

Application Number	Date of Appln	Committee Date	Ward
126308/FO/2020	10th Mar 2020	22nd Oct 2020	Deansgate Ward

Proposal The demolition of 2 to 4 Whitworth Street West and the construction of a mixed-use building, comprising flexible units for retail, food and drink use at ground floor level with a hotel at upper storeys, together with associated landscaping, servicing, cycle parking and other associated works.

Location 2-4 Whitworth Street West, Manchester, M1 5WX

Applicant Mr Stuart Howard , Maizelands Ltd and Arringford Ltd, C/o Aberdeen Standard Investments, C/o Agent,

Agent Mr Keith Jones, JLL, One Piccadilly Gardens, Manchester, M1 1RG

Executive Summary

The proposal is for the demolition of 2 to 4 Whitworth Street West and the construction of an 8 storey hotel with retail, food and drink use on the ground floor. Rowendale Street would be closed and the building would occupy the street and the plots either side.

There have been 2 letters of support and 57 letters of objection.

Key Issues

Principle of the proposal and the schemes contribution to regeneration: The development is in accordance with national and local planning policies, and the scheme would bring significant economic benefits in terms of investment, job creation and tourism. This is a highly sustainable location.

Economic Benefits: It is estimated that there could be around 96k visitors per year who would spend over £8m in the local economy each year. The hotel would generate 197 construction job years; 31.5 permanent FTE jobs (net) once it is fully operational; the ground floor commercial space is estimated to deliver 20 permanent FTE jobs and the development has an estimated annual rateable value of £600,000.

Heritage: The existing buildings are not listed and are not in a conservation area but a number of people have objected to their loss. The proposed development would bring significant public benefits, as detailed in this report. These include investment in the City Centre economy, job creation, both during construction and upon completion, supporting tourism, optimising the use of a site currently occupied by vacant buildings and providing a high quality building which would enhance the local area. 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, there is a clear and convincing case that the harm caused is outweighed by the benefit of bringing the site back into use.

Design Details of the design and images are presented in the report below.

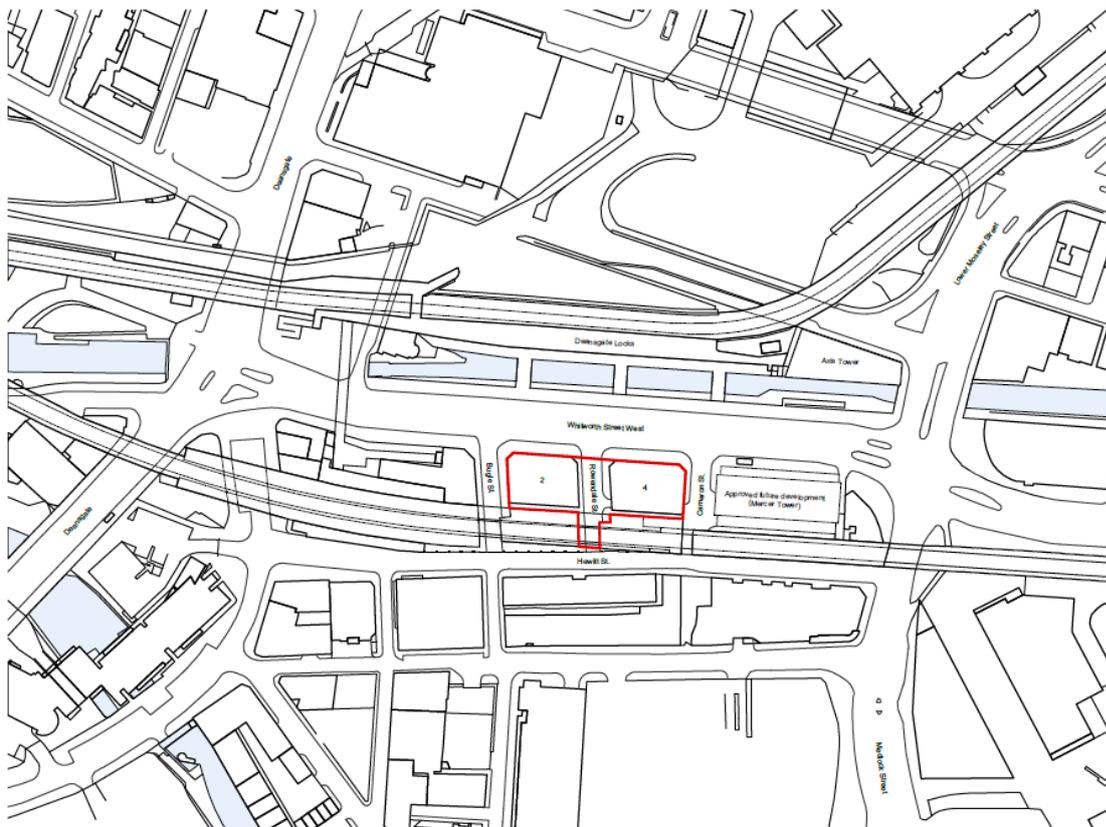
Climate change This would be a low carbon building in a highly sustainable location. Sustainability principles would in the construction process to minimise and recycle waste, efficiency in terms of vehicle movements and sourcing and use of materials.

A full report is attached below for Members consideration.

DESCRIPTION OF SITE AND SURROUNDING AREA.

The site is 0.1ha and opposite Deansgate Locks and the Deansgate Castlefield Metro Station and adjacent to the Deansgate train station. It includes 2 and 4 Whitworth Street West and is bounded by Cameron Street, Bugle Street and the rail viaduct. The site is bisected by Rowendale Street and includes the railway arch which runs between Whitworth Street west and Hewitt Street

2 Whitworth Street West is a four-storey, red-brick building which is vacant. 4 Whitworth Street West is a three-storey red brick building which is also vacant.





Surrounding area

The site is in an important strategic location at the southern end of Deansgate, close to key public transport hubs, to the south of the Civic Quarter and to the north of Knott Mill.

The Rochdale Canal is on the opposite side of Whitworth Street West and three pedestrian footbridges provide access to Deansgate Locks. Deansgate Locks comprises evening entertainment venues, built into the railway arches. The site to the east has planning permission for a 36-storey residential building. The elevated railway lines to the rear are at first floor level with the current buildings. To the south of the railway lines is an area characterised by a mix of employment and residential buildings. Beyond Bugle Street is a live music venue (Rebellion) and Deansgate Station is beyond this.

The existing vacant buildings on site are not listed. The railway viaduct and Deansgate Station are Grade II listed. Lock 90, 91 and Rochdale canal lock keeper's cottage at lock number 91, to the north are Grade II listed. Castlefield conservation area is located 120m west of the site.

This is a sustainable location, close to the Deansgate-Castlefield Metrolink stop and Deansgate and Oxford Road Railway Station.

DESCRIPTION OF DEVELOPMENT.

The application proposes the demolition of 2 and 4 Whitworth Street West, stopping-up Rowendale Street and the construction a seven-storey hotel. The ground floor

includes flexible retail / food and drink units plus refuse storage and secure cycle storage for 16 cycles and access to the hotel. The ground floor units have double floor to ceiling heights which would provide scope for a partial mezzanine floor. The first floor would provide the core hotel services, including kitchen, laundry, offices and guest cafeteria and 12 bedrooms, including 2 accessible rooms. A typical floor would include 28 rooms, of which 2 would be accessible, 12 family rooms and 14 standard rooms. Overall, there would be 152 rooms. The proposal requires the closure of Rowendale Street.

The commercial units and the hotel would be accessed from Whitworth Street West. The cycle store would be accessed from Bugle Street and the substation from Cameron St. Service access would be from the gated alley behind the building. A service yard would provide access to waste storage area. Once stopped up, Rowendale Street will be fenced and gated to control access.

