

Application Number	Date of Appln	Committee Date	Ward
117897/FO/2017 & 117898/LO/2017	16th Oct 2017	8th Feb 2018	City Centre Ward

Proposal Demolition of c.1950-1960 rear extension to No.123 Liverpool Road with the creation of a new 5-storey extension and external alterations as part of proposals to refurbish and re-use No. 123 - No.125 Liverpool Road as a hotel (Use Class C1) with associated bar and restaurant (Classes A3 and A4), servicing and ancillary works.

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LISTED BUILDING CONSENT Demolition of c.1950-1960, non-original, rear extension to No. 123 Liverpool Road; creation of a new 5-storey extension and internal and external alterations to No. 123 and No. 125 Liverpool Road including removal of a stair case; creation of an internal connection between the buildings; replacement windows and doors; introduction of a roof light, the creation of a new access to No. 125 Liverpool Road from Woollam Place, each as part of proposals to refurbish and re-use No. 123 - No. 125 Liverpool Road as a hotel (Use Class C1) with associated bar and restaurant (Classes A3 and A4), servicing and ancillary works.

Location 123-125 Liverpool Road, Manchester, M3 4JN

Applicant , Zoe Manchester Limited, C/o Agent,

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

Description

This application relates to a pair of Grade II listed buildings and associated land located at 123-125 Liverpool Road in Castlefield. The site is 0.7 ha and bound by Liverpool Road, Woollam Place, Old Medlock Street and residential buildings to the south on Woollam Place and Potato Wharf. It comprises of No. 123 Liverpool Road, an extension to its rear which is listed by association due to its attachment to the listed building at the front of the site and The Commercial Hotel at No. 125 Liverpool Road.

There are listed buildings nearby, including two Grade I listed buildings that are part of the Museum of Science and Industry site directly opposite which include the original Liverpool Road Station and the Old Warehouse to its north, the Grade II listed railway viaduct to the west of the Museum of Science and Industry, the Grade II listed Power Hall of the Museum of Science and Industry and the Grade II listed Manchester South Junction and Altrincham Railway Viaduct to the south of the site. The site is within the Castlefield Conservation Area.

The surrounding area contains a mix of uses including the Museum of Science and Industry, residential buildings, the YMCA Youth Hostel, the Castlefield Hotel, the Y Club gym and mixed use buildings containing residential apartments and commercial units.

No. 123 Liverpool Road has been vacant for a number of years having originally been a pair of town houses and last used as offices. Significant internal alterations have been made and it is now largely open plan. The ground floor part of its rear extension is understood to be from the mid-20th century and was originally used as factory workshops. A first floor extension was added in the 1970s to provide additional offices and toilet accommodation.

No. 125. Liverpool Road is vacant and was last used as The Commercial Hotel with an associated ground floor bar. The ground floor has been altered significantly internally and walls were removed to create additional seating areas and a modern bar area. There is a metal fire escape to the third floor along Woollam Place and an external area used for the informal storage of bins and car parking.

Planning permission and Listed Building Consent were granted in December 2011 (ref 094194/FO/2010/C1 and 094195/LO/2010/C1) to change the use of, alter and refurbish the buildings and to erect a 5 storey extension following demolition of the rear extension, to create a 39-bed boutique hotel (Use Class C1), ground floor restaurant (Use Class A3) and ancillary bar (Use Class A4). The permissions were not implemented and have since expired.

The Proposal

Planning permission and Listed Building Consent are sought to demolish the rear extension to No.123 Liverpool Road and to erect a 5-storey extension and refurbish No. 123 - No.125 Liverpool Road to create a hotel (Use Class C1) with associated bar and restaurant (Classes A3 and A4), servicing and ancillary works.

The hotel operator is independent and operates a number of stand-alone boutique/themed hotels around the UK. This would be their first hotel in Manchester and would provide 39 rooms with 10% fully accessible. 15 rooms would be bespoke and individually furnished within the retained buildings and would follow the existing room layouts as far as is practicable. A public bar and restaurant would be provided on the ground floor. The proposal has taken a conservation-led approach to the regeneration and refurbishment of both listed buildings and does not deviate far from the previously approved scheme. Further investigation has been done into the retention of existing elements and the design has been updated.

The basement would be excavated to create sufficient floor to ceiling height and allow it to be used for back of house, storage, plant areas and toilets. There would be a bar and restaurant, kitchen, hotel reception, cycle storage and the refuse stores at ground floor levels. Where punctuations are required between No. 123 and No. 125 Liverpool Road, downstand beams would remain to preserve the cornices and indicate the location of the existing dividing wall.

Hotel bedrooms would occupy floors 1 and 2 of the listed buildings to the front of the site and floors 1-4 of the rear extension. The bedrooms in the listed buildings would utilise the historic layout, preserving existing features such as stairs, windows and fireplaces. Full height glazing would be utilised on the south elevation of the extension to maximise day lighting and solar gain.

Many original internal features would be retained. Chimney stacks would be expressed within spaces and used for servicing routes, cornices and downstand beams would be retained to indicate the original location of walls, original staircases and doors are retained where possible, and timber panelling under windows would be made good. A lift and staircase would be provided in the extension to minimise the impact on the listed building and allow full access to all areas. The extension would have a central atrium space from ground to fourth floor with its ground floor used as part of the restaurant.

The entrance to No. 123 Liverpool Road would be replaced with a window, with the arched feature retained so it is clearly read as an original door location. The original door location to the former No. 121 Liverpool Road, which is at present a window, would be extended to pavement level so that it would be read as an original door location. The entrance door and lobby area to the existing pub at No. 125 Liverpool Road would be retained and the windows restored to increase natural light into the internal space. The hotel entrance would be located on the Woollam Place elevation of No. 125, as would the entrance into the bin store. Significant windows on existing façades which would abut the extension would be expressed internally. The non-original white paint on the external façades of the listed buildings would be removed, restoring the frontage to its original appearance.

The existing two storey rear extension would be demolished to allow a five storey extension to be constructed. It would predominantly consist of pale brick, glazing and metal cladding. The materials would highlight the distinction between the fabric of the listed building and the new extension addition and would be in-keeping with the character of the street and its setting within the Castlefield Conservation Area. New metal cladding at the top of the rear extension would relate to the industrial heritage of the area. Clear glazing has also been proposed where possible to reduce the impact of the extension along Liverpool Road, and create a lightweight addition to the upper floor. Since the previous 2011 approval, the elevations have been developed with a reduced amount of glazing to the upper floor to avoid overheating.

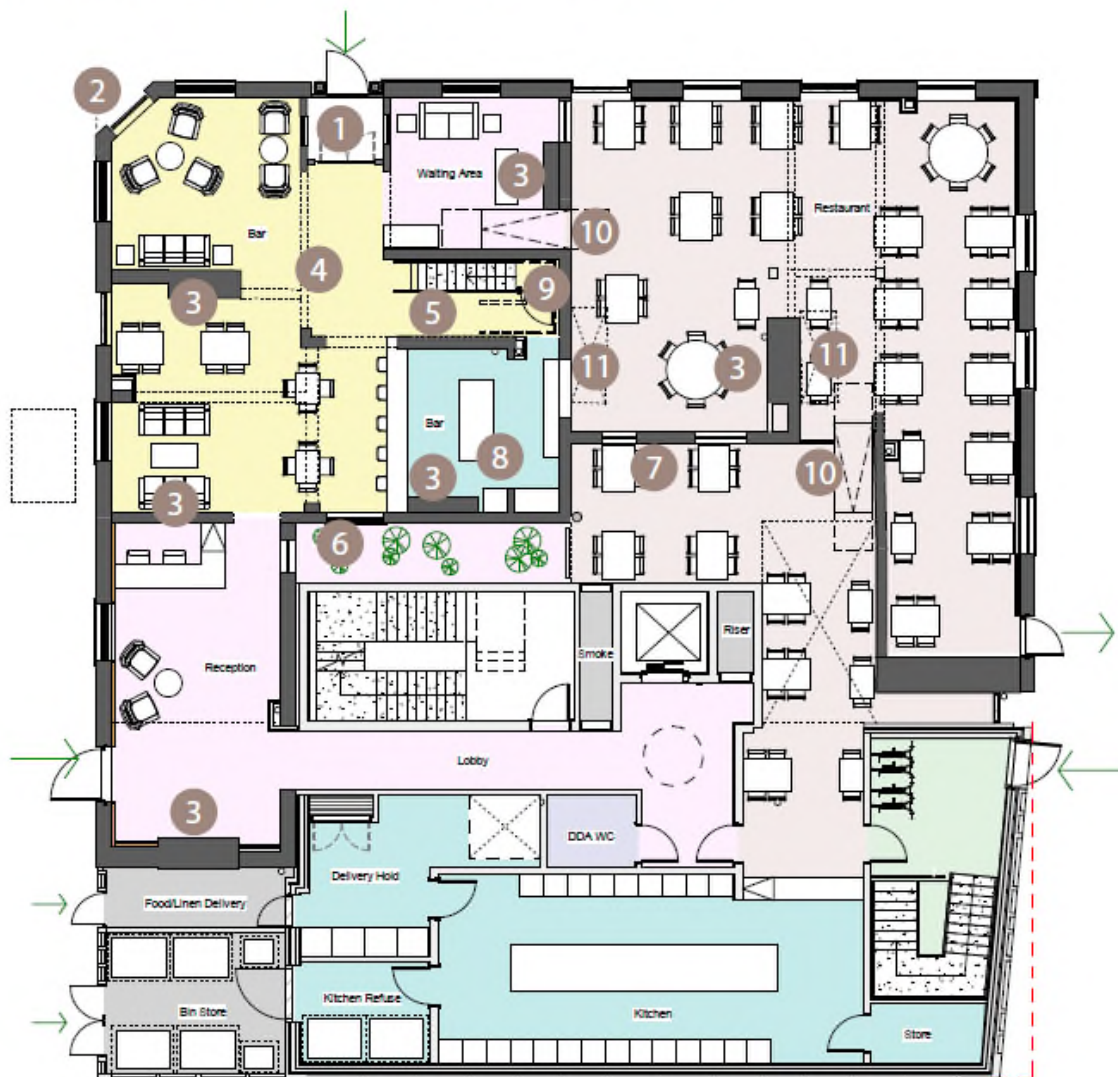
Original windows that remain in the listed buildings would have a secondary layer of glazing inserted behind them to meet thermal and acoustic requirements. This would require the provision of mechanical ventilation with the necessary plant being located on the roof and screened from view. The bedrooms in the extension would have fixed glazing and mechanical ventilation to reduce noise impact both to and from surrounding neighbours.

