

<b>Application Number</b>	<b>Date of Appln</b>	<b>Committee Date</b>	<b>Ward</b>
124495/FO/2019	21st Aug 2019	14th Nov 2019	Ancoats & Beswick Ward

**Proposal** Erection of a 12 storey building to create a 212-bedroom hotel (Use Class C1) with ancillary facilities at ground and first floor level and associated servicing, disabled car parking, drop-off area, public realm and hard landscaping works, with access from Pollard Street

**Location** Land At Great Ancoats Street, Manchester, M4 7DB

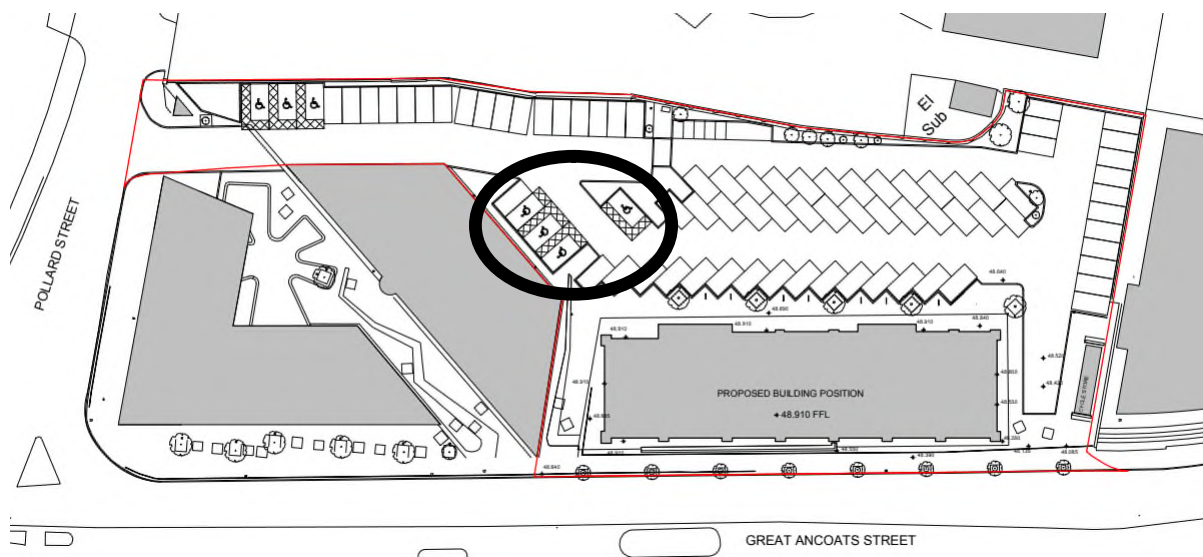
**Applicant** S Harrison Developments Manchester Ltd, The Chocolate Works, Bishopthorpe Road, York, YO23 1DE

**Agent** Mrs Anna Relph, Turley, Tenth Floor, 1 New York Street, Manchester, M1 4HD

## Background

Members will recall this application was reported to the Committee at the meeting on the 14 November 2019 when they were minded to refuse the application and deferred the item requesting officers bring back a report which addressed concerns relating to the provision of parking for disabled guests.

The application proposed the provision of two spaces within a car park adjacent to the rear entrance. The applicant has secured two additional spaces within the car park which would be converted into bays for disabled people making four in total.



*Layout of the car park showing four (circled) to the rear of the hotel close to the rear entrance*

The operator, Meininger, have an operational management plan relating to staff and guests who have disabilities and the on site management team would therefore implement this strategy to ensure that the individual needs of staff and guests are understood and accommodated.

As part of Meininger's normal pre-opening program, they would identify suitable on and off site parking facilities in the local area to support the needs of disabled and non-disabled guests and staff. Advice and practical support would be offered to guests and staff in utilising the on and off site car parking as well as prompting car free alternatives in light of the city centre location.

On this basis, officers believe that there are no reasons for refusal. Conditions 2, 28 and 34 within the printed report below would require amendment to take account of the above proposal. Drawing number 180021-3DR-XX-DR-(D)003 Rev E stamped as received by the City Council, as Local Planning Authority, on the 4 December 2019 should now be inserted into these planning conditions.

### Recommendation

The proposal now includes increased parking for disabled guests and staff and includes conditions that would ensure that the parking needs of guests who require parking facilities would be addressed.

### **Description**

This 0.11 hectares site occupies a prominent position along Great Ancoats Street. It is part of a larger area of surface parking and is surrounded by a timber knee rail and vegetation. Vehicle access is from Pollard Street. It is bounded by Great Ancoats Street, a 5 storey office building and 7 storey hotel, and apartment buildings ranging from 4 to 8 storeys.



*The application site*

An office and hotel were approved on the adjoining site in 2010 (ref 091441/OO/2009/N2) which also granted outline permission for a mixed use building no greater than 26 metres at the application site.

The nearby residential developments were part of the regeneration of the 'Lower Eastside Valley' which gained outline planning permission in 2003 for 600 homes and 850 sqm of retail floor space (ref. 067584/OO/NORTH2/03).

The area is close to all forms of public transport with pedestrian and cycle links to a wide range of shops, amenities and leisure facilities.

### **The proposal**

The proposal comprises a 12 storey, 212 bedroom hotel (C1) with servicing, drop off facilities, parking for disabled people, cycle storage and landscaping/public realm improvements.

The hotel would be located between the Fabrica office building to the north and residential developments to the south. Its main entrance would be from Great Ancoats Street with double height glazing at ground and first floor providing an active street frontage. A second entrance to the rear would be adjacent to a drop off area and two parking bays for disabled people. A servicing bay would be located at the south east end of the building accessed off Pollard Street. A secure external cycle store would be located to the south of the building.

Eight street trees would be planted in the footway together with a further six trees within public realm to the rear of the site.

The ground floor would have a hotel lobby and reception, residents bar and lounge, luggage storage and guest kitchen. A breakfast area, kitchen and housekeeping facilities would be located at the first floor. There would be a range of bedroom formats, including double, twin and multiple bed rooms to meet the needs to various visitors, including business travellers, backpackers, families and groups such as school trips.



*Proposed development from Great Ancoats Street*

## **Consultations**

### **Local residents/public opinion**

The proposal has been advertised as a major development and of being of public interest together with affecting the setting of a conservation area and listed buildings. A site notices was displayed at the application site. In addition, notification letters have been sent to an extensive area, local residents and businesses. A total of 42 objections have been received and 2 supports. The comments can be summarised as follows:

### **Objections**

- A 12 storey building will dwarf the surroundings buildings and have a significant impact on natural light. A smaller building around 8 storeys would be more in keeping with this area;
- There should be more green spaces incorporated into developments;
- There would be a loss of views, natural light and sunlight as a result of this development;
- The proposed hotel would add to noise pollution in the area. The waste management arrangements are adjacent to the Eastbank residential building;
- The development will add to the already poor air quality in the area;
- The application site is not the right location for this development;
- There will be noise during the construction of the development;
- There are too many hotels in the area;
- There will be a loss of privacy from overlooking;
- The access from Pollard street is hazardous;
- Car parking will be lost which is used by residents;
- Traffic is bad in the area due to taxis;
- There is no car parking associated with the proposed development;

- The proposed development will make the area more vulnerable to crime and anti-social behaviour.

## **Support**

- We need a diverse range of developments in the area, hotels, parks etc, not more apartments;
- It is positive the site is being developed for a hotel. There needs to be more pubs, bars, restaurants and hotels built instead of apartments.

**Highway Services** No objection subject to the provision of a robust travel plan and appropriate cycle storage. A construction management plan should be agreed as part of the development.

**Environmental Health** Further information is required in respect of ground conditions. Deliveries should be between 07:30 to 20:00 Monday to Saturday and Sunday 10:00 to 18:00. A construction management plan should be agreed together with details of any plant. The building should be acoustically insulated in accordance with the details submitted and a verification report submitted. The waste management arrangements for the development are acceptable. The air quality assessment undertaken indicates that the development will not have an adverse impact on air quality. Details of fume extraction will be required.

**Environment Agency** The site and its surroundings appears to have been the subject of past industrial activity which poses a high risk of pollution to controlled waters. Consultation should be had with Environmental Health with regards to land contamination management.