The building would be seven storeys, a double height ground floor with six storeys above, with an additional plant storey at roof level. The total height of the building would be 27.45 metres. The design and appearance of the building borrow heavily from buildings in the surrounding area to ensure that the proposed façade ties in with the local character of the area.



The building would have a double order open base which would incorporate large, double-height windows. Above this, would be a simple, repetitive middle section within which would be the hotel rooms. Along the top of the proposed building would be a solid frontage and simple signage to the right.

The building is of brick appearance, with textured masonry panel detailing worked into the design, to complement the built development in the area.



The building would be fully accessible. Guests would be assisted by the choice of lighting, signage and colour within the development. This includes access for the general public, as well as for people and employees. The hotel would provide a minimum of 5% of fully accessible rooms, spread across all floors to ensure a truly inclusive design.

The hotel would ensure that inclusive access is available at each level for occupants and visitors and the design does not present barriers to people with disabilities. There would be step free routes to all parts of each building and lift access is provided. Entrances to the hotel and retail units would be clearly identifiable and have level access. Manifestation would be applied to all ground floor glazing for partially sighted people. The entrance lobby and reception areas would be well lit, free of obstructions and with plenty of space for circulation. The hotel reception desk would be designed for ease of use by wheelchair user. All areas will be clearly signed and a fully accessible toilet would be provided at first floor level. Lift access is provided to all hotel floors and would meet the statutory requirements in terms of car size, door opening and clear landing. Escape stairs have been designed to ambulant disabled standard to meet the requirements of Part M of the Building Regulations. Stair core lobbies would have disabled refuges on all upper floors.

Given the site's sustainable location and close proximity to a number of public transport routes, it is considered there is no requirement for any car parking to be provided as part of the development. The application includes a single parking bay for a disabled guest and there are three bays for disabled people on street opposite Cameron Street. The Q-Park at First Street is some 350m via a level access route from the proposed hotel and accommodates 28 disabled spaces. The car park has fully serviced lift facilities.

In addition, the applicant has provided a commitment that they would ensure that the parking needs of all disabled guests are met at a reasonable cost, and this is included in the recommended conditions.

The hotel includes 16 secured cycle spaces and lockers. The stores would consist of a combination of two-tier and semi vertical bike racks. As part of employee welfare for the hotel, personal secured lockers will be located in the staff room at first floor level.

Dedicated refuse stores would be located to the rear of the building and the hotel and commercial unit would have separate dedicated stores which have been sized in accordance with the GD04 document. Nine 1100 litre eurobins will be provided, 6 for the Hotel and 3 for the commercial units including separate eurobins for recyclable waste. Bins would be wheeled from the refuse store directly outside and collected from the street side on Bugle Street. A private, licenced waste collection company would collect the waste 5 times per week for both the hotel and the commercial unit. The bin stores have been sized to accommodate this frequency of collection.

CONSULTATIONS

The proposal has been advertised as a major development, being of public interest, affecting the setting of listed buildings. Site notices have been displayed and notification letters were sent to local residents and businesses. There have been 2 letters offering general support and 57 letters of objection.

Common to most of the objections are concerns regarding the appearance of the proposed building, and the loss of two important heritage buildings. Sustainability issues are also raised, questioning why the existing buildings cannot be re-used, and comments also state that the proposals are not in accordance with planning policy include references to planning policy.

In terms of the details included in the objections, the following specific points are raised.

Design and appearance

The proposed building is incredibly generic and could be anywhere. It's not worthy a prominent position in Central Manchester on a main thoroughfare and certainly not a worthy replacement of buildings that do not need replacing!

Manchester City Council's Core Strategy States that Development in all parts of the city should; Make a positive contribution to the neighbourhood of choice including creating well designed places that enhance or create character and protect and enhance the built and natural environment. I feel that this application fails on all these guidelines.

The proposed building lacks any character or enhancing features. In fact it is just a box that is completely bland and offers nothing to improve the visual quality of Whitworth Street.

Poor quality modern box which is 7 storeys which is totally out of keeping with the location, whereas existing buildings are level and line with the railway arches.

Policy SP1 of MCC's Core Strategy States:

Development in all parts of the City should:

- Make a positive contribution to neighbourhoods of choice including:-
- Creating well designed places that enhance or create character...
- ...Protect and enhance the built and natural environment.

This proposal fails on all three accounts. There is no positive contribution that such poor architecture can make and there is certainly no enhancement or character creation with a proposal so bland. The proposed building is similar to the applicant's existing premises at 22 Great Ancoats Street which are a blot on the streetscape. The proposed building has a flat roof and generic fenestration which offers absolutely nothing to improve the visual quality of Whitworth Street West.

Paragraph 6.8 elaborates on this:

Good design can contribute to neighbourhoods of choice by making the most of the heritage and natural environment and helping enhance or create a recognisable and welcomed character to the area...MCC (are) a responsible agency for delivering this strategy.

Given the council are responsible for implementing this strategy, they should be insisting on a high quality and memorable design. There are several unfortunate examples, across the city, of what poor architecture can do to the built environment. The proposed hotel fails to create a 'recognisable and welcomed character to the area.' The design could be found in any Western city and it is incredibly generic. 2-4 Whitworth Street West's red brick facades and fenestration are absolutely unique to warehouse buildings in Manchester. We have lost so many of these buildings and I see scant reason why these two should be next.

Policy CC9 also states:

Design of new buildings will need to be of the highest standard in terms of appearance and function. The standards and guidance explained in other LDF policies should be the basis for the approach to design, with particular attention to be given to the City Centre context and character. No attention has been given to the context of this development. It uncomfortably sits on Whitworth Street West and proposes a generic and homogenous style of architecture which is out of keeping with the rest of the street.

Paragraph 8.52 states:

Although the City Centre needs to be able to change in order to accommodate growth and the changing requirements of development, it is important that the character of the City Centre is recognised as a key determinant of decisions to invest in the area. This proposal will be to the city's detriment and I urge you to seek a new design proposal from the developer which retains 2-4 Whitworth Street West.

Scale. Should the applicant retain 2-4 Whitworth Street West, I would have no objection for them to go higher at the rear of the property. This could create a really interesting landmark building whilst retaining two Victorian and Edwardian heritage assets.

Any redevelopment of this site should incorporate 2-4 Whitworth Street West. The applicant's consultant has stated that the proposed design is similar to other warehouses such as Asia House. I find this deeply insulting that a 7 storey box can, in any way, rival the carefully planned Victorian proportions of our built heritage.

The building that is planned will be bland and uninspiring.

Another bland box with zero architectural merit, the type that could be found in any municipal town in Europe, whilst the loss of two historic buildings which would, when carefully repurposed, add significantly to the streetscape. The city deserves better. Much better. Rather than pander to a low end hotel chain that wants to turn a fast profit at the expense of adding anything of quality to the city, MCC should set its sights considerably higher and look to a developer who will treat the site with respect. Dull, bland, unimaginative, cheap.

Any redevelopment of 2-4 Whitworth Street West should incorporate the pre-existing warehouses which form a coherent framed grid around the railway viaduct in a stretch of buildings that cover the whole distance from Piccadilly Station to Castlefield. In and around the historic Knott Mill district, several former warehouses have been very successfully converted to much praise around Little Peter Street and Jordan Street. These plots of land on Whitworth Street are vital to the successful neighbourhood development of this area. The current buildings complement and contribute positively to the area. They fit in with the Grade II listed Deansgate Station and viaduct. It is simply that the present uses of these buildings do not contribute positively to the area. New uses would be welcomed. Re-imagining designs are welcomed. Any conversion of these buildings will be welcomed but destructing our Mancunian industrial heritage to rubble and allowing the construction of a new build plain, boring, rectangular box, amounts to intentionally ripping up one of the core facets that makes Manchester so so special. The planners, investors, and committee members wouldn't voluntarily chose to replace their house with a prefab portacabin-style shelter. Why would they pursue the same for Manchester? The application should be rejected for contravening Manchester's own polices including Mancunian Heritage Motion - for failing to contribute positively to the preservation of our unique industrial heritage.