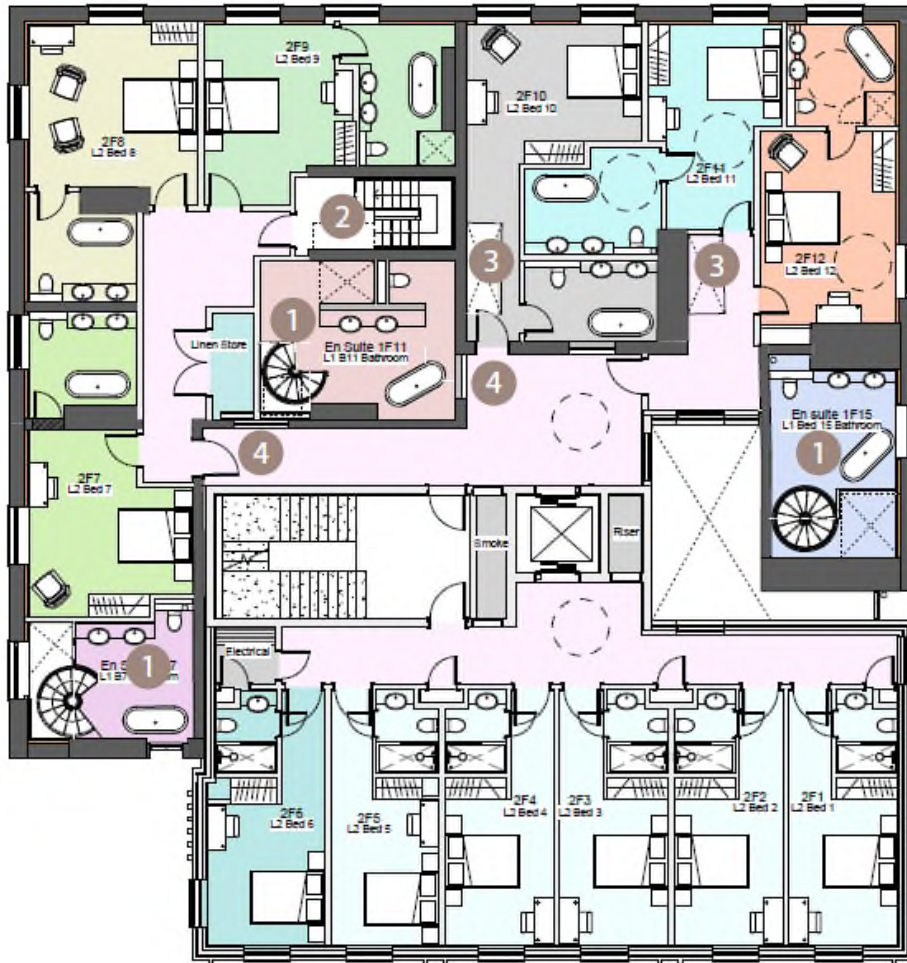
The entrances into the hotel and bar from Woollam Place would be level, with internal ramps up to the restaurant, which would be approximately 150mm higher than the bar area. The main entrance to the restaurant and bar would be on Liverpool Road but a secondary exit would lead onto Old Medlock Street, with a change of level of approximately 400mm.

No car parking is proposed within the development, however 4 no. cycle racks would be provided internally at ground level.

Waste collection and deliveries would take place from Woollam Place in line with the former hotel arrangements. Waste and recycling would be collected by a commercial contractor. At ground level there would be 6 no. 1100l bins (2 for general waste, 2 for food waste and 2 for mixed recycling) and 2 no. 240l bins (for pulpable recycling) and at basement level there would be room for a further 8 no. 240l bins (5 for mixed recycling and 3 for general waste).

PROPOSED GROUND FLOOR PLAN





PROPOSED SECOND FLOOR PLAN

PROPOSED NORTH ELEVATION





CONSULTATIONS

The applications have been advertised in the Manchester Evening News as: affecting listed buildings; listed building consent; affecting a conservation area; demolition of a listed building; and in the public interest. Site notices have been displayed and the occupiers of nearby properties have been notified. 5 representations have been received where concerns are raised about the following issues:

- Views of the development from nearby buildings
- Impact on natural light to nearby properties, including those in Woollam Place and Potato Wharf
- The height of the extension
- Overshadowing from the extension onto the listed buildings and the Museum of Science and Industry/Liverpool Road Station
- The grey colour of the extension which is out of character with the red brick nature of Castlefield
- The hours of operation for the restaurant and bar due to the close proximity to residential properties
- The hotel entrance being located on Woollam Place, as well as the waste collection and deliveries taking place on Woollam Place. There will be noise and disturbance from people coming back to the hotel late at night and this road is unsuitable as a drop-off and servicing location due to close proximity to local residents and the fact there is no turning space for vehicles of any size.
- Reassurance/conditions needed regarding the hours allowed for deliveries and collections, the mechanical plant proposed, the bar and restaurant not being any sort of entertainment venue, the sound insulation performance of any doors and windows and the design of the plant acoustic screen at roof level
- Questions over whether the extension is needed for viability reasons
- The lack of car parking associated with the development and how this will be addressed
- The amount of waste that will be generated by the development and the frequency of collections that will be needed
- The hotel overlooking the bathrooms of adjoining properties but it is acknowledged that these bathrooms have obscure glass
- Rubbish being dropped from hotel windows
- The bar will be the last drinking establishment before leaving the area so will create a problem with noisy revellers
- Pest control is needed to stop vermin moving from the disused property to adjoining flats
- 24 hour site security should be provided during construction works to deter vagrants and opportunistic thieves
- The name of 'The Commercial Hotel' should remain in place as the site has been known as that for 180 years.

Conservation Panel - The Panel observed that the listed buildings were in a poor state and welcomed their restoration.

The Panel felt that the proposals were of an appropriate scale and more architecturally controlled than the previous proposals.

The Panel felt that the brick was a good choice of material and suggest that the colour should be tonally the same as the existing red brickwork found on the listed buildings. Out of the options, the Panel preferred the red brick solution and felt that a light brick could look rather jaded after a short time.

The Panel noted that there is a difference in elevational treatment between the two new gables and would like to see consistency in the design rather than what appears to be a more arbitrary solution. They felt that the vertical stripes was not as successful as the other elevation.

The Panel would like to see a considered approach to the front door other than a glazed door with white frame. They felt that there is a better solution which should be explored. The Panel would like to see any original doors retained.

The Panel suggested that there should be a proper lobby solution to the main entrance, as it is currently shown opening out onto the pavement which is unacceptable.

The Panel would like to see original windows repaired and the colour of the windows researched. They observed that an off white would be more appropriate than a bright gloss white.

The Panel would like to see the Commercial Hotel name retained as this has some significance.

The Panel asked if the external drainage could be looked at in order to remove rainwater goods from the outside elevations and thus remove the clutter.

Highway Services – The site is highly accessible by public transport so the lack of parking is acceptable. The amount of cycle parking proposed is acceptable. Any doors currently shown opening out over the highway need to open inwards. A servicing strategy, traffic management plan and full construction management plan should be submitted. The Woollam Place street sign should be reinstated after the proposed works are complete.

Environmental Health - Requested that conditions relating to delivery and servicing hours, fume extraction, operating hours for the commercial uses, acoustic insulation of the premises and external plant, waste, air quality and contaminated land should be attached to any approval granted. The submitted waste management strategy is acceptable.

