policy highlights the need to ensure that the City Centre has the infrastructure necessary to accommodate its visitors.

The accommodation has all the characteristics of a permanent home and could be occupied for longer periods by visitors and residents which would be consistent with the objectives of Policy CC3 (Housing). The use would contribute to the economy by employing staff and providing accommodation for visitors.

The proximity of the site to Piccadilly Station supports this type of use. The Piccadilly Strategic Regeneration Framework recognises the importance of hotels within the area and highlights the need to ensure that the area has the necessary capacity to accommodate the volume of visitors, which HS2 and the upgrade at Piccadilly station will attract.

It should be noted that in reality the property has never physically contributed to the housing stock in the City Centre. The complementary ground floor uses would remain as previously approved, but have never been used.

Twenty seven existing staff would continue to be employed on site.

Given the above, the use is considered to comply with policies SO1, SO2, SP1, EC1, DM1, CC1, CC3, CC4 and CC7 of the Core Strategy for the City of Manchester and Section 1 of the National Planning Policy Framework.

Residential Amenity

This is a critical issue, as amongst other things, it examines the impact that the scheme would have on nearby and adjoining occupiers. It includes the consideration of issues such as impact on noise and disturbance and waste management.

The use is compatible with other uses in the vicinity and would be compatible with future residential accommodation. The conditions recommended by the Environmental Health service would be attached to any permission granted.

All associated plant is located on the roof and the acoustic information submitted in support of the application has also been confirmed as acceptable.

A Waste and Servicing Strategy has been prepared in accordance with GD04 'Waste Storage and Collection Guidance for New Developments'. The document sets out servicing procedures, including for waste collections, based on the anticipated demand for deliveries and typical waste generation. The proposals can adequately accommodate the waste and servicing demands generated through a management strategy. An internal reuse store would be provided that is capable of accommodating the required level of waste. The level of traffic generated by the waste and servicing requirements will not have a negative impact on the surrounding highway network.

The opening hours would be continue to be 24 hours. The opening hours of the commercial uses would be agreed by condition prior to occupation. The six ground floor units could be used as shops (Use Class A1), financial and professional services (Use Class A2) or offices (Use Class B1).

Given the above the proposals are considered to be in accordance with Policies SP1 EN19 and DM1 of the Adopted Core Strategy for the City of Manchester and saved policies DC26.1 and DC26.5 of the Unitary Development Plan for the City of Manchester.

Relationship to Transport Infrastructure

Piccadilly Train Station and Metrolink Interchange and New Islington Metrolink Station are nearby and there are bus services on Great Ancoats Street. There is good access for pedestrians and cyclists and 8 secure cycle parking spaces are on site. Guests could also store bikes in their rooms. All Metroshuttle Services stop at Piccadilly Train Station. It is considered therefore that the site is in an optimum location for sustainable transport links.

There is no on-site parking and the application is supported by an initial travel plan. A full travel plan would be required by condition. The applicant has advised that it would be made clear that car parking would not be available on site. They have also identified 340 nearby car parking spaces within surrounding car parks. Highway Services have confirmed that the proposals are acceptable. Given the measures put forward and the highly sustainable location of the development, it is considered that the proposal would not have a detrimental impact on transport infrastructure.

In view of the above, it is considered that the proposals are considered to be in accordance with Section 4 of the National Planning Policy Framework, policies SO1, SO5, SP1, DM1, CC4, CC5, CC10, T1, T2 and EN16 of the Core Strategy for the City of Manchester.

Full access and Inclusive Design

The aparthotel has level access into and throughout and there is a passenger lift that provides access to all floors. The reception is manned 24 hours a day and staff are trained to provide assistance whenever it is requested. The proposals would therefore be consistent with section 4 of the National Planning Policy Framework and Policies SO1, SO5, SP1, CC4, CC5, CC10, T1, T2 and DM1 of the Core Strategy for the City of Manchester and saved UDP policy DC14.2.

Crime and Disorder

Greater Manchester Police support the proposals provided that the recommendations made within the submitted Crime Impact Statement are fully implemented. The building is staffed 24 hours a day. In view of the above, the proposals are consistent with policies SP1 and DM1 of the Core Strategy.

Conclusion

It is considered that the proposed use would be an appropriate response to national and local planning policy. This report has demonstrated that this is an appropriate site for the use.

Given the above, it is considered that the proposal is in accordance with the City of Manchester's 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 policies of the Unitary Development Plan, the Head of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the approval of the application is proportionate to the wider

benefits of approval and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation APPROVE

Article 35 Declaration

In assessing the merits of an application officers will seek to work with the applicant in a positive and proactive manner to seeking solutions to problems arising in relation to dealing with the application. In this instance this has included ongoing advice about the information required to be submitted to support the application and the conditions needed to allow the recommendation of approval.