Loss of heritage buildings

The proposed development will seriously affect the setting of the listed buildings whilst it looks to remove two buildings which positively contribute to the setting of listed buildings. There is no coherency with the proposal. It is a building that could be anywhere and not in a prominent position in Central Manchester on a main thoroughfare. It is awkwardly juxtaposed to its surroundings and is particularly poor in design.

I have concerns about how overbearing the scheme will be on neighbouring heritage assets namely Deansgate Station and the associated railway viaduct which are both listed at Grade II. Policy CC 9 Design and Heritage states: Design of new buildings will need to be of the highest standard in terms of appearance and function. The standards and guidance explained in other LDF policies should be the basis for the approach to design, with particular attention to be given to the City Centre context

and character. Development in Manchester City Centre should preserve or enhance the heritage assets that have been identified, including listed buildings, conservation areas and scheduled ancient monuments...developers must recognise the specific design challenges that must be overcome to ensure complementarity of function and form. New development must support the range of uses the Council expects in the City Centre and contribute to a coherent and integrated physical environment.

I hope you will refuse this dull and cumbersome application whilst implanting the vision set out in The Core Strategy whereby Manchester is seen as:

A City with neighbourhoods where people choose to live all their lives because they offer a wide range of quality housing and an attractive environment where locally distinctive character is conserved and enhanced.

Also, a City defined by excellence in urban design and environmental quality, where its distinctive historic environment is understood, valued, cared for and its potential fully realised. Manchester deserves better!

The buildings could be saved and repurposed

I want these buildings saved. Stop ruining the heart and soul of Manchester by turning into another bland and characterless city.

I object to the plans to demolish the two Victorian warehouses. The reason that I object is that these buildings represent our history; the complex makeup of our city. All that another generic hotel will serve is hen/stag parties and football fans in a building that looks like every new building that has gone up in recent years.

The demolition of the two red brick building would have a detrimental effect on the local area. Other similar buildings in the local area such as the hacienda building have already been demolished and these are vital to show the history of the city and add unique character to the area.

There is adequate vacant space in the close vicinity (such as the First Street development) on brownfield sites where this would be appropriate. In addition, the current buildings can provide a wide variety of uses and are in good condition. It's a waste of resources to remove them.

With the current pandemic is it highly likely that these building will be knocked down and nothing will be built on the site for many years. We saw this after the 2008 crash. Having empty spaces in the city centre is a waste of land. Please refuse this development to save a little bit of Manchester's history.

Please do not destroy these historic buildings. Don't lose all of Manchester's heritage.

With the demolition of an adjacent warehouse a few years ago, there won't be many buildings of heritage left on this particular stretch of Whitworth Street West if we lose them too.

Not only are the existing buildings on the site a fantastic example of Manchester's rich cultural heritage, but the proposed new development is also bland, generic and entirely out of keeping with the area.

I note Policy SP1 in MCC's Core Strategy stating that development in all parts of Manchester should be well designed, protecting the built & natural environment and make a positive contribution to their environment. I find it difficult to see how the proposed development would meet even one of these criteria, let alone all three. It is my hope that yourself, and the wider team at MCC, will have the sense to reject this proposal which risks contributing to Manchester's transformation from one of the country's leading urban centres into a boring, uninspiring, idenitkit, second rate city.

I could not object more strongly to this development. We have already lost much of our industrial heritage of the city to unsympathetic redevelopment. These are functional, attractive buildings that form part of the industrial nature of the city, something that it is being lost, building by building, replaced with modern structures with no individualism or character. This provides no benefit at all to the residents of this city, and the profiteering should be tempered with the need to preserve the character of the city that birthed the industrial revolution.

Manchester should be building on its heritage not destroying it. Some careful modification should be considered rather than blanket destruction .

We can build plenty of new build buildings but not any new Victorian ones!

These buildings should not be demolished and surely could easily be, and Must be refurbished. They are a perfect example of Manchester architecture which is a huge part of the character to our city. To lose more buildings like this, so unnecessarily is outrageous.

I have concerns about how overbearing the scheme will be on neighbouring heritage assets namely Deansgate Station and the associated railway viaduct which are both listed at Grade II. Policy CC 9 Design and Heritage states: Design of new buildings will need to be of the highest standard in terms of appearance and function. The standards and guidance explained in other LDF policies should be the basis for the approach to design, with particular attention to be given to the City Centre context and character.

Development in Manchester City Centre should preserve or enhance the heritage assets that have been identified, including listed buildings, conservation areas and scheduled ancient monuments....developers must recognise the specific design challenges that must be overcome to ensure complementarity of function and form.

New development must support the range of uses the Council expects in the City Centre and contribute to a coherent and integrated physical environment. The proposed development will seriously affect the setting of the listed buildings whilst it looks to remove two buildings which positively contribute to the setting of listed buildings. There is no coherency with the proposal. It is a building that could be anywhere and not in a prominent position in Central Manchester on a main thoroughfare. It is awkwardly juxtaposed to its surroundings and is particularly

poor in design.

I hope you will refuse this dull and cumbersome application.

It is inconceivable to me that in 2020, with all the loss of heritage that has gone on in central Manchester in recent years, such proposals are still even being considered. This is a city with an exciting and unique architectural landscape, but this is disappearing before our very eyes. I, like many people who have moved here in the past 20 years, feel like everything that is unique and wonderful is being destroyed, and this includes not only cultural features, but also the built environment. I used to take my many visitors around central Manchester and quip that it is a red-brick city, but that is increasingly untrue. It is becoming a city of cheap cladding and glass, architectural traits that can be found all over the planet and can do nothing but dilute Manchester's character. People do not move here for glass and cladding. They move here for the unique urban culture – and this is both cultural and architectural. It is in grave danger of disappearing completely and I know many people who are considering moving away for this reason, myself included.

How can MCC still be considering the demolition of the unique and well-loved industrial architectural landscape when every other city I know in Europe and Australia moved decades ago to incorporating existing buildings into new designs to retain character? It is like Manchester is stuck in 1965. The design for the new building DOES NOT in any way resemble what is there now. It is a cheap-looking, generic box of a design.

The design of the redevelopment of the site should incorporate 2-4 Whitworth Street West. A well designed building including the character of the existing warehouses will enhance the area instead of summing it down with a rubbish boxy design. Please avoid making the wrong decision so that yet another part of Manchester's heritage. Development in Manchester City Centre should preserve or enhance the heritage assets including listed buildings, conservation areas and scheduled ancient monuments.

The plans show you wish to remove two beautiful buildings and replace them with a building that is not at all sympathetic with its environs and is lacking in character. 2-4 Whitworth Street west are beautiful Victorian buildings and are a reminder of our history. To knock them down and replace them with a characterless box building is morally wrong. It will detract from the urban beauty of the locality; the plans provide no positives at all. In addition, given the devastation that the essential lockdown is having on the hospitality industry and many others there is a very real chance that these stunning buildings will be knocked down and nothing will replace them. Given the unique times we are living in I think it would be irresponsible to allow that risk to happen and no decisions should be made until the economy has recovered. I cannot see why you would allow a building of beautiful architecture and history to be replaced by a building that at best could be called utilitarian and at worse, well, for that the list is endless.