**Design for Security at Greater Manchester Police** The development shall be carried out in accordance the Crime Impact Statement.

**Greater Manchester Ecology Unit (GMEU)** There are no significant ecological constraints and there is no suitable habitat for any protected species known to occur in Greater Manchester. The shrubs to the rear are large enough to provide potential nesting habitat and vegetation should not be cleared during bird nesting season. The proposal should improve biodiversity.

**Aerodrome safeguarding** There are no aerodrome safeguarding objections and guidance on cranes should be observed.

**Flood risk management team** The drainage scheme is acceptable and should be implemented as part of the proposals.

**Greater Manchester Archaeological Advisory Service (GMAAS)** There is no reason to impose any archaeological requirements.

## **Policy**

### **The Development Plan**

The Development Plan consists of:

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

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

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

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

### **Manchester Core Strategy Development Plan Document (July 2012)**

The relevant policies within the Core Strategy are as follows:

**SO1. Spatial Principles** – This is a prominent site on a strategic road corridor. The proposal will add to the hotel accommodation in the city within a high quality sustainable location.

**SO2. Economy** - A hotel use is acceptable in a sustainable location such as this and would add to the supply of high quality hotel accommodation. The development would support local employment during its construction and occupation phases.

**SO6. Environment** – The hotel would be low carbon and highly sustainable using up to date energy efficiency measures in the fabric and construction of the building. 14 trees would be planted around the perimeter of the site which would have air quality, biodiversity and drainage benefits.

**Policy SP1 'Spatial Principles** – The proposal would have a positive impact on visual amenity and the character of Great Ancoats Street. The design and appearance and the landscaping would provide a high quality addition to the street scene.

**Policy EC3 'The Regional Centre', Primary Economic Development Focus (City Centre and Fringe and Policy CC8 Change and Renewal**– - The proposal would provide a tourism use close to all forms of sustainable transport.

**Policy CC9 Design and Heritage** – The proposal provides a high quality building and fills a gap site on a strategic route.

**Policy CC10 A Place for Everyone** – The proposal would complement the ongoing regeneration of New Islington. It would be fully accessible with parking for disabled people..

**Policy CC4 ‘Visitors - Tourism, Culture and Leisure’** - The proposal would support the ongoing regeneration in East Manchester and support tourism within the City as defined within the City Centre strategic plan.

**Policy T1 ‘Sustainable Transport’** - The site has access to a range of public transport modes.

**Policy T2 ‘Accessible areas of opportunity and needs’** - A transport assessment and travel plan demonstrates that the proposal would have minimal impact on the local highway network and would encourage the use of sustainable forms of transport.

**Policy C1 ‘Centre Hierarchy’** - *The proposal would help to link and integrate New Islington and East Manchester with the City Centre.*

**Policy EN1 ‘Design principles and strategic character areas’** - This high quality scheme would enhance the regeneration of the area.

**Policy EN3 ‘Heritage’** - *The impact on the historic environment would be acceptable and this is considered in further detail within the report.*

**EN4 ‘Reducing CO<sub>2</sub> emissions by enabling low and zero carbon development’** – The proposal would be low carbon in respect of its energy efficient fabric. It would have no car parking (with the exception of two bays for disabled people) and a robust travel plan and cycle provision.

**Policy EN5 ‘Strategic areas for low and zero carbon decentralised energy infrastructure’** - The building would be energy efficient and travel planning would promote sustainable travel patterns.

**Policy EN6 ‘Target framework for CO<sub>2</sub> reductions from low or zero carbon energy supplies’** - *The buildings functions would seek to reduce overall energy demands. The building fabric is considered to be high quality and energy costs should remain low.*

**Policy EN9 ‘Green Infrastructure’** – The development would provide street trees and tree within the public realm.

**Policy EN14 ‘Flood Risk’**- A scheme to minimise surface water runoff would be agreed..

**Policy EN15, ‘Biodiversity and Geological Conservation’** - The site has limited ecological value and the planting proposed would represent a significant biodiversity enhancement. No clearance of the limited vegetation at the site should take place during bird nesting season.

**Policy EN16 'Air Quality'** The proposal would replace an existing car park and would not compromise air quality.

**Policy EN17 'Water Quality'** - The proposal includes water saving measures and would minimise surface water runoff.

**Policy EN18, 'Contaminated Land'** - Any contamination can be dealt with,

**EN19 'Waste'** – recycling principles are incorporated in the waste management strategy.

**Policy DM1 'Development Management'** - Careful consideration has been given to the design, scale and layout of the hotel.

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

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

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

**Saved policy DC26, Development and Noise** - The impact from noise sources would be minimised and further mitigation would be secured by planning condition.

**Saved policy DC19 'Listed Buildings'** - The proposal would not affect the setting of nearby listed buildings.

**Saved policy E3.3-** The proposal will provide a high quality building along Great Ancoats Street and would enhance the appearance of this main radial route.

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

### **Other material policy considerations**

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

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



– Chapter 2 ‘Design’ – outlines the City Council’s expectations that all new developments should have a high standard of design making a positive contribution to the City’s environment;

- Paragraph 2.7 states that encouragement for “the most appropriate form of development to enliven neighbourhoods and sustain local facilities. The layout of the scheme and the design, scale, massing and orientation of its buildings should achieve a unified form which blends in with, and links to, adjacent areas.

- Paragraph 2.8 suggests that in areas of significant change or regeneration, the future role of the area will determine the character and design of both new development and open spaces. It will be important to ensure that the development of new buildings and surrounding landscape relates well to, and helps to enhance, areas that are likely to be retained and contribute to the creation of a positive identity.

- Paragraph 2.14 advises that new development should have an appropriate height having regard to the location, character of the area and specific site circumstances. Although a street can successfully accommodate buildings of differing heights, extremes should be avoided unless they provide landmarks of the highest quality and are in appropriate locations.

- Paragraph 2.17 states that vistas enable people to locate key buildings and to move confidently between different parts of the neighbourhood or from one area to another. The primary face of buildings should lead the eye along important vistas. Views to important buildings, spaces and landmarks, should be promoted in new developments and enhanced by alterations to existing buildings where the opportunity arises.

– Chapter 8 ‘Community Safety and Crime Prevention’ – The aim of this chapter is to ensure that developments design out crime and adopt the standards of Secured by Design;

– Chapter 11 ‘The City’s Character Areas’ – the aim of this chapter is to ensure that new developments fit comfortably into, and enhance the character of an area of the City, particularly adding to and enhancing the sense of place.

## **Eastlands Regeneration Framework: A 2019 update**

The framework was updated in 2019 with the following vision:

*The broad vision for Eastlands has remained consistent for nearly twenty years – it is to become a place which is attractive for people to live, work and to visit; an area which builds upon its assets to provide a distinctive contribution to the overall success of the city region; and crucially to be a place where all residents are able to share in the long term success of the area.*

## **City Centre Strategic Plan 2015-2018 (March 2016)**

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

It should also be noted that the strategic plan approved by the Executive also endorsed an extended boundary of the City Centre upon which the strategic plan is based. This extended boundary includes the application site and the wider New Islington and Ancoats neighbourhoods.

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

## **Manchester Strategy (January 2016)**

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

## **National Planning Policy Framework (2019)**

The revised NPPF was adopted in July 2018 and re-issued in February 2019. The document states that the *'purpose of the planning system is to contribute to the achievement of sustainable development*. The document clarifies that the *'objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs'* (paragraph 7).

Section 8 *'Promoting Healthy and Safe Communities'* states that *planning policies and decisions should aim to achieve healthy, inclusive and safe places* (paragraph 91).

Section 9 *'Promoting Sustainable Transport'* states that *'significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health'* (paragraph 103).

Developments should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe (paragraph 109).

All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed (paragraph 111).

Section 11 '*Making effective use of land*' states that '*planning decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions*' (paragraph 117). Decisions should support development that makes efficient use of land, taking into account: the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it; local market conditions and viability; the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use; the desirability of maintaining an area's prevailing character and setting (including residential gardens), or of promoting regeneration and change; and the importance of securing well-designed, attractive and healthy places. (paragraph 122)

Where there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that planning decisions avoid homes being built at low densities, and ensure that developments make optimal use of the potential of each site. Paragraph 123 (c) states that Local Planning Authorities should refuse applications which they consider fail to make efficient use of land, taking into account the policies in the NPPF. In this context, when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards).