Environment & Operations (Refuse & Sustainability) - No representations received

Travel Change Team - No representations received

Ward Councillors - No representations received

Greater Manchester Police - The proposed development should be designed and constructed in accordance with the recommendations contained within the Crime Impact Statement. A planning condition should be added to reflect the works required.

Historic England (North West) - Do not wish to offer any comments

Environment Agency - No objection in principle

Transport For Greater Manchester - No representations received

Greater Manchester Archaeological Advisory Service - The development would impact on the remains of the cellars which should archaeologically recorded. An archaeologist should monitor the removal of the slab covering the cellars and removal of rubble, then clean and record the exposed remains. There is a chance of Roman period remains being revealed where the ground has not been previously disturbed, so the archaeological mitigation would need to take account of this potential and make provision for excavation and recording. It is noted that the scheme proposes to reduce floor levels in the basement of the buildings fronting onto Liverpool Road in order to increase head room. These should be the subject of an archaeological watching brief.

As far as recording the historic fabric of the building is concerned, GMAAS are happy that the Heritage Statement provides a good account of the architectural, historic and archaeological interest. However, historic fabric will be newly revealed during stripping out works and GMAAS feel that an archaeological watching brief should be undertaken during this process to record new features and historic fabric that comes to light.

GMAAS recommend a condition regarding these works and they would monitor the implementation of the archaeological works on behalf of Manchester Planning Authority.

United Utilities Water PLC - No representations received

Greater Manchester Ecology Unit - No objections on nature conservation grounds

Greater Manchester Pedestrians Society - No representations received

United Utilities Water PLC - No representations received

Castlefield Forum - No representations received

Network Rail - The proposal will not impact the railway infrastructure.

City Centre Regeneration - No representations received

Ward Councillors - No representations received

Twentieth Century Society - No representations received

Ancient Monuments Society - No representations received

Council For British Archaeology - No representations received

Georgian Group - No representations received

Society For The Protection Of Ancient Buildings - No representations received

Victorian Society - No representations received

ISSUES

Relevant National Policy

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

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

The proposed development is considered to be consistent with sections 1, 2, 4, 7, 8, 10, 11 and 12 of the NPPF for the reasons outlined below.

Section 1 - Building a strong and competitive economy - The hotel would be a high quality development in an area in need of further regeneration. It would create jobs during construction and in operation and would complement the range of uses within the area.

Section 2 - Ensuring the Vitality of Town Centres - The site has a negative impact on the area and the proposal would support Greater Manchester's growth objective of meeting the demands of a growing economy and population. It would be in a location that is well connected and would therefore help to promote sustained economic growth.

Section 4 - Promoting Sustainable Transport - The location is accessible from several public transport routes including train, Metrolink and Metroshuttle services and bus routes. The development would be sustainable and contribute to wider sustainability and health objectives giving people a choice about how they travel.

Section 7 - Requiring Good Design - The listed buildings would be sensitively restored and refurbished and the extension would be of an acceptable height and design. It would help to raise the standard of design in the area. The extension would be of a contemporary high quality design that would complement the heritage assets.

Section 8 - Promoting healthy communities - The development would facilitate social interaction, help to integrate the site into the locality and increase levels of natural surveillance.

Section 10 - Meeting the challenge of climate change, flooding and coastal change - The site is in a highly sustainable location and an Environmental Standards Statement has demonstrated that the development would accord with a wide range of principles intended to promote the responsible development of energy efficient buildings and would meet a 'Very good' BREEAM rating.

The site does not fall within an area at risk of flooding as it is in Flood Zone 1.

Section 11 - Conserving and enhancing the natural environment - The documents submitted with this application have considered issues such as ground conditions, noise and the impact on ecology and demonstrate that the proposal would have no significant adverse impacts in respect of the natural environment.

Section 12 - Conserving and Enhancing the Historic Environment - The proposals would not have an adverse impact on the character or appearance of the Castlefield Conservation Area, the Grade II listed buildings on the site and setting of nearby listed buildings and this is discussed in greater detail below.

Core Strategy

The proposals are considered to be consistent with Core Strategy Policies SP1, CC1, CC4, CC5, CC6, CC7, CC8, CC9, CC10, T1, T2, EN1, EN3, EN4, EN6, EN8, EN14, EN16, EN17, EN18, EN19 and DM1.

The Core Strategy Development Plan Document 2012-2027 ("the Core Strategy") was adopted by the City Council on 11 July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy 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 that form the basis of the policies contained therein, as follows:

SO1. Spatial Principles - The development would be in a highly accessible location and reduce the need to travel by private car and therefore support the sustainable development of the City and help to halt climate change.

SO2. Economy - The scheme would provide new jobs during construction along with permanent employment and facilities in a highly accessible location. The development would provide hotel accommodation near to employment opportunities and therefore help to support the City's economic performance, reduce economic, environmental and social disparities, and help to create inclusive sustainable communities.

S05. Transport - The development would be highly accessible reducing the need to travel by private car and making the most effective use of public transport facilities. This would help to improve physical connectivity through the use of sustainable

transport networks and help to enhance the functioning and competitiveness of the city and provide access to jobs, education, services, retail, leisure and recreation.

S06. Environment - The development would provide a high quality environment protecting and enhancing the natural and built environment and ensuring the sustainable use of natural resources.

Policy SP 1 Spatial Principles - The development would be highly sustainable providing a hotel close to sustainable transport provision. This would maximise the potential of the City's transport infrastructure and contribute to the creation of a neighbourhood where people choose to be. It would enhance the built and natural environment, create a well-designed place that would enhance and create character, re-use existing buildings and reduce the need to travel.

Policy CC1 Primary Economic Development Focus: City Centre and Fringe - The City Centre is a strategic economic location and focus of employment growth where a variety of high quality accommodation types, sizes and foot-plates are encouraged to boost investment by local, national and international businesses. The provision of a range of economic development uses such as retail, leisure, entertainment, cultural and tourism facilities within the City Centre is supported to promote the development of a vibrant employment location attractive to businesses, employees and visitors to the City Centre. The proposal would bring vacant buildings back into use as a hotel-led mixed-use development within a mixed-use area.

Policy CC4 Visitors - Tourism, Culture and Leisure - The City Centre is the focus for culture and leisure in the City Region and the proposal would provide hotel accommodation to support tourism and leisure.

Policy CC5 Transport - The proposal would be accessible by a variety of modes of transport and would help to improve air quality.

Policy CC6 City Centre High Density Development - The proposals would be a high density development and involve an efficient use of land.

Policy CC7 Mixed Use Development - The proposal would add to the mix of uses in an area that has an established public function helping to maintain the vibrancy of the City Centre.

Policy CC8 Change and Renewal - The proposal would make a significant contribution to the City Centre's role in terms of employment and improve the accessibility and legibility of the Centre.

Policy CC9 Design and Heritage - The proposal would bring heritage assets back into use.

Policy CC10 A Place for Everyone - The hotel and restaurant/bar would appeal to a wide range of visitors and members of the public. The development would be accessible throughout.

Policy C10 Leisure and the Evening Economy - The proposal would not have a detrimental impact on residential amenity and would maintain an acceptable balance of uses within the area.

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

Policy T2 Accessible Areas of Opportunity and Need - The proposal 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 a development which would enhance the character of the area and the overall image of Manchester. The positive aspects of the design are discussed in more detail below.

Policy EN3 Heritage - The proposal would bring important listed buildings back into use with new additions that would complement the heritage assets. It is considered that the quality and design of the extension would enhance the character and appearance of the conservation area. This is discussed in more detail below.

Policy EN4 Reducing CO2 Emissions by Enabling Low and Zero Carbon Development - The proposal would follow the principle of the Energy Hierarchy to reduce CO2 emissions.

Policy EN6 Target Framework for CO2 reductions from low or zero carbon energy supplies - The development would comply with the CO2 emission reduction targets set out in this policy.

Policy EN8 Adaptation to Climate Change - An energy statement sets out how the scheme could adapt in relation to climate change.

Policy EN14 Flood Risk - The site does not fall within an area at risk of flooding as it is in Flood Zone 1.

Policy EN16 Air Quality - The proposal would be highly accessible by all forms of public transport and reduce reliance on cars and therefore emissions from traffic generated by the development would be minimised.

Policy EN17 Water Quality - The development would not have an adverse impact on water quality.

Policy EN18 - Contaminated Land and Ground Stability - A desk study which identifies possible risks arising from ground contamination has been submitted with the application.

Policy EN19 Waste - The development would be consistent with the principles of the waste hierarchy and is accompanied by an acceptable Waste Management Strategy.

Policy DM1 - Development Management - This policy sets out the requirements for developments 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 Unitary Development Plan Policies

E3.3 Enhancing the City's Environment - Seeks to upgrade the appearance of the City's major radial routes and orbital roads, including derelict buildings. This proposal would bring vacant listed buildings back into use and would thereby upgrade the appearance of an important City Centre traffic route.