It would seem obvious to anyone with the slightest bit of sense that this is a terrible idea. The loss of these heritage assets in place of a dreadful looking box seems almost callous to be frank. It would quite clearly be detrimental to the character of the

area and be yet one more step towards making this city unattractive. Absolutely not befitting the countries second city status and yet another truly disgraceful planning calamity.

I am alarmed at how recently, we seem to be losing too many old historical buildings. The red brick mills give Manchester its character and they are part of the city's heritage. Please think about this. I am sure Travelodge can find have enough money to do a nice restoration rather than demolish them completely and build some ugly and cheap quality building instead.

While the rapid growth of Manchester City Centre is of great benefit to residents of the Greater Manchester area I feel that replacing historical architecture with identikit modern buildings is detrimental to the cultural heritage which makes Manchester so unique.

As a business owner with offices in Manchester city centre the cultural heritage is of great importance in attracting talent to the city which fuels business growth. Removing historically interesting and important buildings weakens Manchesters appeal and power as a growing hub of business. Please reconsider this application and insist that the existing buildings are used and preserved in any permitted development.

Demolishing old Victorian and Edwardian warehouses that have shaped the base of Manchester's History for centuries will not do well to our economy or to the current and future image of our City.

As Manchester expands, we are losing more and more of the red brick warehouses and buildings that lend the city centre its unique character. If we demolish more of these buildings and replace them with homogenous soulless boxes with little artistic or architectural merit, we risk stripping the soul and heritage out of the city. Why can't these buildings be innovatively renovated or altered to retain their original atmosphere but also reflect a changing city with evolving needs? This planning application lacks imagination and as a resident of the city centre for the last 7 years (and having lived nearby for far longer than that), I know that it does radical Manchester no service at all.

The success of these builds are not just in the design but in the fact that they did not compromise the heritage of the city. What is so wonderful about Manchester and what makes it attractive to local people and visitors from all over the world, is it's Victorian heritage. No one visits a city to look at the type of architecture that is being proposed here, they want to see the history and the beautiful historic architecture that you are proposing to demolish.

This particular part of the City Centre is popular and will become even more so once Deansgate Square is open. What makes it so attractive are the narrow streets like Hewitt Street and Little Peter Street that house interesting Victorian buildings such as a school, Castlefield Gallery and the arches. These connect via Bugle Street and Gilbert Street, through the viaducts onto Whitworth Street West and to unique red brick Victorian warehouses, with loads of character. This will become a thriving area once the development of the square is complete.

Demolishing these buildings will have the complete opposite effect of enhancing the character of the area. The proposed building in this application is completely devoid of any character and adds no positive contribution to the area. We have lost so many of these types of buildings in recent years. Yet those that have been renovated and reused have added so much to the character and success of the City in recent years. You only need to look at the Northern quarter to see this. These buildings should be cherished and put to good use.

There is no way that modern buildings could ever have the detail and character that these buildings have so it would be criminal to demolish them. The council need to be forward thinking in this respect and preserve our heritage. If this application goes ahead, it sets a precedent for more demolition of historical buildings.

I would like to see the buildings retained in some form and incorporated into new uses. I believe this is something that the majority of Mancunians also feel. I feel that it is important to retain heritage buildings where possible in such a central area, nearby to the Knott Mill regeneration area.

Great example of Manchester industrial architecture and far more beautiful than any new build. Stop wiping out Manchester history.

Sustainability

No net gain to Carbon neutral agenda targets.

Converting existing buildings to new use would reuse and recycle materials causing less embodied energy.

No green spaces or Carbon off-set

Other issues

Loss of employment uses - decisions in such a period of change due to Covid-19 should not be rushed into.

Loss of light creating a narrow sterile corridor facing Deansgate locks.

The cheap hotel chain will be a feeder for the Deansgate Locks venues, which are well known for anti-social behaviour.

There are ample hotel facilities at Hilton, and in First Street; there are also budget hotels in the area such as Premier Inn by Britons Protection as well as other Travelodge accommodation within quarter of a mile.

Manchester City Council are adversely affecting the human scale of this location with a building which is detrimentally over-sized for this location. It is a poor quality proposal and employment uses other than hospitality sector must be encouraged.

Even with soundproofing in the hotel, it will be inevitable that the hotel will have a negative impact on Deansgate Locks. As this is an important area for nightlife in the

city, I think the existing establishments should be prioritised and any potential future conflicts be avoided at all costs. I believe it is only inevitable that the hotel and its guests will be disturbed by the liveliness of the area. Even if it's not to everybody's taste, this unique canal fronting nightlife district, should not be compromised by a soulless Travelodge.

A larger building will cast a shadow over my venue's outdoor balcony and canal-side terrace area. These are areas used by customers throughout the year – especially during the Spring and Summer months – where they enjoy uninterrupted views and direct light throughout the peak periods of business operation. Outside areas in Manchester city centre are extremely limited and having two such areas is critical to the success of the business. The terrace area attracts over 60% of venue bookings all year round and I believe the size and position of the building being proposed will cast a shadow over this area making it a less appealing space which would seriously impact the number of bookings and, subsequently, business profit.

There is enormous potential for beneficial use of this site. If the landowners permitted long leases, were flexible with uses, and made applications for sensitive conversions or extensions of the property these should be loudly welcomed. This application does not achieve that.

Giving the stream of hotel rooms that are due to be delivered in the next 18 months across the city there is no demand for this application which can be used to override the above inconsistencies with Manchester Council's policies.

We do not need another hotel in Manchester, we need more creative and local hubs, spaces where people can create or learn, especially in spaces with such history and so close to other art centres such as HOME. Can the council not see that the reason Manchester became so popular in the first place was for its working class, industrial heritage, so why on earth would you want to demolish those buildings that represent that history!

It's so upsetting that it would even be considered! If there was a dress from that era you wouldn't chuck it in a bin it would be in a museum, preserved for years to come, so why do you knock down these quality built buildings to make way for these cardboard boxes with as much craftsmanship as an Ikea malm bedroom set

SUPPORT

I support the proposed development as the site has been vacant for a long time.

Also please can I use this opportunity to recommend to councillors that a landscape strategy be drawn up for Whitworth Street West, which is currently a gaping car-dominated canyon. There is plenty of space to have the area remain open to cars, but also introduce parallel cycle lanes, trees, wider pavements and maybe even a pocket park! Perhaps **£106** from this development could help pay for this.

The applicant has addressed the objections raised by providing submissions in response, and these are detailed later in this report.

Highway Services – No objections and recommend conditions regarding off-site works, servicing, CMP, Travel Plan and cycle parking.

Environmental Health – No objections and recommend conditions regarding deliveries, fumes, CMP, hours, lighting, noise, contamination, plant, waste and air quality

Flood Management – No objection and recommend conditions regarding surface water drainage.

Travel Change Team – No comments received

Greater Manchester Police – No objection. Recommended condition regarding crime safety measures.

Environment Agency – No objection.

Transport for Greater Manchester (TfGM) (Metrolink) – No objection.

Greater Manchester Archaeology Unit – No objection, subject to condition regarding site investigations

Canal and River Trust – No objection

Greater Manchester Ecology Unit – No objection

Pedestrian Society – No comments received

Network Rail – No objection.

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 is the key document in Manchester's Local Development Framework. It 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 and the proposal would provide hotel accommodation in a sustainable location.

SO2. Economy – A hotel use is acceptable in this sustainable location 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.

Policy SP1 ‘Spatial Principles – The proposal would have a positive impact on visual amenity and the character of Whitworth Street West. The design and appearance and landscaping would improve 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 support tourism close to all forms of sustainable transport.