Section 12 '*Achieving Well Designed Places*' states that '*the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this*' (paragraph 124).

Planning decisions should ensure that developments: will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development; are visually attractive as a result of good architecture, layout and appropriate and effective landscaping.

In determining applications, great weight should be given to outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings (paragraph 131).

Section 14 '*Meeting the challenge of climate change, flooding and coastal change*' states that the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure (paragraph 148).

Section 15 '*Conserving and Enhancing the natural environment*' states that planning decision should contribute and enhance the natural and local environment by protecting valued landscapes, minimising impacts on and providing net gains for biodiversity, preventing new and existing development from contributing to unacceptable levels of soil, air, water or noise pollution or land instability and remediating contaminated land.

Section 16 '*Conserving and enhancing the historic environment*' states that in determining applications, Local Planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation (paragraph 189).

In determining applications, local planning authorities should take account of:

- a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
- c) the desirability of new development making a positive contribution to local character and distinctiveness. (Paragraph 192)

In considering the impacts of proposals, paragraph 193 states that the impact of a proposal on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

Paragraph 194 goes on to state that any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification.

Paragraph 196 states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset (paragraph 197).

Paragraphs 10, 11, 12, 13 and 14 of the NPPF outline a “presumption in favour of sustainable development”. This means approving development, without delay, where it accords with the development plan and where the development is absent or relevant policies are out-of-date, to grant planning permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the NPPF.

### **Planning Policy Guidance (PPG)**

The relevant sections of the PPG are as follows:

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

Examples of mitigation include:

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

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

- whether or not a significant adverse effect is occurring or likely to occur;

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

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

- engineering: reducing the noise generated at source and/or containing the noise generated;
- layout: where possible, optimising the distance between the source and noise-sensitive receptors and/or incorporating good design to minimise noise transmission through the use of screening by natural or purpose built barriers, or other buildings;
- using planning conditions/obligations to restrict activities allowed on the site at certain times and/or specifying permissible noise levels differentiating as appropriate between different times of day, such as evenings and late at night, and;
- mitigating the impact on areas likely to be affected by noise including through noise insulation when the impact is on a building.

*Design* states that where appropriate the following should be considered:

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

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

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

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

### **Other legislative requirements**

Section 16 (2) of the Planning (Listed Building and Conservation Areas) Act 1990 (the "Listed Building Act") provides that "in considering whether to grant listed

building consent for any works to a listed building, the local planning authority or the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses"

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

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

## **Issues**

### **Principle of the redevelopment of the site and contribution to regeneration**

The Manchester economy and population should continue to grow over the next 20 years. The City Centre should support this by providing amenities and services that encourage people to come and live, work and visit the City. The City Centre Strategic Plan outlines key priorities for the City Centre and its expanded boundary, which includes this site and notes that the edge of City Centre has an important role in terms of providing homes and other facilities.

The strategic plan provides the most up to date thinking in respect of City Centre growth objectives and the role of edge of centre areas in contributing towards this growth. This is a material planning consideration and weight should be given to the extended City Centre boundary. The site has been used for surface parking for some time and a previous outline planning permission for a mixed use development has not been progressed. It is in an area where commercial and residential developments are appropriate.

Tourism is a critical part of the City's economy and generates around £6.6 billion a year and supports approximately 84,000 full time jobs in Greater Manchester. This growth has been significant over the last decade with new developments at the Etihad campus, HOME, National Football Museum, Peoples History Museum along with cultural/music events at the Manchester Arena and premier league football, plus improving in the retail offer, have all strengthened Manchester reputation as a thriving leisure and business destination. Developments at Manchester airport could add a further 10 million passengers over the next decade. The provision of more hotel rooms is necessary meet growing demand in this sector.

This particular operator provides flexible accommodation to meet the needs of a variety of visitors, including couples, backpackers, families and organised groups such as school children. It would be their first hotel in the north of England. This would support the City Centre hotel offer and develop the last remaining site within this part of Great Ancoats Street with a high quality scheme.

Each floor would have at least one fully accessible bedroom together with standard 2, 3, 4 and 6 person rooms. Having a broad range of accommodation would enable the hotel to cater for the range and needs of guests detailed above.

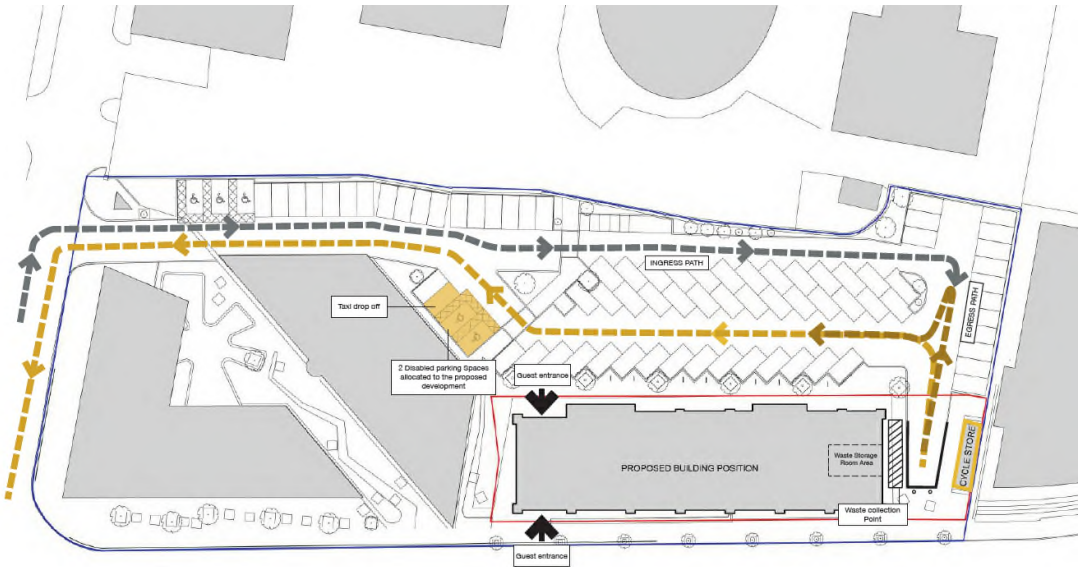
The hotel would deliver activity and footfall to the area and add to the vitality and mixture of uses to the area. The proposal is therefore considered to be acceptable in principle comply with policies SP1, EC3 and CC4 of the Core Strategy along with the City Centre Strategic Plan and the East Manchester Regeneration Framework update 2019.

**Visual amenity**

This cleared site is between the Fabrica office building and the X1 residential building. The 12 storey hotel would follow the building line established by the office building.

The entrance would be the north west of the site to maximise its visibility and create activity on Great Ancoats Street. A second entrance at the rear would be close to the drop off area and parking. The ground floor would contain a games area, locker room and guest kitchen/laundry area.

The first floor contains a breakfast area, kitchen and support areas. The remainder of the building upper floors of the building will comprises the bedroom accommodation of the hotel.



*Site Layout*

There are a variety of building types and scales in the area. The Ibis Hotel is 7 storey, X1 residential building 8 storey, Albion works block A and B 4 storeys, Albion Works block C 6 storey and Albion Works block D is 7 storey.

The proposal would contribute positively to the area and its linear footprint uses the site efficiently and aims to maximise distances to surrounding buildings to minimise overshadowing and environmental impacts.



The materials are limited to masonry, aluminium and glazing to provide a clear, elegant building. The brickwork relates to the area's industrial heritage and would provide a high quality and robust appearance. The buff colour with a variation in texture and tone would lighten its mass.

The ground floor would be double height curtain walling to provide transparency and visibility to the street. The upper floors would have different window heights which would provide interest to the elevations. The windows would be set within deep masonry reveals together with projecting masonry elements to provide robustness and architectural quality.



*Proposed elevations of the building*

The architectural and elevational treatment would create a high quality development. The simple and regular arrangements of the elevations combined with the quality and use of materials would provide a building which would enhance and respond to the setting and distinctiveness of the area.