DC18.1 Conservation Areas - It is considered that the proposal would enhance the character and appearance of the Castlefield Conservation Area. 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 primary Grade II listed buildings on the site or the setting of other nearby listed buildings. This is discussed in more detail later in the report.

Policy DC20 Archaeology - The site has an archaeological interest and a scheme of investigation is proposed.

DC26.6 Development and Noise - The Building would be adequately insulated to protect the amenity of occupiers of the development and other nearby building occupiers. 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.

Strategic Plan for Manchester City Centre 2015-2018

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

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 mixed-use development of the application site will clearly support and align with the overarching programmes being promoted by the City Region via the GM Strategy. Delivering a new hotel in a well-connected location would assist in the promotion of sustained economic growth.

Central Manchester Strategic Regeneration Framework

This Strategic Regeneration Framework sets a spatial framework for Central Manchester within which investment can be planned and guided in order to make the greatest possible contribution to the City's social, economic and other objectives. The plan lists key objectives for Central Manchester, including promoting a dynamic economy that supports the long term prosperity of the many communities, opportunities for all, new and improved housing, a renewed physical environment and flourishing communities that are safe and well managed. It is considered that the application proposals would contribute significantly to achieving several of the key objectives that are set out in the Framework, including creating a renewed urban environment and making Central Manchester an attractive place for employer investment.

St John's Strategic Regeneration Framework (SRF)

The site is opposite the area covered by the St John's Strategic Regeneration Framework that was adopted by the City Council following a report dated 13 February 2015 to the Executive, which recommended that the Planning and Highways Committee take the Framework into account as a material consideration when considering planning applications in the St John's Area. The SRF was prepared to support the emerging illustrative Masterplan for the former ITV Quay Street site and to guide the creation of a new residential-led, mixed-use neighbourhood, to be known as 'St. Johns', over the next 10 years. New

development will be focused on the former ITV Quay Street estate; however, it is envisaged that the St. Johns neighbourhood will encompass the already-established areas in the immediate vicinity of the site, creating a cohesive City Centre destination. These include the existing St. John's residential buildings, the Museum of Science and Industry, St. John's Gardens, the Marriott Hotel and a limited amount of workspace buildings. The framework area covers approximately 13 hectares and runs from Quay Street in the north to Liverpool Road in the south and is bounded east and west by Deansgate and Water Street respectively.

The vision for the area is based on a two-tier development concept. Firstly, 'The Village' would be a low-rise, intimate, mixed-use village of 5-7 storey building forms, which reinstates the historic tight-street grain of the area. Secondly, 'The Sky' would be a series of elegant residential towers that 'float' over the 'The Village' and provide views across the City Centre. Taller buildings would be located to the west of the site, towards the River Irwell.

Manchester Corridor (2017)

The Corridor Manchester relates to the area where the Oxford Road runs from the Hospitals to the Universities and into the City Centre. This is to the east of Liverpool Road and therefore the proposed development will benefit from its proximity to this regeneration area.

Castlefield Conservation Area Declaration

Designated in October 1979, the conservation area's boundary follows the River Irwell, New Quay Street, Quay Street, Lower Byrom Street, Culvercliff Walk, Camp Street, Deansgate, Bridgewater Viaduct, Chester Road, Arundel Street, Ellesmere Street, Egerton Street, Dawson Street and Regent Road. The area was extended in June 1985 by the addition of land bounded by Ellesmere Street, Hulme Hall Road and the River Irwell.

The Castlefield area has evolved over many years and the elevated railway viaducts, canals and rivers create a multi-level environment. It has a mixture of buildings from small scale houses to large warehouses and modern buildings. There are a variety of building materials, which tend to be urban and industrial in character.

Further development can take place that respects the character of the area, and there is room for more commercial property. Ideally, new development should incorporate a mix of uses. The height and scale, the colour, form, massing and materials of new buildings should relate to the existing high-quality structures and complement them. This approach leaves scope for innovation, provided that new proposals enhance the area. The diversity of form and style found in existing structures in Castlefield offers flexibility to designers. Where buildings are arranged along a street, new structures should follow the street frontage.

Legislative requirements

Section 66 of the Listed Building Act 1990 provides that, in considering whether to grant planning permission for development that affects a listed building or its setting,

the local planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

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.

Principle of the Proposed Use and the Scheme's Contribution to Regeneration

Regeneration is an important planning consideration. The City Centre is the primary economic driver in the City Region and is crucial to its longer term economic success. There is an important link between economic growth, regeneration and housing and the provision of new residential development is an essential component of the next phase of economic growth. The proposal would redevelop a site on a main traffic route in the City Centre, would improve the perception and image of the area and the City in general and could act as a catalyst for further regeneration. The proposal would complement the existing hotel offer and help to enhance connections to the city centre.

The proposal would deliver highly significant regeneration benefits. It would create a new mixed-use hotel development through a conservation-led approach to redeveloping important heritage assets. The restoration and re-use of the site would act as a catalyst to, and complement, the regeneration of the surrounding area, including the Castlefield area in general and more specifically the St. John's SRF area.

Over the past fifteen years the City Council has had a considerable amount of success in terms of regenerating Manchester. The proposal would have a direct benefit for the local Castlefield tourist economy and would bring back into use a building that has been empty for a considerable number of years (specifically No. 123 Liverpool Road). No. 123 was last used as office accommodation and the proposal offers a sustainable economic future for the building, as well as for No. 125 which is also now vacant, and makes an economic contribution to the further growth of the City. The site is ideally located in the City Centre and research into hotel market analysis in the area has revealed a buoyant leisure and tourism market in Manchester which requires support from a range of hotel developments within the City Centre to serve visitors. The proposal is therefore welcomed in this regard.

There would be employment opportunities associated with the development, both during the construction period and once the scheme is operational.

Liverpool Road already includes a range of leisure and hospitality uses that the proposed hotel would complement including the Museum of Science and Industry which is one of Manchester's top visitor attractions. Located within the Castlefield Area of the City Centre the site has access to one of Manchester's most historic residential areas with a range of facilities including restaurants, bars and leisure uses. The site has the added advantage of being within close proximity to Castlefield Bowl, the former Roman Fort and the Bridgewater Canal. Also within walking distance is Spinningfields, a commercial and leisure hub, and Deansgate which includes an array of food, drink, retail and leisure uses connecting to the wider City Centre.

In view of the above, the development would be consistent with the objectives of the City Centre Strategic Plan and the Greater Manchester Strategy, and would complement and build upon Manchester City Council's current and planned regeneration initiatives. The proposals contained within these applications are important components of the wider regeneration of the City Centre. The re-use and refurbishment of the buildings as proposed in these applications would contribute positively to regeneration in this area. As such, it would be consistent with sections 1 and 2 of the National Planning Policy Framework, and Core Strategy policies SP1, EC1, CC1, CC4, CC7, CC8, CC10, EN1 and DM1.

Heritage Impact

Sections 66 and 72 of the Listed Building Act 1990 provide that, in considering whether to grant planning permission for development that affects a listed building or its setting, the local planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses, and in determining 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. Section 12 of the NPPF establishes the criteria by which planning applications involving heritage assets should be assessed and determined. Paragraph 128 identifies that Local Planning Authorities should require applications to describe the significance of any heritage assets in a level of detail that is proportionate to the asset's importance, sufficient to understand the potential impact of the proposals on their significance. Where a development proposal would lead to less than substantial harm to the significance of a heritage asset, this harm should be weighed against the public benefits of the proposals, including securing its optimum viable use. The NPPF also states that any development proposal which fails to give due weight to the conservation of heritage assets are deemed not to be sustainable development and should not be supported. It also states that the redevelopment of a site adjacent to heritage assets could affect the setting of them, and that effect could be neutral, beneficial or harmful. Developments should ensure that the balance of the impact on the heritage assets is demonstrably beneficial, minimising any negative impact on their significance.

The rear extension to be demolished is non original but is listed by attachment. It dates from the 1950s-1970s and the Heritage Assessment notes that it is detrimental to the setting of the listed buildings and has no heritage significance. Its demolition and replacement with a high quality, contemporary extension would have a beneficial impact on the area and would not adversely affect the listed building as the current extension does.

A Heritage Impact Assessment describes the majority of the impacts of the proposal as negligible or minor beneficial. However it does identify an instance of a minor adverse impact relating to a new door opening on Woollam Place that would replace a 20th Century window. Stone nibs would be retained to allow the historic opening to be read. The excavation of the basement is considered to be minor-moderate adverse and it is recommended that any historic floor finishes that remain are recorded prior to removal. The Heritage Impact Statement recognises that the buildings are currently vacant and require a viable use and conservation repair work. The buildings have a negative impact on the area and their re-use and repair would allow the special interest of the buildings to be understood and appreciated. The setting of the listed buildings would be enhanced through the proposed works and being in active use. The level of harm caused to the listed buildings by the proposed interventions would be less than substantial and would be outweighed by the public benefits that would be delivered.