Conditions to be attached to the decision

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

The location plan referenced 7719 L(20)53 Rev A received by the City Council as local planning authority on 20 April 2018

The drawings referenced:

7719 L(20)01 Rev C
7719 L(20)02 Rev A
7719 L(20)03 Rev A
7719 L(20)04 Rev A
7719 L(20)05 Rev A
7719 L(20)06 Rev A
7719 L(20)07 Rev A
7719 L(20)08 Rev A
7719 L(20)09 Rev A
7719 L(20)10 Rev A
7719 L(20)11 Rev A
7719 L(20)12 Rev A
7719 L(20)13 Rev A
7719 L(20)22 Rev B

all received by the City Council as local planning authority on 20 April 2018

7719 L(20)21 Rev B

all received by the City Council as local planning authority on 23 April 2018

The Design and Access Statement prepared by Leach Rhodes Walker Architects
The Crime Impact Statement referenced URN:2018/0103/CIS/01 prepared by Greater Manchester Police
The letter from Fisher Acoustics referenced MPF/PR0595/L01A and dated 19 February 2018

The Operating and Waste Management Strategy prepared by Leach Rhodes Walker Architects

The Waste Management Proforma

The Initial Travel Plan prepared by TTHC Ltd.

The Planning Statement prepared by Indigo

The Hotel Access Management Strategy prepared by Leach Rhodes Walker Architects

all received by the City Council as local planning authority on 20 April 2018

The letter from Daniel Jackson date 22 June 2018

The email from Jamie Ellis of TTHC Ltd. dated 15 June 2018

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to policies SO1, SO2, SO5, SP1, EC1, CC1, CC3, CC4, CC5, CC7, CC10, T1, T2, EN16, EN19 and DM1 of the Core Strategy, saved policy DC26 of the Unitary Development Plan and Sections 1 and 4 of the National Planning Policy Framework.

2) All spaces and facilities for bicycle parking as shown on the drawing referenced 7719 L(20)21 Rev B and described in the Initial Travel Plan prepared by TTHC Ltd shall be provided within three months of the date of this decision. 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, CC10 and DM1 of the Core Strategy.

3) Notwithstanding the details shown in the approved documents and detailed in condition 2 of this permission, a revised floor plan showing all external doors to be inward opening along with full details of any new doors shall be submitted to and approved in writing by the City Council as local planning authority within five months of the date of this decision. The works shall then be carried out only in accordance with the approved details within a timescale to be agreed in writing by the City Council as local planning authority.

Reason - In the interests of visual amenity and highway safety and to ensure consistency in accordance with policies DM1 and SP1 of the Core Strategy.

4) The opening hours of the approved A1, A2 and B1 uses of the ground and basement floors shall be submitted to and approved in writing by the City Council as local planning authority prior to the commencement of these approved uses. The ground floor and basement premises shall not be open outside of the approved opening hours.

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

5) Within three months of the state of this decision a Framework Travel Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority. In this condition a Travel Plan means a document which includes:

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

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

Reason - To assist promoting the use of sustainable forms of travel, pursuant to policies SP1, CC10, T2 and DM1 of the Core Strategy and the Guide to Development in Manchester SPD (2007).

6) The use hereby approved shall comply with the recommendations contained within sections 3.3 and 4 of the submitted Crime Impact Statement dated 27/02/2018 and referenced URN:2018/0103/CIS/01. These measures shall be fully implemented within three months of the date of this decision and shall be maintained for the duration of the uses hereby approved.

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

7) The approved noise insulation scheme as described in the letter from Fisher Acoustics referenced MPF/PR0595/L01A and dated 19 February 2018 shall be fully maintained for the duration of the use hereby approved.

Reason - To secure a reduction in noise from Princess Street and any other possible noise sources; in order to protect future residents from noise nuisance, pursuant to policies SP1, H1 and DM1 of the Core Strategy.

8) No loading or unloading shall be carried out on the site outside the hours of:

07:30 to 20:00 Monday to Saturday

No loading or unloading is permitted on Sundays and Bank Holidays

Reason - In order to protect the amenity of local residents and in accordance with policies SP1 and DM1 of the Core Strategy.

9) The scheme for the storage (including segregated waste recycling) and disposal of refuse as detailed within the Operating and Waste Management Strategy prepared by Leach Rhodes Walker Architects and the completed Waste Management Proforma and as shown on the drawing referenced 7719 L(20)22 Rev B shall remain in situ whilst the use or development is in operation.

Reason - In order to ensure that adequate provision is made within the development for the storage and recycling of waste in accordance with policies DM1 and EN19 of the Core Strategy for the City of Manchester.

10) The access measures for disabled people to gain access into and throughout the premises as shown on the drawings referenced 7719 L(20)01 Rev C, 7719 L(20)02 Rev A, 7719 L(20)03 Rev A, 7719 L(20)04 Rev A, 7719 L(20)05 Rev A, 7719 L(20)06 Rev A, 7719 L(20)07 Rev A, 7719 L(20)08 Rev A, 7719 L(20)09 Rev A, 7719 L(20)10 Rev A, 7719 L(20)11 Rev A, 7719 L(20)12 Rev A and 7719 L(20)13 Rev A and described in the Hotel Access Management Strategy prepared by Leach Rhodes Walker Architects shall be maintained for the duration of the use hereby approved.

Reason - To ensure that satisfactory disabled access is provided by reference to the provisions of policies CC10, T2, SP1 and DM1 of the Adopted Core Strategy for the City of Manchester.

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: 119801/FU/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:



Greater Manchester Police
Housing Strategy Division
City Centre Regeneration
Highway Services
Environmental Health
Oliver West (Sustainable Travel)

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:

Relevant Contact Officer : Emily Booth
Telephone number : 0161 234 4193
Email : e.booth@manchester.gov.uk



 Application site boundary  Neighbour notification
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