Overall the siting and layout would respond to the road network and the variety of building heights in the local area. Final materials would be agreed through a condition. This would accord with policies SP1, EN1 and DM1 of the Core Strategy along with the aspirations in the SPD.

### **Impact on the historic environment**

The nearest Conservation Areas are Ancoats and Smithfield, which are respectively 602 and 929 metres North West of the site and the development would not harm them.

The nearest Listed Building is Cooperative Building Albion Mill (block A) (Grade II) which is to the North West to the rear of the Ibis Hotel. Locks 1, 2 and 3, the Canal Cottages and footbridge (Grade II) are 152 metres to the North West.

Legislation and planning policy seek to preserve and enhance the character, appearance, and historic interest which heritage assets possess. Sections 16, 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (“P(LBCA)A 1990”) require that ‘special regard’ be paid in taking decisions affecting listed buildings and their settings and conservation areas.

The key listed building affected by the proposal is the Grade II Albion Works. The other listed building identified are part of the wider character and views of the proposal and would not be directly impacted on by the development.

The current car park has a neutral contribution on the setting of the listed building. Its development would inevitably alter the setting and manner in which the listed building is viewed. The hotel would remove an oblique view of the listed building from Great Ancoats Street and would sit in the backdrop of the listed building when viewed from Pollard Street.

These impacts would result in a low level of less than substantial harm. In these circumstances, it is necessary to assess whether the impact of the development suitably conserves the significance of the heritage assets, with greater weight being attached with the greater significance of the asset (paragraph 193 NPPF). In doing so, any level of harm should be outweighed by the public benefits that would be delivered, including whether it would secure the optimum viable use in accordance with the guidance provided in paragraph 196 of the NPPF.

The proposal would develop the last remaining vacant plot in this part of the street with a high quality building that will bring vitality to the Great Ancoats Street frontage. It would contribute 212 bedrooms to the hotel market in a location which has excellent links to public transport. The design, scale and appearance of the building would respond positively to its context. The significant public benefits of the scheme mitigate suitably the low level of harm to the setting of the listed building from the viewpoints identified above.

It is considered, therefore, that, notwithstanding the considerable weight that must be given to preserving the setting of the listed buildings and conservation areas as required by virtue of S66 and S72 of the Listed Buildings Act, and paragraph 193 of the NPPF, the harm caused would be less than substantial and would be outweighed by the public benefits of the scheme and meet the requirements set out in paragraph 196 of the NPPF.

Greater Manchester Archaeology Unit have confirmed that there is no below ground archaeology which is worthy of consideration.

## Ecology

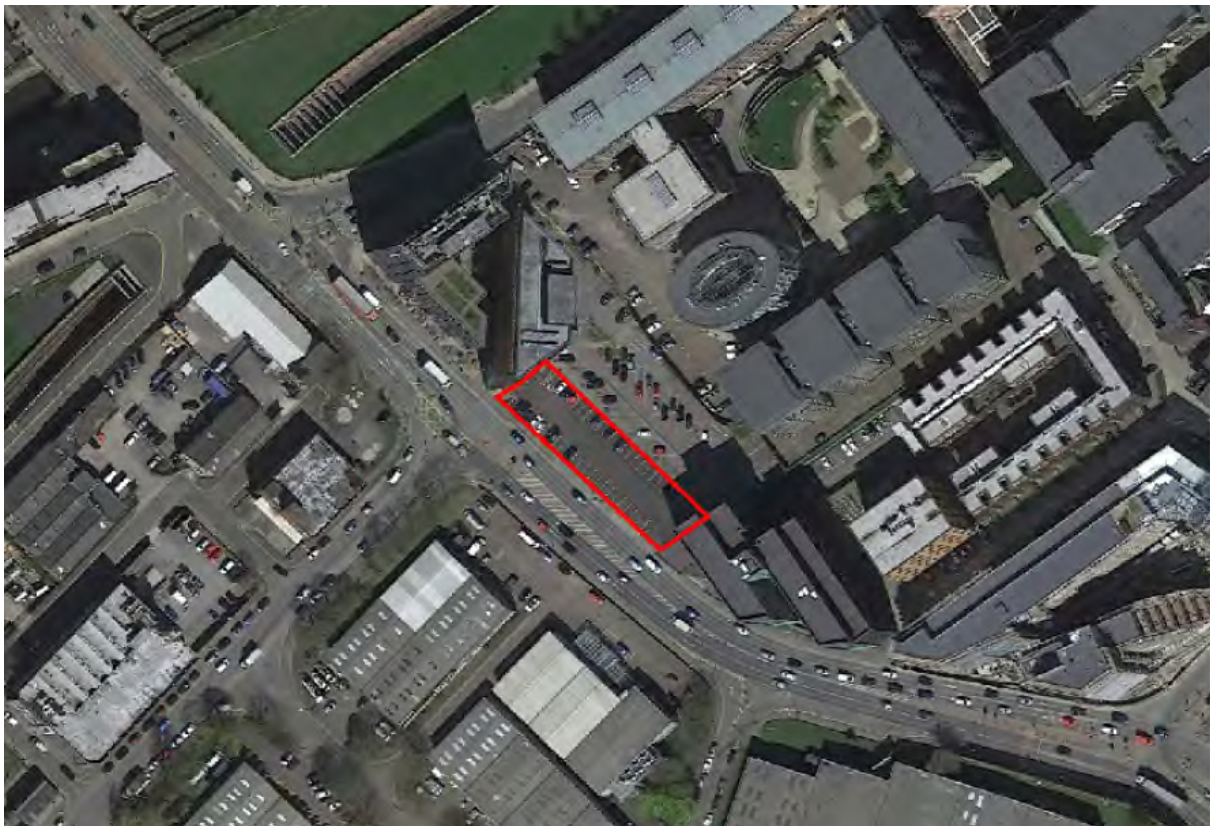
An ecological appraisal has assessed the impact of the development on local ecology and nature conservation. The majority of the site is covered by hardstanding and there is limited potential for ecology with the exception of a small amount of shrub vegetation. Greater Manchester Ecology Unit have raised no objections to the proposal and it complies with policies EN15 and DM1 of the Core Strategy. The tree planting provides opportunities to improve biodiversity.

## Effect of the development on the local environment and existing residents

### a) Sunlight, daylight, overshadowing and overlooking

An assessment has been undertaken to establish the effects of the proposal on the amount of daylight and sun light received by properties surrounding the site. Consideration has also been given to any instances of overlooking which would result in a loss of privacy. BRE guidelines have been used to assess daylight – Vertical Sky Component (VSC) and No sky Line (NSL) methods. For sunlight, the Annual Probable Sunlight Hours (APSH) have been used as a reference point on a window. If a window point can receive at least 25% APSH, then the room should receive enough sunlight.

The following properties were assessed: Albion works (block C), Albion works (block B), 227 Great Ancoats Street (X1 development).



*Relationship to surrounding buildings*

A summary of the impacts is detailed below:

### **Albion works (block C)**

The daylight results show that none of the windows analysed showed either VSC or NSL reductions in excess of 20%. Indeed, there would be improved VSC and NSL for some windows compared to the building which received outline planning permission in 2009 due to this building being wider and deeper in the site. In summary, the VSC and NSL show no significant reductions to daylight when measured against the BRE criteria.

The majority of the areas with windows which face within 90 degrees due south will benefit from sunlight amenity levels that are significantly in excess of the general 25% target specified by BRE. All the relevant areas at and above the 4<sup>th</sup> floor level achieve at least 27% APSH in total although 4 areas at the 4<sup>th</sup> floor do not achieve 5% winter APSH. This is not unusual in locations such as this. Indeed, the areas at ground, first, second and third floor level which do not achieve 25% APSH post development (including 5% winter APSH) do not, with four exceptions, achieve the 25% APSH with the 2009 permission building in place.

The reductions in APSH levels that would occur are not unusual given the nature and characteristics of the location and the majority of areas facing within 90 degrees due south would achieve generally acceptable levels of sunlight following development.

The hotel would be about 35m from block C. The hotel has windows on the rear elevation that would have open views towards the windows in block C. However, the 35m distance would create overlooking or loss of privacy.