The submitted Heritage Impact Assessment considers the impact of the proposal on the setting of the group value of listed buildings surrounding the site and the Conservation Area. It concludes that the extension would be read as a contemporary extension that is subservient to the listed buildings and the proposal would have a negligible impact on the setting of the Grade I listed Liverpool Road Railway Station building. Overall, the proposal would have a beneficial impact overall and instances of harm would be 'less than substantial', as defined in the NPPF, and outweighed by the heritage benefits of the scheme

The site lies within the Castlefield Conservation Area and the City Council has a statutory duty to ensure that new development would preserve or enhance its character or appearance. The character of this part of the Castlefield Conservation Area is largely defined by industry and railway infrastructure but in recent years has become a focal point for tourism-led development and new housing generally of late 20th century.

The proposal would deliver a number of public benefits, including removing risks to a pair of heritage assets, securing the optimum viable use of the heritage assets in support of their long term conservation, and the contribution of the scheme towards wider regeneration initiatives. The level of interventions proposed at the site in order to bring the buildings back into use have been sensitively designed and are the minimum necessary to ensure the buildings can be successfully used as/converted to a hotel. The new use would secure the long-term future of the buildings and would allow for their repair and rehabilitation, whilst also providing public access. Notwithstanding the considerable weight that must be given to preserving the listed building and its setting and to preserving or enhancing the setting of the Castlefield Conservation area by virtue of Sections 66 and 72 of the Listed Building Act 1990, it

is considered that any harm caused would be outweighed by the benefits of the proposal.

Urban Design and Visual Impact

The proposal would refurbish the buildings and retain and restore original architectural features. The alterations to the elevations would include the creation of three entrance doors within existing window openings. These works would not adversely affect the character and appearance of the listed buildings or visual amenity within the area.

A two storey mid 20th century flat roofed extension that is dated, detracts from the character of the conservation area and has a detrimental impact on the setting of both listed buildings would be removed. It has low significance and would be replaced by a contemporary extension that would provide a strong contrast to the ornate and solid architecture of the listed buildings. It would have a modern appearance and its scale, massing and choice of materials would reflect the original building.

The proposed materials used in the extension have been subject to design evolution. It would be constructed in a pale brick to highlight the distinction between the listed fabric and the extension and reflect the character of the street and its setting within the Castlefield Conservation Area. New metal cladding is proposed to the top of the extension to respond to the industrial heritage of the area whilst expressing the quality of the development. Clear glazing has been proposed where possible to reduce the impact of the extension along Liverpool Road, and create a lightweight addition to the upper floor.

The proposal would improve the Liverpool Road frontage and surrounding area and add positively to the mix of traditional and modern design in the area.

Amenity and Effect on the Local Environment

a) Noise and Vibration

The most significant generators of noise in the surrounding area are traffic from Liverpool Road and the nearby train and Metrolink lines. Acoustic insulation would be required to mitigate against harm as a consequence of these noise sources. Consideration also needs to be given to the ventilation and glazing specifications in order to achieve the required noise levels within the hotel bedrooms. Subject to compliance with appropriate conditions, the development could be suitably insulated to prevent any significant break out of noise. This would also prevent unacceptable noise transference between the different uses within the building and prevent occupiers being disturbed from external noise sources. The bar/restaurant area could generate noise, so conditions are recommended, including for opening hours, to ensure that there would be no disamenity to hotel residents and other near building occupiers through noise generated by the development. Any disturbance caused to nearby building occupiers during the site construction phase, would be localised and temporary in nature.

Deliveries and servicing, including waste collections would take place between the hours of 07.30 to 20.00 Monday to Saturday and 10.00 to 18.00 on Sundays/Bank Holidays in order to protect residential amenity.

b) Sunlight, Daylight, Overshadowing and Overlooking

The City Centre can accommodate a higher density of development and impacts should take locational circumstances into account. Some buildings surrounding the site benefit from levels of daylight/sunlight that is unusual in a city centre location. The proposed 5 storey rear extension would be higher than the existing listed buildings on the site and the extension to be demolished. The extension would be directly to the south of the listed buildings and directly north of the nearest residential building on Woollam Place. It is understood that the gable windows on the Woollam Place block to the south of the site relate to bathrooms and possibly secondary windows to kitchens and living rooms. As the bathrooms are not habitable rooms and the other rooms have primary windows on other elevations of the building, there would not be an undue impact on neighbouring buildings in terms of loss of daylight. There would be no impact in terms of sunlight as the extension would be to the north of the dwellings and the windows serve bathrooms and possibly secondary windows only to habitable rooms. It is not considered that the extension would cause any undue overshadowing on other neighbouring buildings including the Museum of Science and Industry on the opposite of Liverpool Road.

There would be a distance of approximately 6m between the hotel bedrooms in the proposed extension and the existing residential building on Woollam Place. However, the site is located within the City Centre where buildings are often located much closer together than in other areas such as suburban districts. The neighbouring gable end of the residential building at Woollam Place would be overlooked indirectly from the proposed extension as there would only be a few positions from within the hotel bedrooms that would have a direct view into the two small openings (which are obscurely glazed) on each floor of the neighbouring Woollam Place building. In this context, the proposal is considered to be acceptable.

c) TV Reception

A TV reception survey has been carried out and notes that the location of Winter Hill means that areas to the southeast of the proposal may experience interference and reduced television signal strength. It is not considered that the five storey extension would have any noticeable effects on surrounding signals, but a condition requiring a post-construction survey should be attached to any permission granted to assess whether there has been an impact and to ensure that any mitigation measures are implemented.

Archaeology

A desk based archaeology assessment has been prepared to enable informed recommendations to be made regarding any surviving buried remains. The proposal includes the construction of a new basement beneath the modern extension and further excavation of the existing basements under the listed buildings to the front of the site. Previous archaeological investigation at the rear of the site where the

extension is proposed has shown that it contains the structural remains of an early 19th-century cellar associated with the eastern wing of the hotel. Whilst the remains of this cellar are not of sufficient archaeological interest to merit preservation in-situ, the remains would need to be recorded to create an archive and research record. Although there is only a slim chance of Roman remains being revealed, archaeological mitigation would need to take this into account and make provision for excavation and recording. The further excavation of the basement under the existing listed buildings should be subject to an archaeological watching brief. A condition relating to further archaeological evaluation is required and depending on the results of this, further work may be required. All investigations would need to be completed in advance of any construction works. This would be conditioned.

Ecology

As the proposal would cover the whole site and the buildings are vacant, it is only necessary to consider the presence of bats on the site. The existing buildings have the potential to accommodate different species of bat but none were found during the survey work undertaken. It is concluded that the proposed works, including the demolition of the rear extension will not, at this time, have any impact upon roosting bats. GMEU were consulted on the application and they have no objections to the proposal on nature conservation grounds.

Access

The proposals have been designed to incorporate inclusive design principles. Additionally, the scheme has been designed to create a safe and secure environment to meet the needs of all its users. Level access is provided into and throughout the building. Given the nature of these important listed buildings and the need to balance issues of access against the need to protect important historic features of the building, the level of access and the design solutions to achieve access are considered to be acceptable.

Relationship to Transport Infrastructure, Highway and Traffic Implications

The site is within the City Centre and is well served by a variety of sustainable modes of transport. The potential for travel by foot and cycle to and from the site is high, and it is in close proximity to key public transport corridors. The site is within easy walking distance of Manchester Deansgate-Castlefield Metrolink Station and Deansgate Train Station which provide national and regional rail links, due to their connection to other Metrolink and rail services across Greater Manchester, such as Piccadilly Station, Oxford Road Station and Victoria Station.

The proposal does not provide car parking and a travel plan would ensure that workers and visitors would not affect on-street parking on nearby roads. Four cycle spaces are proposed within the building for staff. Several car parks are available in the vicinity of the site providing visitor car parking for up to 3000 cars.

Safety and security

The proposal would bring significantly more activity into this area and would create opportunities for natural surveillance. Recommendations within a Crime Impact Statement by Greater Manchester Police have been incorporated into the development, including appropriate access controls into and around the hotel and the removal of recessed doorways and inappropriately located external plant/air conditioning units etc. that could provide a climbing aid up to upper floor windows.

Sustainability

An Energy and Environmental Standards Statement takes the limitations of working with the listed buildings and the requirement to retain historic features into consideration, whilst making the building as sustainable as possible.

The proposed works are predicted to achieve a 32% CO₂ emissions saving relative to the performance of the existing building. This would be achieved through upgrades to the building fabric wherever possible, including double and secondary glazing, upgrading to external doors, internal insulation to external walls where not prevented by retained cornices, insulated floors and roof and the replacement of inefficient heating and lighting systems with high efficiency systems. In addition, the hotel bedrooms would benefit from electric fan coil heating incorporating air source heat pumps which is predicted to meet 9.2% of the hotel's energy demand.

A BREEAM Pre-assessment has been undertaken which shows how the development could achieve a 'Very Good' rating.