Policy CC9 Design and Heritage – The proposal provides a high quality building

Policy CC10 A Place for Everyone – The proposal would complement the ongoing regeneration of this area and would be fully accessible.

Policy CC4 ‘Visitors - Tourism, Culture and Leisure’ - The proposal would support the ongoing regeneration of this part of the city centre and support tourism.

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 there would be minimal impact on the local highway network and use of sustainable forms of transport would be promoted.

Policy C1 ‘Centre Hierarchy’ - The proposal would be located in the city centre which is an appropriate location for such uses.

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. This is considered later in the report .

EN4 'Reducing CO₂ emissions by enabling low and zero carbon development'
–The proposal would be low carbon. It would have no car parking, a 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 CO₂ reductions from low or zero carbon energy supplies' - The buildings functions would reduce overall energy demands. The building fabric would be high quality and energy costs should remain low.

Policy EN14 'Flood Risk'- Surface water runoff would be minimised.

Policy EN16 'Air Quality' The proposal would not compromise air quality in this location.

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

EN19 'Waste' – The waste management strategy incorporates recycling principles.

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 cause significant impact on the adjacent listed viaduct together with minimising the impact on other nearby listed buildings.

Saved policy DC20 Archaeology – An archaeological desk based assessment has been carried out for the site and it is considered that the development would not have an impact on any potentially significant remains on the site.

Saved policy E3.3- The proposal would provide a high quality building along Whitworth Street West 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 2.8 suggests that in areas of significant change or regeneration, the future role of the area will determine the character and design of new developments. It will be important to ensure that the development of new buildings and surrounding landscape relates well to, and helps to enhance, areas that are likely to be retained and contribute to the creation of a positive identity.
- Paragraph 2.14 advises that new development should have an appropriate height having regard to the location, character of the area and specific site circumstances. Although a street can successfully accommodate buildings of differing heights, extremes should be avoided unless they provide landmarks of the highest quality and are in appropriate locations.
- Paragraph 2.17 states that vistas enable people to locate key buildings and to move confidently between different parts of the neighbourhood or from one area to another. The primary face of buildings should lead the eye along important vistas. Views to important buildings, spaces and landmarks, should be promoted in new developments and enhanced by alterations to existing buildings where the opportunity arises.

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

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

Manchester Green and Blue Infrastructure Strategy 2015

The Manchester Green and Blue Infrastructure Strategy (G&BIS) sets out objectives for environmental improvements within the City in relation to key objectives for growth and development.

Building on the investment to date in the city's green infrastructure and the understanding of its importance in helping to create a successful city, the vision for green and blue infrastructure in Manchester over the next 10 years is:

By 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The city's communities will be living healthy, fulfilled lives, enjoying access to parks and greenspaces and safe green routes for walking, cycling and exercise throughout the city. Businesses will be investing in areas with a high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce.

Four objectives have been established to enable the vision to be achieved:

1. Improve the quality and function of existing green and blue infrastructure, to maximise the benefits it delivers
2. Use appropriate green and blue infrastructure as a key component of new developments to help create successful neighbourhoods and support the city's growth
3. Improve connectivity and accessibility to green and blue infrastructure within the city and beyond
4. Improve and promote a wider understanding and awareness of the benefits that green and blue infrastructure provides to residents, the economy and the local environment.

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*".

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).

In order to achieve sustainable development, the NPPF states that the planning system has three overarching objectives – economic, social and environmental (paragraph 8).

Section 6 '*Building a strong and competitive economy*' states that planning decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development (paragraph 80).

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.* (paragraph 117). Decisions should support development that makes efficient use of land, taking into account: 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; or of promoting regeneration and change; and the importance of securing well-designed, attractive and healthy places. (Paragraph 122)

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 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.

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 proposal and the schemes contribution to regeneration

The Manchester economy and population should continue to grow over the next 20 years and the City Centre must provide amenities and services that encourage people to live, work and visit the City. The City Centre Strategic Plan outlines that the City Centre has an important role in providing homes and other facilities.

The principle of high density, mixed use developments, such as this is acceptable in this area. Tourism is a critical part of the City's economy generating around £4.5 billion a year and supporting 50,000 jobs. This includes 4.8 m overnight stays. This growth has been significant over the last decade with 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 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 and the opening of The Factory will add a further 140,000 sq ft cultural space to the city. The provision of more hotel rooms is necessary to meet growing demand in this sector.

Hotel occupancy has remained high demonstrating the continued strength of the market. This is driven by cultural, leisure and business visitors. The operator is internationally recognised and has had a presence in the City for many years.

The ground floor commercial units would contribute to the vitality of the street scene and the hotel would use the site efficiently and meet demand for hotel accommodation. It would also deliver activity and footfall 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.

Contribution to Economy

The application is supported by an analysis of the economic contribution of the proposed development, both in terms of economic benefit and job creation. Visitors staying in the hotel would generate a wider economic impact for Manchester when they go shopping, visit museums/theatres, clubs, concert venues and eat out in local cafes, restaurants and bars etc. The latest available data referred to in the analysis suggests that the average spend per night (excluding accommodation) for a visitor to Greater Manchester is £84

The hotel would have 152 rooms. Taking account of the size of the rooms and the average occupancy rate for a hotel in Manchester, it is estimated that there could be 264 visitors staying in the hotel on a given day. This is equivalent to just over 96k visitors per year.

When the average spend per visitor figure is multiplied by the number of visitors, it is estimated that hotel visitors would spend c£8.1m in the local economy each year. This is equivalent to an annual GVA contribution of £2.7m.

The key findings of the economic assessment include:

- Tourism activity in Manchester supported 53,400 FTEs in 2018 and generated an economic impact of £4.86bn
- The proposed new hotel development is estimated to generate a net impact of 197 construction job years
- The hotel is estimated to create 31.5 permanent FTE jobs (net) once it is fully operational
- The ground floor commercial space is estimated to deliver a net effect of c20 permanent FTE jobs

Overall, the proposed scheme is expected to generate c. £19.4m of net additional GVA in construction, c.£1.3m per annum from permanent employment in the hotel and flexible ground floor space and c£2.7m in annual GVA from hotel visitor spend in

the local economy.

The development has an estimated annual rateable value of £600,000 for the completed hotel development, which can be used to invest in strengthening public services and infrastructure.

Design and appearance

The building would be seven storeys, a double height ground floor with six storeys above, with an additional plant storey at roof level. The total height of the building would be 27.45 metres. The design and appearance of the building borrow heavily from buildings in the surrounding area to ensure that the proposed façade ties in with the local character of the area.

The building would have a double order open base which would incorporate large, double-height windows. Above this, would be a simple, repetitive middle section within which would be the hotel rooms. Along the top of the proposed building would be a solid frontage and simple signage to the right.

The building is of brick appearance, with textured masonry panel detailing worked into the design, to complement the built development in the area. Windows would be deeply recessed.

The scheme is a simple hotel building with commercial uses at ground floor level. Careful testing and consideration was then given to the scale and massing of the building and whilst taller buildings were explored, it was considered that a lower, mid-rise scale building would be more appropriate for the site given the extent of high-rise developments taking place in the surrounding area.

The scale of the hotel responds to its context including Deansgate Locks, Grade II listed viaducts and and would respond well to the pedestrian environment and relate to the scale of buildings elsewhere on Whitworth Street.



The character, scale and urban grain of Whitworth Street West has evolved over time. The grain of the street is a primary East-West axis, with secondary routes running North-South. Earlier building footprints tended to be smaller and fragmented but emerging schemes are larger and unified. Rowendale St has no strategic function and is cut through and its closure is acceptable in principle. Whilst this would change the Street pattern, it would allow the site to be developed comprehensively and would not unduly impact on permeability or pedestrian movement as Bugle Street and Cameron Street would remain open.