### **Albion works (block D)**

The daylight results for block D are similar to those for block C in that none of the windows analysed showed a VSC reduction of over 20%. However, 5 of the areas analysed show NSL reductions of over 20% with two windows showing reductions of 22%, two showing reductions of 26% and one showing a reduction of 30%. Two of the five windows serving the areas showing NSL reductions of over 20% retain VSC level of over 27% and the remaining windows achieve VSC levels of 24.24%, 25.91% and 26% all within 10% of the VSC target of 27%.

There may be some minor impacts on daylight as a result of the development. However, developments in the area are tightly located together and therefore the relationship of the proposal to surrounding existing buildings is not unusual or out of character. Some of the windows have better VSC and NSL than would have been achieved had the 2009 outline planning permission been developed. The daylight impacts on block D are not considered to be significant and will not result in unduly harmful reductions in daylight to block D.

The sunlight analysis show that all but one of the areas with windows which face within 90 degrees due south would benefit from sunlight amenity levels that are significantly in excess of the general 25% APSH target specified in the BRE Guide with the proposal in place.

Several areas show significant improvements in APSH level from the baseline position i.e. with no building present. The single exception is an area at 7th floor level with a recessed window with limited APSH in the baseline condition. The sunlight analysis results for Block D are considered to be acceptable in this location and indicate that the relevant areas in Block D will benefit from high levels of sunlight post development.

The hotel would be about 35m from block C. The hotel has windows on rear elevation that would have open views towards the windows in block C. However, the 35m distance would create overlooking or loss of privacy.

### **227 Great Ancoats Street (X1 development)**

The daylight results of the X1 development show that no windows would have a reduction in excess of 20% for either VSC or NSL and there would be an improvement in VSC and NSL levels over what would have been achieved if the 2099 permission had been implemented.

The sunlight analysis show that all of the areas with windows which face within 90 degrees due south would have sunlight levels that are either significantly in excess of the general 25% APSH target specified in the BRE Guide or improved APSH levels with the proposed development in place when compared to the baseline position. The sunlight analysis results show no APSH reductions from the baseline position. There would be approximately 17 metres between the proposed hotel and the X1 development. Whilst there are windows on the north western elevation of the X1 development there are no windows on the north eastern elevation on the hotel. As such, there will be no overlooking on the X1 development.

### **Fabrica Office building**

There will be a gap of 7 metres between the proposed hotel and the Fabrica building. There is also a high level of glazing in the Fabrica building which could result in overbearing and overshadowing impacts. However, it is not considered this would be unduly harmful given this is an office building. There are also no windows directly overlooking this accommodation.

#### **b) TV reception**

The site is vacant and proposal would change the skyline which may affect nearby television reception. A report concludes that the proposal is not expected to cause any interference to the reception of either television or radio services.

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

#### **c) Air quality**

An air quality assessment has assessed whether the proposal would change air quality during construction and in operation. The site lies within an Air Quality Management Area (AQMA).

There would be dust from the construction process. There are no buildings on site which would help to minimise dust emissions but there would be earthworks and above ground construction activities. The report recommends that a dust management plan is prepared to ensure that the dust and air quality impacts would not be significant which should remain in place during construction.

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

The proposal would remove 43 parking spaces from the site. The only parking proposed is two spaces for disabled people. There would be on site cycle provision to enable guests and staff to take advantage of the highly sustainable location and close proximity of transport nodes. This approach would limited carbon emissions from vehicles at the site.

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

#### d) Wind environment

An assessment has considered the impact of the proposal on wind conditions for pedestrians using the public realm at the site. It demonstrates that the proposal would create windier conditions in certain locations, in particular between the proposed hotel and the X1 residential building and Fabrica office building.

The street trees to Great Ancoats Street would help to minimise the impact together with other form of landscaping within the thoroughfares between these buildings. It is recommended that a condition of the planning approval that the final wind mitigation measures are agreed and a verification report is undertaken upon completion of the development to determine whether the mitigation measures are appropriate or whether additional measures are required.

### **Effect of the development on the proposed occupants**

#### a) acoustic insulation – residential and commercial accommodation

A noise assessment has considered the insulation requirements for the ground floor uses, the upper floor hotel accommodation and any plant equipment. The main sources of noise from the development are as follows: noise emissions from plant and construction activities associated with the development; plant; and acoustic specification of the building to limit noise ingress from external noise.

The construction process would take place on weekdays with some operations at weekends. This would comply with standard operating hours in agreement with Environmental Health. A construction management plan would be agreed as part of the planning conditions which would require regular consultation with local residents. The insulation of any additional plant would be addressed via a condition.

The acoustic report also considers the impact of external noise sources on the hotel from road traffic and noise transfer from building services, plant, ground and first floor breakfast/bar area. It concludes that hotel rooms should be acoustically insulated. Environmental Health have agreed the specification of the insulation and this should be implemented as part of the scheme and a verification report submitted for consideration after the works have been completed in order to ensure that it meets the relevant criteria.

The operating hours of the bar and breakfast area should be restricted to Monday to Sunday 07:00 to 23:00 and the spaces should remain ancillary to the hotel. It is also recommended that servicing is restricted in line with the City Councils standard operating hours (Monday to Saturday 07:30 to 20:00 Sundays (and Bank Holidays) 10:00 to 18:00).

On that basis, provided that construction activities are carefully controlled and the plant equipment and residential and commercial accommodation are appropriately insulated the proposed development is considered to be in accordance with policy DM1 of the Core Strategy, extant policy DC26 of the UDP and the NPPF.

#### b) Fume extraction

It is recommended that a condition of the planning approval is that the fume extraction details are agreed.

#### a) Waste management

A waste management strategy explains that the refuse store would be located on the ground floor with a doorway opening onto the servicing area. It is anticipated that the hotel will generate 32,040 litres of waste per week which would be collected by a private collector approximately 4 times a week. Hotel management would move the bins to the collection point, returning them to the storage room and cleaning the store and the bins.

The applicant is committed to recycling and over 50% of the refuse containers would be for recyclable material. The number of bins would be as follows:

- Non-recyclable waste – 4 x 1,100 litres
- Dry mixed recycling – 2 x 1,100 litres
- Glass recycling – 2 x 1,100 litres
- Organic food recycling – 1 x 240litres.

Environmental Health consider the waste management arrangements to be acceptable. The strategy should form part of the planning conditions to ensure it is implemented.

## **Landscaping/public realm**

The proposal would improve the public realm around the perimeter of the building. Granite setts would provide a setting around the building and the footway on Great Ancoats Street would be re-instated as the existing vehicular entrance would no longer be required. 8 street trees would be installed within the footway. The proposal includes a series of ornamental boulders and 6 amenity trees within the public realm to the side and rear of the site which would be secured by.

## **Impact on the highway network/car parking**

A transport statement notes highly sustainable location and the sites proximity to a range of transport modes. Highway Services have concluded that the development is unlikely to generate a significant increase in traffic or have any detrimental impact on the road network.

Two parking spaces for disabled people would be located adjacent to the pickup and drop off area. A travel plan would promote sustainable travel patterns through mechanisms such as social media and the internet for guests travelling to the hotel. This travel plan also includes potential for a cycle share scheme together with promotion of nearby car share facilities. The travel plan would be subject to review and secured by planning condition. 22 cycle spaces would be provided for guests and staff within a secure external store located.

The proposal would replace a car park that serves existing offices. However, this use was temporary until an acceptable and appropriate redevelopment scheme came forward.

A travel plan would advise individual guests on car free travel to the site. There would be a management plan for coach parties. Smaller coaches would drop off within the site before parking elsewhere. Larger coaches would drop off on either Store Street or Pollard Street

Store Street is an 8 minute walk with parking limited to 4 hours with no return within one hour. Visiting coaches will be advised of this facility in advance of arrival. There are bus stops on Pollard Street within a 3 minute walk which are only used by a single bus service. In both scenarios, once the drop off is complete, coaches would either return to their local depot or park in an appropriate parking bay facility.

In order to ensure that coach parking is appropriately managed in line with the above options, a coach management strategy should be agreed as a condition.

Highway Services have also requested that prior to the commencement of the construction process it will be necessary to demonstrate that the size and frequency of servicing vehicles accessing the site is acceptable and there will be no highway and pedestrian safety implications. This should include details of swept path analysis.