The proposals would promote urban regeneration, re-using an existing building, promoting sustainable travel and creating new jobs.

Flood Risk and Sustainable Drainage System (SuDS)

The Site is located within Flood Zone 1 of the Environment Agency's Flood Risk Map. Waterways are not located less than 20m from the Site, which also reduces the risk of flooding.

Surface water would discharge from the site as currently, re-using existing gully connections amended to connect to the diverted combined drain run. The listed buildings would reuse the existing drainage network, however the extension may require a new outfall into the public sewer network. The extension would have an increased footprint compared to that which exists so where achievable, subject to detailed design, a 50% reduction to surface water flows would be applied to this area of the site (as should be applied to flow rates for new development on brownfield land). The final details of this will be conditioned.

Waste

Waste collection and deliveries to the site would take place from Woollam Place in line with the former hotel arrangements. Waste and recycling would be collected on a weekly or twice weekly basis by a commercial contractor. Bin storage areas would be located in both the basement and ground floor. At ground level there would be room for 6 no. 1100l bins (2 for general waste, 2 for food waste and 2 for mixed recycling)

and 2 no. 240l bins (for pulpable recycling) and at basement level there would be room for a further 8 no. 240l bins (5 for mixed recycling and 3 for general waste).

Response to Neighbour Comments

None of the hotel bedrooms windows would be openable. Therefore nothing could be dropped from them, e.g. rubbish.

The entrance to the hotel on Woollam Place reflects the historic entrance to the Commercial Hotel. It is not anticipated that there would be a significant number of guests entering / leaving the hotel at any one time of day. No. 125 Liverpool Road has historically been used as a hotel and its extension into No. 123 would complement existing activity in the area. It would reuse listed buildings, improve the physical appearance of the area and create natural surveillance. The amenity issues associated with the proposal would not be uncommon in a city centre location.

No. 125 has always included a bar at the ground floor and Liverpool Road includes restaurants and bars. The inclusion of a bar and restaurant as part of the proposals would not impact the amenity of surrounding residents over and above that expected in a city centre location.

There is no known pest issue at the site. Should an issue arise, this would be dealt with.

Greater Manchester Police have been consulted in relation to the operational phase of the development and the proposals would be brought forward in line with the recommendations in the submitted Crime Impact Statement. During the construction phase, the site would be appropriately protected by perimeter fencing and CCTV to ensure that it remains safe and secured. The site is not considered large enough to warrant 24hr security. A Construction Management Plan was submitted with the planning application, which details such matters as site hoardings and site security.

Even with a refuse/delivery vehicle parked on Woollam Place, there would still be room for a car to pass.

The final details of the screening for the external plant at roof level has been conditioned.

The operational hours for the ground floor A3/A4 restaurant/bar area have been conditioned to be agreed.

Conclusion

The proposal would help to create a high quality neighbourhood, economic development and sustainable travel patterns. The listed buildings would be restored and reused and the proposed extension would be well designed. The proposal would regenerate a site that has a negative impact on the area and would involve the demolition of an extension building that has an adverse impact on the listed buildings. The proposal would enhance the character and appearance of the Castlefield Conservation Area.

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.

Application 117897/FO/2017

Recommendation APPROVE

Article 35 Declaration

Officers have worked in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Appropriate conditions have been attached to the approval.

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:

0053_02_001 Revision A Proposed Location Plan received 16th October 2017;
0053_02_003 Site Plan received 16th October 2017;
0053_03_299 Revision F Proposed Basement Plan received 16th October 2017;
0053_03_301 Revision F Proposed First Floor Plan received 16th October 2017;

0053_03_302 Revision E Proposed Second Floor Plan received 16th October 2017;
0053_03_303 Revision E Proposed Third Floor Plan received 16th October 2017;
0053_03_304 Revision D Proposed Fourth Floor Plan received 16th October 2017;
0053_03_305 Revision C Proposed Roof Floor Plan received 16th October 2017;
0053_03_306 Revision A Waste Management Plan received 16th October 2017;
0053_04_101 Revision B Section B Proposed received 16th October 2017;
0053_04_103 Revision B Section D Proposed received 16th October 2017;
0053_05_011 Revision E Proposed North Elevation received 16th October 2017;
0053_05_012 Revision D Proposed East Elevation received 16th October 2017;
0053_05_013 Revision D Proposed South Elevation received 16th October 2017;
0053_05_015 Revision A Proposed Context Elevations received 16th October 2017;
0053_21_001 Revision A Internal Details 01 received 16th October 2017;
0053_21_002 Revision A Details 02 received 16th October 2017;
0053_21_003 Connection Details received 16th October 2017;
0053_21_004 Block Details received 16th October 2017;
0053_21_005 Arched Window details received 16th October 2017;
0053_03_199 Revision C Demolition Plan Basement received 16th October 2017;
0053_03_200 Revision C Demolition Plan Ground Floor received 16th October 2017;
0053_03_201 Revision E Demolition Plan First Floor received 16th October 2017;
0053_03_202 Revision C Demolition Plan Second Floor received 16th October 2017;
0053_35_199 Revision B Proposed Basement RCP received 16th October 2017;
0053_35_200 Revision A Proposed Ground Floor RCP received 16th October 2017;
0053_35_201 Revision A Proposed First Floor RCP received 16th October 2017;
0053_35_202 Revision A Proposed Second Floor RCP received 16th October 2017;
0053_35_203 Proposed Third Floor RCP received 16th October 2017;
0053_35_204 Revision A Proposed Fourth Floor RCP received 16th October 2017;
0053_72_001 Proposed Internal Sketch Elevations 1 received 16th October 2017;
0053_72_002 Proposed Internal Sketch Elevations 2 received 16th October 2017;
0053_72_003 Proposed Internal Sketch Elevations 3 received 16th October 2017

0053_03_300 Revision J Proposed Ground Floor Plan received 25 January 2018;
0053_05_014 Revision F Proposed West Elevation received 18th January 2018;

Planning Statement by Deloitte dated October 2017;
Design and Access Statement by Tim Groom Architects received 16th October 2017;
Schedule of Works by Tim Groom received dated 4th October 2017;
Structural Engineers Report by ADS Structural dated 10th August 2017;
Daylight and Sunlight Analysis by GIA dated 18th August 2017;
Air Quality Assessment by Wardell Armstrong dated August 2017;
The Tyrer Partnership letter of reliance dated 29th August 2017;
The Inspection and Assessment in Relation to Bats including Dusk Survey Results by
The Tyrer Partnership dated 9th June 2016 ;
The Archaeological Desk-Based Assessment by University of Salford dated March
2017;
Report on a Phase 1 Desk Study by Soil Engineering dated 19th September 2017;
Transport Statement by Curtins dated 1st September 2017;
Framework Travel Plan by Curtins dated 1st September 2017;
Heritage Statement by Stephen Levrant dated September 2017;
Television Baseline Reception Survey Report by PagerPower dated October 2017;

Outline Construction Management Plan by Signature Living Contractors dated 28th September 2017;
Crime Impact Statement by GMP dated 21st September 2017;
Mechanical and Electrical Servicing Strategy by Progressive Services Design Ltd dated September 2017;
Assessment of Noise impact on for a proposed development of [123-125 Liverpool Road, M3 4JN](#), to a hotel by ADC Acoustics dated 30th June 2017, Rev A 22nd September 2017;
Energy and Environmental Standards Statement by RSK dated 26th September 2017;
Detailed Drainage Strategy by Curtins dated 29th September 2017;

The submitted waste management strategy, received via email on 15 January 2018

The submitted Air Quality Assessment by Wardell Armstrong, dated August 2017, ref. LE13922, Report 001, particularly the proposed mitigation measures

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) Prior to the commencement of development, a programme for the issue of samples and specifications of all materials to be used on all external elevations and within all external hard landscaped areas 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 within all external hard landscaped areas and on all external elevations of the development, including 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.

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

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

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

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

In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on the site at any time before the development is occupied, then development shall cease and/or the development shall not be occupied until, a report outlining what measures, if any, are required to remediate the land (the Revised Remediation Strategy) is submitted to and approved in writing by the City Council as local planning authority and the development shall be carried out in accordance with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.

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

5) No development shall commence until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development, has been submitted to and approved in writing by the City Council as Local Planning Authority. Surface water shall discharge to a Sustainable Drainage System to meet the requirements of the NPPF. The surface water drainage scheme must be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

Reason - To prevent the increased risk of flooding and to ensure the future maintenance of the surface water drainage system, pursuant to policy EN8 of the Manchester Core Strategy.

6) The development hereby permitted shall not be occupied until details of the implementation, maintenance and management of the sustainable drainage scheme have been submitted to and approved in writing by the City Council as local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:

- A verification report providing photographic evidence of construction as per design drawings;
- As built construction drawings (if different from design construction drawings);
- A management and maintenance plan for the lifetime of the development which shall include the arrangements for inspections, 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, to ensure that a managing body is in place for the sustainable drainage system and to ensure there is funding and maintenance mechanism for the lifetime of the development, pursuant to policies EN8 and EN14 of the Core Strategy.