The linearity and regularised form of the of the scheme lends itself to repetition and efficiency which is clearly expressed in the façade design..The active ground floor uses would provide life and vitality to the street. The retail units would wrap the front corners of the building, maximising street frontage, as well as animating the street corners along Bugle and Cameron Street. The height of the base would complement Deansgate Locks.



Impact of the historic environment and cultural heritage

The existing buildings on the site are not listed and are not within a conservation area. However, they have some character and their heritage contribution has been assessed. This has concluded that their age, rarity, aesthetic interest, group value,

archival interest, landmark status, social and communal value would not meet the criteria to be considered non-designated heritage assets.

The buildings date from 1908 and 1922 and are neither rare, nor of sufficient quality to distinguish them from other buildings of that period. The buildings are neither particularly old nor are they rare examples of pre-war and post-war Manchester commercial buildings.

Aesthetic interest relates to the intrinsic design value of an asset relating to local styles, materials or any other distinctive local characteristics. The buildings have no special features or intrinsic design value; there is no local style or distinctive local characteristics. The two buildings are not distinctive to Manchester. The use of red brick and slate roof is characteristic of the City period but the buildings are not the work of known architects nor do they include any unusual decorative features or unusual technical design elements. The buildings do not have innovative design and or distinguishing character. The materials alone are not sufficient to identify the structures as NDHAs.

Group value is the grouping of assets with a clear visual design or historic relationship. Although the buildings were built at a similar time, they were designed as individual buildings and have no group value. There is no historic relationship between the two buildings or to the Station or the viaduct. There is no clear visual design between them or to the Station. The buildings have different styles, ages and design. They are all built of brick, but this in itself is not sufficient to warrant identification as NDHA. Their impact on the setting of heritage assets is not a reason for identification as a NDHA.

There is no identified archival interest and no records have been identified which link the buildings to events, people or enterprises of significant historical association. The buildings do not have landmark status.

No records have been identified which link the buildings to events, people or enterprises of either social or communal significance. The two buildings are not Victorian but date from between 1908 and 1922, and are Edwardian and post WWI.

When assessed using Historic England guidance, neither building has sufficient historic or architectural interest to be considered a non-designated heritage asset.

Whilst none of the buildings on site are listed or within a conservation area, the following listed buildings are nearby: The railway viaduct; Deansgate Station; Lock 90, 91 and Rochdale canal lock keeper's cottage at lock number 91; all Grade II listed. The Castlefield conservation area is located 120m west of the site.

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.

A heritage assessment has considered the impact of the proposal on the historic environment as required by paragraph 189 of the NPPF. The setting of the heritage assets and any impact on any key views has been addressed to allow the impact of the proposal to be understood and evaluated. Whilst a number of listed buildings have been identified, the key listed and heritage asset affected by the proposal is Grade II viaduct. Other nearby listed buildings form part of the wider character and view of the proposal and have been considered within the Heritage assessment. These listed buildings represent the development of the railways and industry in this part of the City creating a unique environment.

There are a number of instances where the development would be seen in views which contain heritage assets but the impact would not be unduly harmful. Where the development would be seen in the same context as heritage assets, their significance and setting is clearly still evident and any harm that does arise is considered to be modest and outweighed by the substantial regeneration benefits that the development of such a high quality scheme would bring to this area.

NPPF Section 16 '*Conserving and enhancing the historic environment*' Paragraph 196 states that where a development proposal will lead to less than substantial harm 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, unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the NPPF.

The proposed development would bring significant public benefits, as detailed in this report. These include investment in the City Centre economy, job creation, both during construction and upon completion, supporting tourism, optimising the use of a site currently occupied by vacant buildings and providing a high quality building which would enhance the local area.

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 within the context of the above the overall impact of the proposal including the impact on heritage assets would meet the tests set out in paragraphs 193, 196 and 197 of the NPPF and that there is a clear and convincing case to support the harm which is outweighed by the benefit of bringing the site back into use.

Sustainability

Economical design and construction processes combined with good management practice would ensure that material and construction waste would be kept to a minimum throughout the construction phase. A Site Waste Management Plan would be continually maintained. Waste minimisation techniques to be employed and referenced in the SWMP include, but not be limited to:

- eliminate waste at source wherever possible
- reduce waste on site by employing good management systems
- re-cycle waste on site wherever possible.

This hierarchy will be further managed in a number of ways:

- economical design
- ensure correct management procedures are employed when measuring and procuring materials to ensure correct quantity and specification
- clean, tidy and safe storage of materials on site
- timely delivery of materials
- manage client expectations to minimise design changes
- control of quality to minimise defective work
- re-use of materials on site wherever possible
- where space allows the segregation of waste for recycling, or the use of external licensed waste contractors who will collect mixed waste skips, then segregate and recycle from their own premises.

Climate change, sustainability and energy efficiency

The proposal would be a low carbon building in a highly sustainable location with excellent access to public transport for guests and staff. Sustainability principles would be incorporated into the construction process to minimise and recycle waste, efficiency in terms of vehicle movements and sourcing and use of materials.

There would be no onsite car parking and this would limit the level of vehicle emissions ensuring the building does not contribute to local air quality conditions. A travel plan would encourage guests and staff to take advantage of public transport and would ensure vehicle trips are low. There would also be an secure internal cycle store.

The building fabric would be highly efficient with energy saving measures incorporated into the design.

Credibility of the Design

Proposals of this nature are expensive to build so it is important to ensure that the standard of design and architectural quality must be maintained through the process of procurement, detailed design and construction. The design team recognises the high profile nature of the proposal.

The applicants acknowledge that the market is competitive and that the quality of the development is paramount. A significant amount of time has been spent developing and carefully costing the design to ensure that the as scheme submitted can be delivered. The applicant is keen to commence work on site as soon as possible.

Impact on Ecology

An ecological appraisal concludes that there would be no adverse impacts on statutory or non-statutory designated sites. The ecology report would also need revisiting if there was a delay in the implementation of the planning permission.

Impact on the highway network/car/cycle parking and servicing

The site is accessible by all transport modes and is close to a range of amenities and services. It immediately adjoins the Deansgate Metrolink stop and Deansgate Station. Many bus routes are nearby.

There would be no on-site car parking, and 16 indoor cycle spaces would be provided. A travel plan would ensure that guests use sustainable transport.

The development would not have an unduly harmful impact on the local highway network. Travel planning would help take advantage of the sustainable location of the site in order to further reduce the reliance on the car. Servicing and construction requirements can also adequately met. The proposal therefore accords with policies SP1, T1, T2 and DM1 of the Core Strategy.

Designing out crime

A Crime Impact Statement (CIS), prepared by Design for Security at Greater Manchester Police, recognises that the development would bring vitality to this area and more active frontage. 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.

CONCLUSION

The proposal would have a positive impact on the regeneration of this part of the City Centre and would contribute to the supply of hotel accommodation, would provide significant investment in the City Centre supporting the economy, and would create both direct and indirect employment. The proposal is in accordance with relevant National and Local planning policies

In addition, a convincing, well considered approach to design, scale, architecture and appearance of the building has resulted in a high quality building that would make a positive contribution to the streetscene. Any harm to heritage assets would be less than substantial and would be outweighed by the public benefits of the scheme, in accordance with the provisions of Section 66 and Section 72 of the Planning (Listed Building and Conservation Areas) Act 1990 (the "Listed Building Act")

Accordingly, this application is recommended for approval, subject to appropriate conditions

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

Conditions to be attached to the decision

0) 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 other considerations. Further work and discussion have taken place with the applicant through the course of the application, particularly in respect of matters arising from the consultation and notification process. As such, the proposal is considered to be acceptable.