Overall, it is considered that the development will have a minimal impact on the local highway network transport and there will be adequate car and cycle provision to



serve the needs of the development. Travel planning will help take advantage of the sustainable location of the application site in order to further reduce the reliance on the car to the site. Servicing and construction requirements can also adequately met at the site. The proposal therefore accords with policies SP1, T1, T2 and DM1 of the Core Strategy.

### **Flood Risk/surface drainage**

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

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

### **Climate change, sustainability and energy efficiency**

The proposal would be a low carbon building in that it is located in a highly sustainable location with excellent access to public transport for hotel guests and staff. There will be no car parking at the hotel (with the exception of the two disabled bays) and therefore limiting the level of vehicle emissions ensuring the hotel do not contribute to local air quality conditions.

A robust travel plan would encourage guests and visitors to take advantage of the excellent public transport in the area in terms of accessing the hotel and exploring the city which should ensure vehicle trips are low.

There will be a secure cycle store for guests and staff which will contain 22 cycle spaces. The applicant has also indicated that the hotel is considering promoting a cycle share scheme for guests to help explore the city during their stay.

The fabric of the building is considered to be highly efficient with energy saving measures incorporated into the design. This includes the use of air source heat pumps, high efficiency LED light fittings and highly efficient water heaters and boilers. This would result in the hotel achieving a 26% CO<sub>2</sub> reduction on the requirements of Part L of Building Regulations. In addition, the BREEAM pre-assessment confirms the hotel will achieve a 'very good' rating.

There will also be the provision of new green infrastructure in the form of 8 new street trees and 6 new amenity trees at the rear of the site. This will contribute positively to the visual amenity of the development but also drainage and air quality benefits.

### **Inclusive development**

The proposal would be inclusive and accessible to all those with a range of needs. There is level access and lift access to all of the upper floors. The hotel also includes a number of accessible bedrooms for those who require a wheel chair accessible room (including accessible bathroom). These are located across all of the floors of the development. There will be two disabled car parking spaces to the rear of the site which is close to the rear entrance of the building.

### **Designing out crime**

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

The CIS recognises that the hotel will make a positive contribution to the local area in that provide an active frontage and natural surveillance to Great Ancoats Street and the car parking area to the rear.

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

### **Ground conditions**

Initial site investigation work has found a large amount of made ground at the site. An initial site investigation report has been considered by Environmental Health who recommended that further investigation works are required, particularly an updated risk assessment and provision of a remediation strategy.

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

### **Demolition and Construction management**

In order to ensure that there is no impacts associated with the construction activities, it is recommended that a construction management condition is imposed on any planning permissions.

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

It is considered that the construction activities can take place without any detrimental impacts of amenity or highway safety provided a comprehensive construction management plan is put in place in order that the proposal is in accordance with

policies SP1 and DM1 of the Core Strategy and extant policy DC26 of the Unitary Development Plan.

### **Public opinion**

A number of objections have been received and these have been fully addressed in the report. It is not considered that the proposal will have any unduly harmful impacts on surrounding residential amenity that would warrant refusal of this planning application.

### **Conclusions**

The proposal would see the redevelopment of a brownfield site within the eastern part of the city centre for a 212 bedroom hotel. Careful consideration has been given to the siting, scale and appearance of the development to ensure it provide a high quality development along with minimising the impact on existing and proposed residents.

The proposal will contribute towards place making in the area with new public realm, street trees and new landscaping in order to contribute to the setting of Great Ancoats Street.

**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 Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the approval of the application is proportionate to the wider benefits of approval and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

**Recommendation      APPROVE**

### **Article 35 Declaration**

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Pre application advice has been sought in respect of this matter where early discussions took place regarding the siting/layout, scale, design and appearance of the development along with noise and traffic impacts. Further work

and discussion have taken place with the applicant through the course of the application, particularly in respect of the appearance of the building along with other matters arising from the consultation and notification process. The proposal is considered to be acceptable and therefore determined within a timely manner.

### **Reason for recommendation**

### **Conditions to be attached to the decision**

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

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

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

### Drawings

180021-3DR-XX-DR-(D)003 Rev E stamped as received by the City Council, as Local Planning Authority, on the 4 December 2019

180021-3DR-SR-DR-(D)121 Rev C, 180021-3DR-XX-DR-(D)051 Rev D, 180021-3DR-XX-DR-(D)052 Rev C and 180021-3DR-XX-DR-(D)050 Rev D stamped as received by the City Council, as Local Planning Authority, on the 12 November 2019

180021-3DR-SE-(D)120 Rev C stamped as received by the City Council, as Local Planning Authority, on the 1 November 2019

180021-3DR-SE-DR-(D)124 Rev C stamped as received by the City Council, as Local Planning Authority, on the 12 November 2019

180021-3DR-SE-DR-(D)101 Rev B, 180021-3DR-SE-DR-(D)100 Rev B, 180021-3DR-00-DR-(D)004 Rev B, 180021-3DR-SE-DR-(D)102 Rev A, 1943-EXA-00-00-DR-L-100 Rev A, 180021-3DR-00-DR-(D)010 Rev B, 180021-3DR-01-DR-(D)011 Rev B, 180021-3DR-XX-DR-(D)012 Rev B, 180021-3DR-SE-DR-(D)123 Rev B, 180021-3DR-XX-DR-(D)014 Rev C, 180021-3DR-06-DR-(D)016 Rev B, 180021-3DR-XX-DR-(D)017 Rev C, 180021-3DR-09-DR-(D)019 Rev B, 180021-3DR-10-DR-(D)020 Rev C, 180021-3DR-11-DR-(D)021 Rev C and 180021-3DR-12-DR-(D)022 Rev C stamped as received by the City Council, as Local Planning Authority, on the 7 August 2019

### Supporting information

Design and access statement, air quality assessment, environmental standards statement, planning statement, statement of community involvement, crime impact statement, wind microclimate assessment, energy statement, TV reception impact assessment, noise assessment, daylight and sunlight report, drainage strategy, preliminary risk assessment, heritage statement, waste management strategy,

transport statement and travel plan stamped as received by the City Council, as Local Planning Authority, on the 7 August 2019

Email from Anna Relph containing hydraulic analysis prepared by Ward Cole stamped as received by the City Council, as Local Planning Authority, on the 8 October 2019

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) No vegetation clearance shall take place during the optimum period for bird nesting (March - September inclusive) unless nesting birds have been shown to be absent, or, a method statement for the removal works including for the protection of any nesting birds is agreed in writing by the City Council, Local Planning Authority. Any method statement shall then be implemented for the duration of the demolition works.

Reason - In order to protect wildlife from works that may impact on their habitats pursuant to policy EN15 of the Manchester Core Strategy (2012).

4) (a) Prior to the commencement of the development, details of a Local Benefit Proposal, in order to demonstrate commitment to recruit local labour for the duration of the construction of the development, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved document shall be implemented as part of the construction of the development.

In this condition a Local Benefit Proposal means a document which includes:

- i) the measures proposed to recruit local people including apprenticeships
- ii) mechanisms for the implementation and delivery of the Local Benefit Proposal
- iii) measures to monitor and review the effectiveness of the Local Benefit Proposal in achieving the objective of recruiting and supporting local labour objectives

(b) Within one month prior to construction work being completed, a detailed report which takes into account the information and outcomes about local labour recruitment pursuant to items (i) and (ii) above shall be submitted for approval in writing by the City Council as Local Planning Authority.

Reason – The applicant has demonstrated a commitment to recruiting local labour pursuant to policies SP1, EC1 and DM1 of the Manchester Core Strategy (2012).

5) Notwithstanding the preliminary Geo-Environmental Risk Assessment – Great Ancoats Street, Manchester prepared by Delta Simons (ref. 18-0485.01) stamped as received by the City Council, as Local Planning Authority, on the 21 August 2019, (a) before the development hereby approved commences, the following information shall be submitted for approval in writing by the City Council, as Local Planning Authority:

- Submission of site investigation proposals
- Submission of a site investigation and risk assessment report;
- Submission of a remediation strategy.

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

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

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

Reason – There is evidence of site contamination at the application site which requires further consideration and examination. This is pursuant to policy EN18 of the Manchester Core Strategy (2012).