7) No development shall take place until the applicant or their agent or successor in title has secured the implementation of a programme of archaeological works. The works are to be undertaken in accordance with a Written Scheme of Investigation (WSI) that shall be submitted to and approved in writing by the Local Planning Authority prior to them commencing. The WSI shall cover the following:

1. A phased programme and methodology of investigation and recording to include:
 - an archaeological watching brief during stripping out works to record historic building fabric
 - a watching brief during reduction of current ground levels
 - archaeological excavation and survey of revealed features and deposits of archaeological interest.
2. A programme for post investigation assessment to include:
 - analysis of the site investigation records and finds
 - production of a final report on the significance of the archaeological and historical interest represented
3. Dissemination of the results commensurate with their significance
4. Provision for archive deposition of the report and records of the site investigation.
5. Nomination of a competent person or persons/organisation to undertake the works set out within the approved WSI.

Reason - In accordance with the NPPF (Section 12, Paragraph 141), to record and advance understanding of heritage assets impacted on by the development and to make information about the archaeological heritage interest publicly accessible.

8) The cycle parking area shown on the approved plans shall be made available at all times whilst the site is occupied.

Reason - To ensure that there is adequate cycle parking for the development proposed when the building is occupied in order to comply with policy DM1 of the Manchester Core Strategy.

9) Prior to the commencement of the development, a detailed construction/fit-out management plan outlining working practices during development shall be submitted to and approved in writing by the City Council as Local Planning Authority. For the avoidance of doubt this should include;

- Hours of site opening/operation

- Display of an emergency contact number;
- Details of Wheel Washing;
- Dust suppression measures;
- Compound locations where relevant;
- Details regarding location, removal and recycling of waste (site waste management plan);
- Phasing and quantification/classification of vehicular activity
- Types and frequency of vehicular demands
- Routing strategy and swept path analysis;
- Parking for construction vehicles and staff;
- Sheeting over of construction vehicles;
- A commentary/consideration of ongoing construction works in the locality;
- Construction and demolition methods to be used, including the use of cranes (and their location);
- The erection and maintenance of security hoardings;
- Details on the timing of construction of scaffolding;
- Details of how access to adjacent premises would be managed to ensure clear and safe routes into buildings are maintained at all times.

The 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 Core Strategy.

10) 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/users 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 use/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.

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

Reason - In the interests of visual amenity, pursuant to Core Strategy Policies DM1 and SP1.

12) 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.

13) The development hereby approved shall not be occupied or used until the City Council as local planning authority has acknowledged in writing that it has received written confirmation that the development has been built in accordance with the recommendations contained within sections 3.3 and 4 of the submitted Crime Impact Statement Version A, dated 21 September 2017, ref. 2004/0008/CIS/03, and the City Council as local planning authority has acknowledged in writing that it has received written confirmation of a secured by design accreditation.

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

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

07:30 to 20:00, Monday to Saturday
10.00 to 18.00 on Sundays and Bank Holidays

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policy DM1 of the Manchester Core Strategy.

15) Before development commences, a scheme for the extraction of any fumes, vapours and odours from the premises hereby approved shall be submitted to, and approved in writing by, the City Council as local planning authority. An odour impact assessment is required together with suitable mitigation measures, information regarding the proposed cleaning/maintenance regime for the fume extraction equipment, and details in relation to replacement air. Mixed use schemes shall ensure provision for internal ducting in risers that terminate at roof level. Schemes that are outside the scope of such developments shall ensure that flues terminate at least 1m above the eaves level and/or any openable windows/ventilation intakes of nearby properties. Any scheme should make reference to the Defra document entitled 'Guidance on the Control of Odour and Noise from Commercial Kitchen Exhaust Systems', particularly Annex B. The scheme shall be implemented in accordance with the approved details prior to first occupancy and shall remain operational thereafter.

Reason - In the interests of the amenities of the occupiers nearby properties in order to comply with saved policy DC10 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

16) 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. The scheme shall be implemented in full before the use commences.

Where entertainment noise is proposed the LAeq (entertainment noise) shall be controlled to 10dB below the LA90 (without entertainment noise) in each octave band at the facade of the nearest noise sensitive location, and internal noise levels at structurally adjoined residential properties in the 63HZ and 125Hz octave frequency bands shall be controlled so as not to exceed (in habitable rooms) 47dB and 41dB, respectively.

Before the Class A3 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. The scheme proposed shall normally include measures such as acoustic lobbies at access and egress points of the premises, acoustic treatment of the building structure, sound limiters linked to sound amplification equipment and specified maximum internal noise levels. Any scheme shall be implemented in full before the use commences.

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

17) a) Any externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location.

Before development commences, the scheme shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the site.

b) Upon completion of the development and before the new use becomes operational, a verification report will be required to validate that the work undertaken with regard to the new external plant conforms to the recommendations and requirements in the approved acoustic consultant's report. The report shall also undertake post completion testing to confirm that above criteria is met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the noise criteria.

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

18) No part of the building that is to be occupied by the A3/A4 restaurant/bar shall become operational until the opening hours of operation for these uses have been submitted to and agreed in writing by the City Council as local planning authority. The part of the building to be occupied by these uses shall thereafter not open outside the approved 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.

19) Before the new use becomes operational, the plant at roof level shall be screened from view in accordance with a scheme that shall have been previously submitted to and approved in writing by the City Council as Local Planning Authority before this element of the works commences. The scheme to be submitted shall include:

- A sample and detailed manufacturer's specification of the screen to be erected at roof level around the plant
- The finished appearance, including colour, of the proposed screen at roof level

The development shall be implemented in accordance with the approved details.

Reason - To ensure an acceptable development at the listed building, pursuant to saved policy DC19.1 of the Unitary Development Plan.

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

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

21) Before the building is first occupied, the external brickwork on the building that is currently painted shall be cleaned and the paint removed in accordance with a scheme that has been previously submitted to and approved in writing by the City Council as local planning authority. The works shall be carried out in accordance with the approved details.

Reason - To improve the appearance of the building in the interests of visual amenity and because proposed works affect a building which is included in the Statutory List of Buildings of Special Architectural or Historic Interest and careful attention to building work is required to protect the character and appearance of this building and in accordance with saved policy DC19.1 of the Unitary Development Plan for the City of Manchester and policies SP1, EN3 and DM1 of the Core Strategy.

22) Before the development first becomes operational, full details of a servicing strategy for the development shall be submitted to and approved in writing by the City Council as Local Planning Authority. The servicing strategy shall ensure that all vehicles requiring loading access to the site are scheduled and managed appropriately. The development shall be carried out in accordance with the approved details.

Reason - In the interests of public safety, pursuant to policy DM1 of the Core Strategy.

23) Before the development first becomes operational, full details of a traffic management plan for the development 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 public safety, pursuant to policy DM1 of the Core Strategy.

Application 117898/LO/2017

Recommendation APPROVE

Article 35 Declaration

Officers have worked in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Appropriate conditions have been attached to the approval.

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 18 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

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

0053_02_001 Revision A Proposed Location Plan received 16th October 2017;
0053_02_003 Site Plan received 16th October 2017;
0053_03_299 Revision F Proposed Basement Plan received 16th October 2017;
0053_03_301 Revision F Proposed First Floor Plan received 16th October 2017;
0053_03_302 Revision E Proposed Second Floor Plan received 16th October 2017;
0053_03_303 Revision E Proposed Third Floor Plan received 16th October 2017;
0053_03_304 Revision D Proposed Fourth Floor Plan received 16th October 2017;
0053_03_305 Revision C Proposed Roof Floor Plan received 16th October 2017;
0053_03_306 Revision A Waste Management Plan received 16th October 2017;
0053_04_101 Revision B Section B Proposed received 16th October 2017;
0053_04_103 Revision B Section D Proposed received 16th October 2017;
0053_05_011 Revision E Proposed North Elevation received 16th October 2017;
0053_05_012 Revision D Proposed East Elevation received 16th October 2017;
0053_05_013 Revision D Proposed South Elevation received 16th October 2017;
0053_05_015 Revision A Proposed Context Elevations received 16th October 2017;
0053_21_001 Revision A Internal Details 01 received 16th October 2017;
0053_21_002 Revision A Details 02 received 16th October 2017;
0053_21_003 Connection Details received 16th October 2017;

0053_21_004 Block Details received 16th October 2017;
0053_21_005 Arched Window details received 16th October 2017;
0053_03_199 Revision C Demolition Plan Basement received 16th October 2017;
0053_03_200 Revision C Demolition Plan Ground Floor received 16th October 2017;
0053_03_201 Revision E Demolition Plan First Floor received 16th October 2017;
0053_03_202 Revision C Demolition Plan Second Floor received 16th October 2017;
0053_35_199 Revision B Proposed Basement RCP received 16th October 2017;
0053_35_200 Revision A Proposed Ground Floor RCP received 16th October 2017;
0053_35_201 Revision A Proposed First Floor RCP received 16th October 2017;
0053_35_202 Revision A Proposed Second Floor RCP received 16th October 2017;
0053_35_203 Proposed Third Floor RCP received 16th October 2017;
0053_35_204 Revision A Proposed Fourth Floor RCP received 16th October 2017;
0053_72_001 Proposed Internal Sketch Elevations 1 received 16th October 2017;
0053_72_002 Proposed Internal Sketch Elevations 2 received 16th October 2017;
0053_72_003 Proposed Internal Sketch Elevations 3 received 16th October 2017