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

2068-A-L-005-P03	Proposed Site Plan, showing site edged red
2068-A-L-100-	Proposed Ground Floor Plan
2068-A-L-101-	Proposed First Floor Plan
2068-A-L-102-	Proposed Levels 2-6 Floor Plan
2068-A-L-103-	Proposed Roof Plant Plan
2068-A-L-200-	Context Elevations Existing 01
2068-A-L-201-	Context Elevations Existing 02

2068-A-L-202- Context Elevations Proposed 01
2068-A-L-203- Context Elevations Proposed 02
2068-A-L-204- Proposed North Elevation
2068-A-L-205- Proposed West & East Elevations
2068-A-L-206- Proposed South Elevation
2068-A-L-210- Proposed Bay Elevations
2068-A-L-300- Proposed Section Context
2068-A-L-301- Proposed Section AA
68114 CUR 00 XX DR TP 03001 P01 - Proposed Parking Bays
68114 CUR 00 XX DR TP 05001 P04 - Swept Path Analysis Large Refuse Vehicle

details of extraction system and plant by CWC

1435-ZZ-4001 2nd to 6th Floors Rev P2
1435-RF-4001 Roof Level Rev P2
1435-GF-4001 Ground Floor Rev P2
1435-01-4001 First Floor Rev P2

Documents

- o Design and Access Statement by Glenn Howells Architects
- o Design Synopsis by Glenn Howells Architects
- o Planning Statement by JLL
- o Transport Statement by Curtins
- o Travel Plan by Curtins
- o Consultation Statement by Templar Strategies
- o Ecology Statement (Bat Survey) by Rachel Hacking Ecology
- o Updated Heritage Statement by Katheryn Sather & Associates
- o Archaeology Desk Based Assessment by Katheryn Sather & Associates
- o Noise and Vibration Assessment by Hilson Moran
- o CFD Analysis of Wind Microclimate Pedestrian Comfort and Distress by Hilson Moran
- o Air Quality Assessment by Hilson Moran
- o Planning Energy Statement by Crookes Walker Consulting
- o Ventilation Strategy by Crookes Walker Consulting
- o Demolition Method Statement by C&D Demolition Consultants Ltd
- o Refurbishment and Demolition Survey by C&D Demolition Consultants Ltd
- o Crime Impact Statement by Design for Security
- o Stage 1 Site Investigation by RoC Consulting
- o Flood Risk Assessment and Surface Water Drainage Statement by RoC Consulting
- o Waste Management Statement (inc Waste Management Pro-forma) by Curtins
- o Energy Efficiency & Sustainable Development Report by Synergy Building Services
- o Part L2A 2013 Assessment and Energy Hierarchy by Crookes Walker Consulting

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

3) Prior to the commencement of the development, 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 panel) 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, details of ventilation/air bricks, 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, pursuant to policies SP1 and DM1 of the Core Strategy.

4) Deliveries, servicing and collections, including waste collections shall not take place outside the following hours: 07:30 to 20:00, Monday to Saturday, Sunday/Bank Holiday the times shall be confined to 10:00 to 18:00

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

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

Mixed use schemes shall ensure provision for internal ducting in risers that terminate at roof level. Schemes that are outside the scope of such developments shall ensure that flues terminate at least 1m above the eave level and/or any openable windows/ventilation intakes of nearby properties.

Reason - In the interests of the amenities of occupiers of nearby properties, pursuant to policies SP1 and DM1 of the Core Strategy.

6) 1) A Construction Management Plan shall be submitted to and approved by the Council. It shall also contain a community consultation strategy which includes how and when local businesses and residents will be consulted on matters such out of hours works. Any proposal for out of hours works (as below) will be submitted to and approved by this section, the details of which shall be submitted at least 4 weeks in advance of such works commencing.

2) Construction/demolition works shall be confined to the following hours unless otherwise agreed in writing by the City Council as local planning authority:

- o Monday - Friday: 7.30am - 6pm
- o Saturday: 8.30am - 2pm
- o Sunday / Bank holidays: No work

Reason - To safeguard the amenities of the occupiers of nearby residential and commercial properties during the construction/demolition phase, pursuant to policies SP1 and DM1 of the Core Strategy.

7) Prior to the first use of each commercial unit, details of the opening hours shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The approved opening hours shall then become the operating hours for each respective unit and shall thereafter be retained and maintained.

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.

8) Full details of any proposed lighting scheme shall be submitted to, and approved in writing by, the City Council, as local planning authority, prior to installation. The details shall include location and design of fixtures and fittings, together with levels of luminance. External lighting shall be designed and installed so as to control glare and overspill onto nearby residential properties.

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

9) The premises shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the premises and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as local planning authority. The scheme shall be implemented in full before the use commences or as otherwise agreed in writing by the City Council as local planning authority.

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

Before any Class A3 use hereby approved commences, the premises shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the premises and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as Local Planning Authority. The scheme proposed shall normally include measures such as acoustic lobbies at access and egress points of the premises, acoustic treatment of the building structure, sound limiters linked to sound amplification equipment and specified maximum internal noise levels. Any scheme approved in discharge of this condition shall be implemented in full before the use commences or as otherwise agreed in writing by the City Council as Local Planning Authority.

Upon completion of the development a verification report will be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report. The report shall also undertake post completion testing to confirm that acceptable criteria has been met. Any instances of non-conformity with the recommendations in

the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

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

10) Before the development commences a scheme for acoustically insulating the proposed residential accommodation against noise from Whitworth Street West and Deansgate Locks shall be submitted to and approved in writing by the City Council as local planning authority. There may be other actual or potential sources of noise which require consideration on or near the site, including any local commercial/industrial premises. The approved noise insulation scheme shall be completed before the hotel is first occupied.

Noise survey data must include measurements taken during a rush-hour period and night time to determine the appropriate sound insulation measures necessary. The following noise criteria will be required to be achieved:

Bedrooms (night time - 23.00 - 07.00) 30 dB LAeq (individual noise events shall not exceed 45 dB LAmax,F by more than 15 times)

Due to the proximity of the development to the railway line and Deansgate Station it will be necessary for vibration criteria to apply which can be found in BS 6472: 2008 "Guide to evaluation of human exposure to vibration in buildings". Ground borne noise/re-radiated noise should also be factored into the assessment and design.

Additionally, where entertainment noise is a factor in the noise climate the sound insulation scheme shall be designed to achieve internal noise levels in the 63Hz and 125Hz octave centre frequency bands so as not to exceed (in habitable rooms) 47dB and 41dB, respectively.

Reason: To secure a reduction in noise from traffic or other sources in order to protect future residents from noise disturbance, pursuant to policies SP1 and DM1 of the Core Strategy.

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

The scheme shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the site. The approved scheme shall be completed before the premises is occupied.

Upon completion of the development a verification report will be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic report. The report shall also undertake post completion testing to confirm that the noise criteria has been met. Any instances of non-conformity with the recommendations in the report shall

be detailed along with any measures required to ensure compliance with the agreed noise criteria.

Reason - To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site, pursuant to policies SP1 and DM1 of the Core Strategy.

12) Before the development commences a scheme for the storage and disposal of refuse shall be submitted to and approved in writing by the City Council as local planning authority. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

New developments shall have refuse storage space for segregated waste collection and recycling. Internal and external storage areas are required.

Reason - In the interests of amenity and public health, pursuant to policies SP1 and DM1 of the Core Strategy.