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

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

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

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

7) Prior to any above ground works, all material to be used on all external elevations of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include the submission of samples (including a sample panel as indicated on drawing 180021-3DR-SE-DR-(D)124 Rev C stamped as received by the City Council, as Local Planning Authority, on the 12 November 2019) and specifications of all materials to be used on all external elevations of the development along with jointing and fixing details, details of the drips to be used to

prevent staining in, ventilation/air brick and a strategy for quality control management.

The approved materials shall then be implemented as part of the development.

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

8) Notwithstanding drawing 1943-EXA-00-00-DR-L-100 Rev A stamped as received by the City Council, as Local Planning Authority, on the 7 August 2019, prior to the first occupation of the development details of a hard and soft landscaping treatment (including street trees) shall be submitted to and approved in writing by the City Council as local planning authority. This shall include the provision of street trees in the surrounding road network bounding the application site, where this is achievable and would retain a suitable footpath width. The approved scheme shall be implemented prior to the first use of the development.

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies SP1, EN9 and DM1 of the Core Strategy.

9) The development hereby approved shall be carried out in accordance with the Energy statement stamped as received by the City Council, as Local Planning Authority, on the 7 August 2019. A post construction review certificate/statement shall be submitted for approval, within a timescale that has been previously agreed in writing, to the City Council as Local Planning Authority.

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

10) The development hereby approved shall achieve a post-construction Building Research Establishment Environmental Assessment Method (BREEAM) rating of at least a 'very good' rating. Post construction review certificate(s) shall be submitted to, and approved in writing by the City Council as local planning authority, within four months of the first use of the development.

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

11) (a) Prior to any above ground works, details of wind mitigation measures shall be submitted for approval in writing by the City Council, as Local Planning Authority.

(b) The approved wind mitigation measures shall be implemented as part of the development and prior to the first use of the development.

Reason – In the interest of ensuring that an appropriate and safe wind environment is created around the development pursuant to policy DM1 of the Manchester Core Strategy (2012).

12) (a) Prior to the first use of the development hereby approved, details of any externally mounted ancillary plant, equipment and servicing shall be submitted for approval. For the avoidance of doubt, externally mounted 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 5 db (L<sub>aeq</sub>) below the typical background (L<sub>a90</sub>) level at the nearest noise sensitive location.

(b) The approved scheme shall be implemented and prior to the first use of the development, a verification report will be required to validate that the work undertaken conforms to the recommendations and requirements approved as part of part (a) of this planning condition. The verification report shall include post completion testing to confirm the noise criteria has been met. In instances of non-conformity, these shall be detailed along with mitigation measures required to ensure compliance with the noise criteria. Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the City Council, as Local Planning Authority, and thereafter retained and maintained in situ.

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

13) Notwithstanding the acoustic report stamped as received by the City Council, as Local Planning Authority, on the 7 August 2019, a scheme for acoustically insulation the proposed hotel accommodation against noise from Great Ancoats Street (and any other sources of noise near to the site) shall be submitted for approval in writing by the City Council, as Local Planning Authority.

(b) The approved scheme shall be implemented and prior to the first use of the hotel, a verification report will be required to validate that the work undertaken conforms to the recommendations and requirements approved as part of part (a) of this planning condition. The verification report shall include post completion testing to confirm the noise criteria has been met. In instances of non-conformity, these shall be detailed along with mitigation measures required to ensure compliance with the noise criteria. Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the City Council, as Local Planning Authority, and thereafter retained and maintained in situ.

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

14) The development hereby approved shall be carried out in accordance with the Waste Management and Servicing Strategy and drawing 180021-3DR-00-DR-(D)010 Rev B stamped as received by the City Council, as Local Planning Authority, on the 7



August 2019. The approved details shall be implemented prior to the first use of the development and thereafter retained and maintained for as long as the development remains in use.

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

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

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

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

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

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

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

18) Prior to the first use of the development, details of a servicing strategy shall be submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt this shall include swept path analysis showing vehicles entering and exiting the site. The approved strategy shall be implemented as part of the development and thereafter retained while the hotel is in use.

Reason – To ensure an appropriate servicing strategy is put in place for the development pursuant to policy DM1 of the Manchester Core Strategy (2012).

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

Monday to Saturday 07:30 to 20:00

Sundays (and Bank Holidays): 10:00 – 18:00

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

20) The ground and first floor ancillary uses (including bar/lounge/gamezone/breakfast area) hereby approved, as indicated drawing 180021-3DR-00-DR-(D)010 Rev B and 180021-3DR-01-DR-(D)011 Rev B stamped as received by the City Council, as Local Planning Authority, on the 7 August 2019, shall remain ancillary to the hotel and shall not be used for any other purpose.

There shall be no live music or entertainment in this areas at any time with background music only.

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

21) The development shall be carried out in accordance with the Crime Impact Statement (Version B) prepared by Design for Security at Greater Manchester Police stamped as received by the City Council, as Local Planning Authority, on the 7 August 2019. The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a Secured by Design accreditation.

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

22) The development hereby approved shall be carried out in accordance with the Travel plan framework stamped as received by the City Council, as Local Planning Authority, on the 7 August 2019.

In this condition a Travel Plan means a document which includes:

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

Within six months of the first use of the building, a Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted for approval in writing by the City Council as Local Planning Authority. Any Travel Plan which has been approved by the City Council as Local Planning Authority shall be implemented in full at all times when the development hereby approved is in use.

Reason - To assist promoting the use of sustainable forms of travel for residents, pursuant to policies T1, T2 and DM1 of the Manchester Core Strategy (2012).

23) Prior to the first use of the building, the provision of 22 cycle spaces, as indicated on drawing 1943-EXA-00-00-DR-L-100 Rev A stamped as received by the City Council, as Local Planning Authority, on the 7 August 2019 shall be implemented prior to the first occupation of the development and retained and maintained in situ for as long as the development remains in use.

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

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

For the avoidance of doubt this shall include the following:

- re-instatement works the footway;
- Details of materials, to be used for the footpaths and for the areas between the pavement and the line of the proposed building/public realm; and
- Tree planting in the footways, if possible.

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

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

25) Notwithstanding the TV reception survey prepared by, stamped as received by the City Council, as Local Planning Authority, on the 7 August 2019, within one month of the practical completion of the development or before the development is first occupied, whichever is the sooner, and at any other time during the construction of the development if requested in writing by the City Council as local planning authority in response to identified television signal reception problems within the potential impact area a study shall identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out above. The measures identified must be carried out either before the building is first occupied or within one month of the study being submitted to the City Council as local planning authority, whichever is the earlier.

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

26) The drainage shall be constructed in accordance with the Drainage Strategy (ref. 10-4926 Rev A) prepared by Ward Cole stamped as received by the City Council, as Local Planning Authority, on the 7 August 2019 and email from Anna Relph containing hydraulic analysis prepared by Ward Cole stamped as received by the City Council, as Local Planning Authority, on the 8 October 2019. Prior to the first occupation of the development a verification report shall be submitted, including relevant photographic evidence, that the scheme has been implemented in accordance with the previously approved details.

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

27) (a) Three months prior to the first use of the development by hotel guests, a Local Benefit Proposal Framework that outlines the approach to local recruitment for the end use(s), shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved document shall be implemented as part of the occupation of the development.

In this condition a Local Benefit Proposal means a document which includes:

- i) the measures proposed to recruit local people including apprenticeships
- ii) mechanisms for the implementation and delivery of the Local Benefit Proposal
- iii) measures to monitor and review the effectiveness of the Local Benefit Proposal in achieving the objective of recruiting and supporting local labour objectives

(b) Within 6 months of the first use of the development by hotel guests, a Local Benefit Proposal which takes into account the information and outcomes about local labour recruitment pursuant to items (i) and (ii) above shall be submitted for approval in writing by the City Council, as Local Planning Authority. Any Local Benefit Proposal approved by the City Council, as Local Planning Authority, shall be implemented in full at all times whilst the use is operation.

Reason - The applicant has demonstrated a commitment to recruiting local labour pursuant to policies SP1, EC1 and DM1 of the Manchester Core Strategy (2012).