0053_03_300 Revision J Proposed Ground Floor Plan received 25 January 2018;
0053_05_014 Revision F Proposed West Elevation received 18th January 2018;

Planning Statement by Deloitte dated October 2017;
Design and Access Statement by Tim Groom Architects received 16th October 2017;
Schedule of Works by Tim Groom received dated 4th October 2017;
Structural Engineers Report by ADS Structural dated 10th August 2017;
Daylight and Sunlight Analysis by GIA dated 18th August 2017;
Air Quality Assessment by Wardell Armstrong dated August 2017;
The Tyrer Partnership letter of reliance dated 29th August 2017;
The Inspection and Assessment in Relation to Bats including Dusk Survey Results by The Tyrer Partnership dated 9th June 2016 ;
The Archaeological Desk-Based Assessment by University of Salford dated March 2017;
Report on a Phase 1 Desk Study by Soil Engineering dated 19th September 2017;
Transport Statement by Curtins dated 1st September 2017;
Framework Travel Plan by Curtins dated 1st September 2017;
Heritage Statement by Stephen Levrant dated September 2017;
Television Baseline Reception Survey Report by PagerPower dated October 2017;
Outline Construction Management Plan by Signature Living Contractors dated 28th September 2017;
Crime Impact Statement by GMP dated 21st September 2017;
Mechanical and Electrical Servicing Strategy by Progressive Services Design Ltd dated September 2017;
Assessment of Noise impact on for a proposed development of [123-125 Liverpool Road, M3 4JN](#), to a hotel by ADC Acoustics dated 30th June 2017, Rev A 22nd September 2017;
Energy and Environmental Standards Statement by RSK dated 26th September 2017;
Detailed Drainage Strategy by Curtins dated 29th September 2017;

The submitted waste management strategy, received via email on 15 January 2018

The submitted Air Quality Assessment by Wardell Armstrong, dated August 2017, ref. LE13922, Report 001, particularly the proposed mitigation measures

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) Prior to the commencement of development, a programme for the issue of samples and specifications of all materials to be used on all external elevations and within all external hard landscaped areas 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 within all external hard landscaped areas and on all external elevations of the development, including 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.

4) Before the new use becomes operational, the plant at roof level shall be screened from view in accordance with a scheme that shall have been previously submitted to and approved in writing by the City Council as Local Planning Authority before this element of the works commences. The scheme to be submitted shall include:

- A sample and detailed manufacturer's specification of the screen to be erected at roof level around the plant
- The finished appearance, including colour, of the proposed screen at roof level

The development shall be implemented in accordance with the approved details.

Reason - To ensure an acceptable development at the listed building, pursuant to saved policy DC19.1 of the Unitary Development Plan.

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

Reason - In the interests of visual amenity, pursuant to Core Strategy Policies DM1 and SP1.

6) Before the building is first occupied, the external brickwork on the building that is currently painted shall be cleaned and the paint removed in accordance with a scheme that has been previously submitted to and approved in writing by the City Council as local planning authority. The works shall be carried out in accordance with the approved details.

Reason - To improve the appearance of the building in the interests of visual amenity and because proposed works affect a building which is included in the Statutory List

of Buildings of Special Architectural or Historic Interest and careful attention to building work is required to protect the character and appearance of this building and in accordance with saved policy DC19.1 of the Unitary Development Plan for the City of Manchester and policies SP1, EN3 and DM1 of the Core Strategy.

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to applications ref: 117897/FO/2017 and 117898/LO/2017 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

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

Highway Services
Environmental Health
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
United Utilities Water PLC
Greater Manchester Ecology Unit
Greater Manchester Pedestrians Society
United Utilities Water PLC
Castlefield Forum
Network Rail
City Centre Regeneration
Ward Councillors
Twentieth Century Society
Ancient Monuments Society
Council For British Archaeology
Georgian Group
Society For The Protection Of Ancient Buildings
Victorian Society

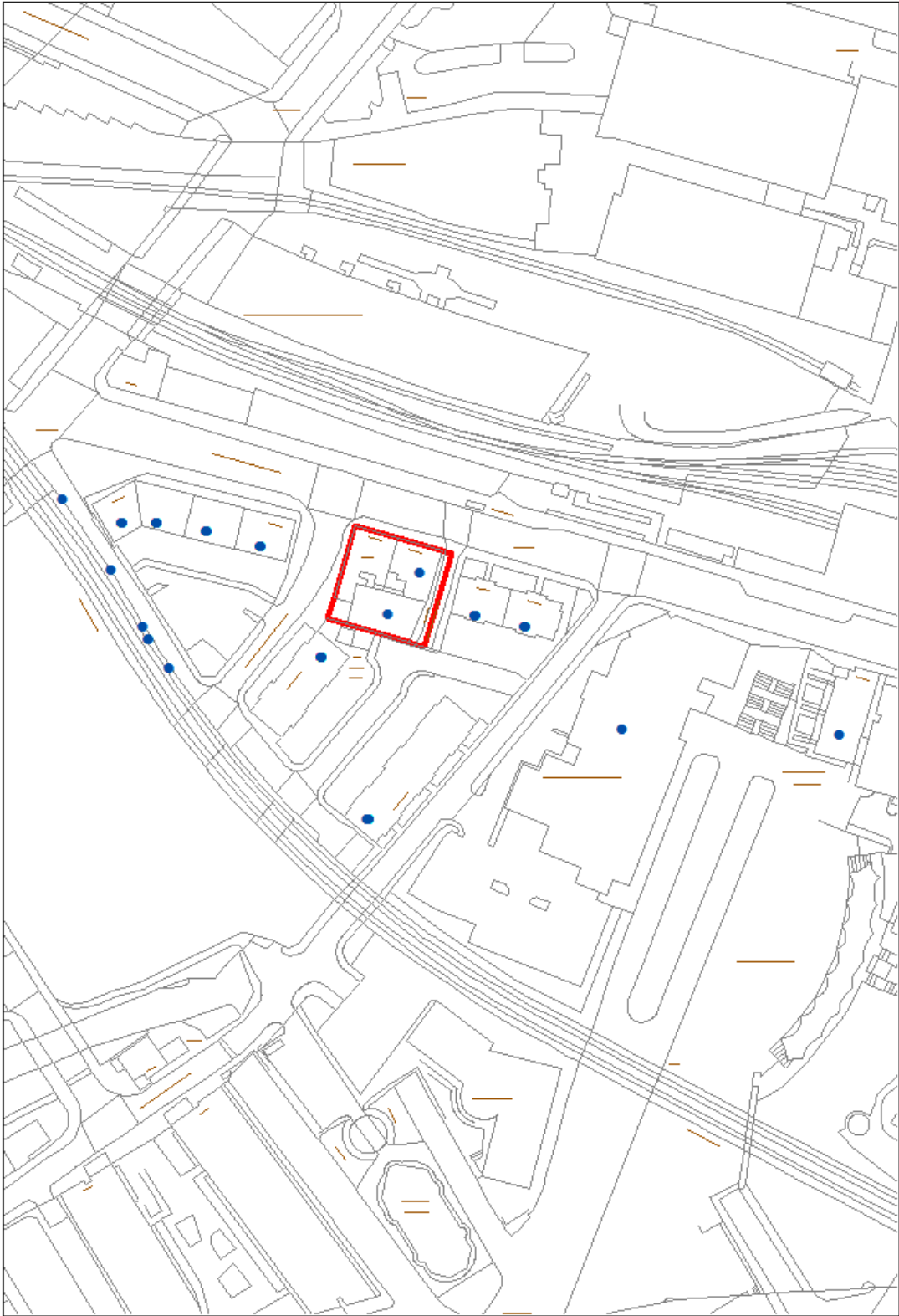
A map showing the neighbours notified of the application is attached at the end of the report.

Representations were received from the following third parties:

Highway Services
Environmental Health
Greater Manchester Police
Historic England (North West)
Environment Agency

Greater Manchester Archaeological Advisory Service
Greater Manchester Ecology Unit
Network Rail
2 Potato Wharf, Manchester, M3 4NB
10 Potato Wharf, Manchester, M3 4NB
1 Woollam Place, Manchester, M3 4JJ
flat 1, 125, manchester, m3 4jn
127E Liverpool Rd, Manchester, M3 4JN

Relevant Contact Officer : Carolyn Parry
Telephone number : 0161 234 4022
Email : c.parry@manchester.gov.uk



 Application site boundary  Neighbour notification
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