13) Prior to commencement of the development mitigation measures to safeguard local air quality shall be submitted to and approved in writing by the City Council as local planning authority. Any agreed mitigation measures shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason: To secure a reduction in air pollution from traffic or other sources in order to protect existing and future residents from air pollution, pursuant to policies EN16, SP1 and DM1 of the Core Strategy.

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

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

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

b) When the development within each phase commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and a

Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority.

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

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies SP1 and DM1 of the Core Strategy.

15) Within six months from first occupation of the development, details of the measures to be incorporated into the development to demonstrate how secure by design accreditation will be achieved, and written confirmation of a secure by design accreditation shall be submitted to, and approved in writing by, the City Council as local planning authority. The development shall only be carried out in accordance with these approved details.

Reason - To reduce the risk of crime pursuant to policies SP1 and DM1 of the Core Strategy.

16) No demolition or development shall take place until the applicant or their agents or successors in title has secured the implementation of a programme of archaeological works. The works are to be undertaken in accordance with a Written Scheme of Investigation (WSI) submitted to and approved in writing by Manchester Planning Authority. The WSI shall cover the following:

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

- i) an evaluation through trial trenching
- ii) dependent on the above, more detailed excavation (subject to a separate WSI.)

(b) A programme for post investigation assessment to include:

- production of a final report on the investigation results

(c) Deposition of the final report with the Greater Manchester Historic Environment Record.

(d) Dissemination of the results of the archaeological investigations commensurate with their significance.

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

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

Reason: To record and advance understanding of heritage assets impacted on by the development and to make information about the heritage interest publicly accessible pursuant to policy EN3 of the Manchester Core Strategy (2012), saved policy DC20 of the Unitary Development Plan for the City of Manchester (1995) and the NPPF.

17) Prior to the commencement of any development, a surface water drainage scheme, based on the hierarchy of drainage options in the National Planning Practice Guidance with evidence of an assessment of the site conditions shall be submitted to and approved in writing by the City Council, as local planning authority.

The surface water drainage scheme must be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards. In the event of surface water draining to the combined public sewer, the pass forward flow rate to the public sewer must be restricted to 8 l/s.

The development hereby permitted shall be carried out only in accordance with the approved drainage scheme.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to policies SP1 and DM1 of the Core Strategy.

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

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

Reason: To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development, pursuant to policies SP1 and DM1 of the Core Strategy.

19) Foul and surface water shall be drained on separate systems.

Reason: To secure proper drainage and to manage the risk of flooding and pollution, pursuant to policies SP1 and DM1 of the Core Strategy.

20) 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).

21) (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).

22) The development hereby approved shall be carried out in accordance with a Travel Plan Framework, to be submitted to, and approved in writing by, the City Council, as Local Planning Authority.

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

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

The Travel plan will include visitor and staff travel planning measures, targets etc, management of pick-up and drop off activity and coach parking.

Within six months of the first occupation 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.

23) Prior to the first occupation of the hotel element, the provision of 16 cycle spaces shall be implemented, 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 and the residents in order to support modal shift measures pursuant to policies SP1, T1, T2 and DM1 of the Manchester Core Strategy.

24) Prior to the first occupation of the hotel element within of the development hereby approved, a scheme of highway works and details of footpaths reinstatement/public realm in relation to shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The scheme shall include details of all changes to off-site adopted highways, including (but not limited to): loading bays on Bugle Street and Whitworth Street West, relocation of parking bays/TROs, footway works (reinstatement, resurfacing and installation of dropped kerbs and tactile paving at crossing points), and highway stopping-up.

The approved scheme shall be implemented and be in place prior to the first occupation of the hotel element of the development hereby approved 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

25) Before the development hereby approved is completed, a paving and surfacing strategy for the public footpaths, vehicular crossings, and vehicular carriageways around the site shall be submitted to and approved in writing by the City Council as local planning authority. All works approved in discharge of this condition shall be fully completed before the development hereby approved is first occupied.

Reason: In the interests of amenity and to ensure that paving materials are consistent with the use of these areas as pedestrian routes, pursuant to the Guide to Development and policy DM1 of the Core Strategy.

26) No development shall commence unless and until samples and specifications of all hard landscape materials, together with a layout plan identifying the location of the materials have been submitted to and approved in writing by the City Council as local planning authority.

The development shall be constructed only using the approved materials unless otherwise agreed in writing by the City Council as local planning authority. The approved scheme shall be implemented not later than 12 months from the date the building is first occupied

Reason: To ensure that a satisfactory landscaping scheme is carried out pursuant to policy DM1 of the Core Strategy and the Guide to Development.

27) The wheels of contractor's vehicles leaving the site shall be cleaned and the access roads leading to the site swept daily in accordance with a management scheme submitted to and approved in writing by the City Council as local planning authority prior to any works commencing on site.

Reason - In the interest of pedestrian and highway safety, as specified in policies SP1 and DM1 of Core Strategy.

28) The details of an emergency telephone contact number shall be displayed in a publicly accessible location on the site and shall remain so displayed for the duration of the construction and fitting out of the development.

Reason - In the interests of local amenity, pursuant policies SP1 and DM1 of the Core Strategy.

29) Prior to the first use of the hotel hereby approved a signage strategy for the 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

30) No externally mounted telecommunications equipment shall be mounted on any part of the buildings hereby approved, including the roofs, unless otherwise agreed in writing by the City Council as local planning authority.

Reason: In the interest of visual amenity and pursuant to policy DC18.1 of the Unitary Development Plan for the City of Manchester.

31) The development hereby approved shall achieve a post-construction Building Research Establishment Environmental Assessment Method (BREEAM) rating of 'excellent'. A post construction review certificate shall be submitted to and approved in writing by the City Council as local planning authority prior to occupancy of the development.

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

32) The demolition hereby permitted shall not be undertaken before a contract for the carrying out of the building works for the redevelopment of the site which is the subject of this application (ref:126308/FO/2020) has been made, and evidence of that contract has been supplied to the City Council as local planning authority.

Reason - To ensure the satisfactory development of the site, pursuant to policies DM1 and SP1 of the Core Strategy.

33) Notwithstanding the General Permitted Development Order 2015 as amended by the Town and Country Planning (Permitted Development and Miscellaneous Amendments) (England) (Coronavirus) Regulations 2020 or any legislation amending or replacing the same, no further development in the form of upward extensions to the building shall be undertaken other than that expressly authorised by the granting of planning permission.

Reason - In the interests of protecting residential amenity and visual amenity of the area in which the development is located pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

34) Prior to first occupation of the building, the applicant shall provide a commitment, to be agreed with the City Council, as local planning authority, that ensures that the parking needs of all disabled guests are met at a reasonable cost.

Reason - To ensure that the requirements of disabled guests are met in relation to parking and access, pursuant policies T1, T2 and DM1 of the Manchester Core Strategy.

35) The development hereby approved shall not commence, other than enabling works comprising demolition, piling and construction of the sub structure, unless and until a servicing strategy, including a schedule of loading and unloading locations

and times, has been submitted to and agreed in writing by the City Council as local planning authority.

Reason: In the interests of public and highway safety and the protection of residential amenity, pursuant to policy DM1 of the Core Strategy

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 126308/FO/2020 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

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

**Highway Services
Environmental Health
MCC Flood Risk Management
Greater Manchester Police
Environment Agency
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
Greater Manchester Ecology Unit
Greater Manchester Pedestrians Society
Network Rail
Oliver West (Sustainable Travel)
United Utilities Water PLC
Canal & River Trust**

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

Representations were received from the following third parties:

Relevant Contact Officer : David Brettell
Telephone number : 0161 234 4556
Email : dave.brettell@manchester.gov.uk