28) Prior to the first use of the development details of the provision of 2 electric car charging points shall be submitted for approval in writing by the City Council, as Local Planning Authority, to two of the disabled car parking spaces as shown on drawing 180021-3DR-XX-DR-(D)003 Rev E stamped as received by the City Council, as Local Planning Authority, on the 4 December 2019. The approved details shall be implemented prior to the first use of the development and thereafter made available and retained for as long as the development is in use.

Reason – In the interest of promoting alternatives and minimising the impact of the development on air quality pursuant to policies EN16 of the Manchester Core Strategy (2012).

29) Prior to the first use of the development hereby approved, details of the number, siting and appearance of bird boxes at the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented and be in place prior to the first use of the development hereby approved and shall thereafter be retained and maintained in situ.

Reason – In the interest of providing habitats for birds to improve the ecological value of the application site pursuant to policies SP1 and EN15 of the Manchester Core Strategy (2012).

30) Notwithstanding drawing 180021-3DR-XX-DR-(D)125 Rev C stamped as received by the City Council, as Local Planning Authority, on the 13 November 2019, prior to the first use of the development a signage strategy for the entire building shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved strategy shall then be implemented and used to inform any future advertisement applications for the building.

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

31) All windows at ground level, unless shown otherwise on the approved drawings detailed in condition 2, shall be retained as a clear glazed window opening at all times and views into the premises shall not be screened or obscured in any way.

Reason - The clear glazed window(s) is an integral and important element in design of the ground level elevations and are important in maintaining a visually interesting street-scene consistent with the use of such areas by members of the public, and so as to be consistent with saved policy DC14 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

32) The development hereby approved shall include for full disabled access to be provided to all areas of public realm and via the main entrances and to the floors above.

Reason - To ensure that satisfactory disabled access is provided by reference to the provisions Core Strategy policy DM1.

33) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) the premises shall only be used for a hotel (Use Class C1) and for no other purpose.

Reason – In the interest of retaining the provision of hotel within the development pursuant to policies SP1 and CC4 of the Manchester Core Strategy (2012).

34) Prior to the first use of the development hereby approved, the 4 disabled car parking layout, as indicated drawing 180021-3DR-XX-DR-(D)003 Rev E stamped as received by the City Council, as Local Planning Authority, on the 4 December 2019 shall be laid out, demarcated and made available. The disabled car parking layout shall be retained and maintained for as long as the development remains in use.

Reason – To ensure disabled car parking is available for the development pursuant to policies SP1, T1, and DM1 of the Manchester Core Strategy (2012).

35) Prior to the first use of the development hereby approved, details of a coach and car parking management strategy shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved plan shall be implemented upon the first use of the development and thereafter retained and maintained.

Reason – To ensure adequate arrangements are put in place for the development in terms of managing coach parking and car parking demands at the development pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

### Informatives

- Any signage, wayfinding, banners or any other advertisements to be installed in and around the application site for the purpose of the promotion of the developments and routes to it may require consent under the Town and Country Planning (Control of Advertisements) (England) Regulations 2007.

- The creation of any outside seating area will require full planning permission.

- Externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB ( $L_{Aeq}$ ) below the existing background ( $L_{A90}$ ) at the nearest noise sensitive location.

- Defra have published a document entitled 'Guidance on the Control of Odour and Noise from Commercial Kitchen Exhaust Systems'. It describes a method of risk assessment for odour, guidance on minimum requirements for odour and noise control, and advice on equipment selection. It is recommended that any scheme should make reference to this document (particularly Annex B). Details should also be provided in relation to replacement air. The applicant will therefore need to consult with a suitably qualified ventilation engineer and submit a kitchen fume extract strategy report for approval.

-You should ensure that any external wall treatments approved for planning purposes are discussed in full with Building Control to ensure they meet with the guidance contained in the Building Regulations for fire safety. Should it be necessary to change the external facade treatment due to conflicts with Building Regulations, you should also discuss the changes with the Planning team to ensure they do not materially affect your permission

### **Local Government (Access to Information) Act 1985**

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 124495/FO/2019 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

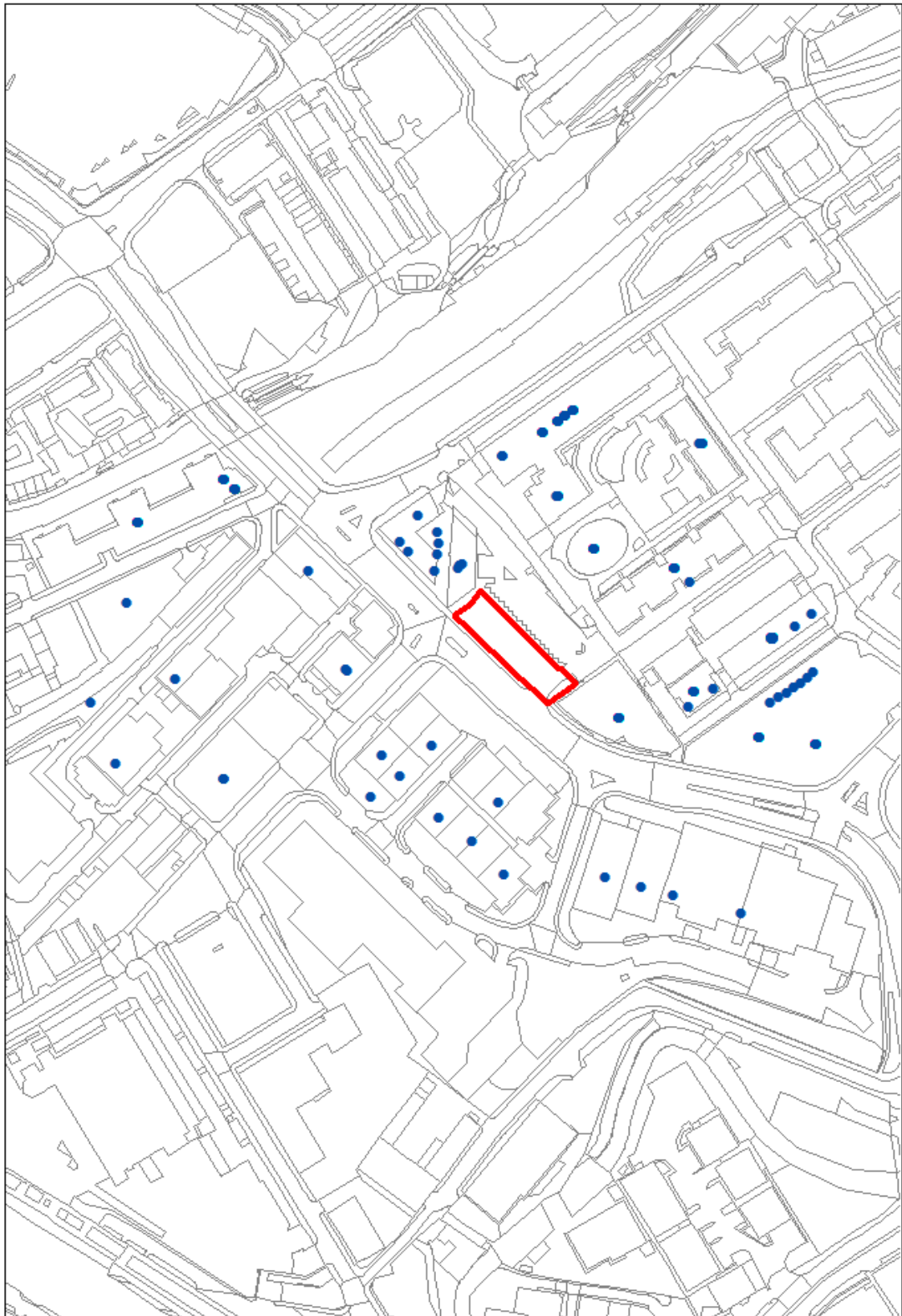
**The following residents, businesses and other third parties in the area were consulted/notified on the application:**

**Highway Services  
Environmental Health  
MCC Flood Risk Management  
Greater Manchester Police  
United Utilities Water PLC  
Environment Agency  
Transport For Greater Manchester  
Greater Manchester Archaeological Advisory Service  
Greater Manchester Ecology Unit  
Manchester Airport Safeguarding Officer**

**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:**

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



□ Application site boundary ● Neighbour notification

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