

Application Number	Date of Appln	Committee Date	Ward
134953/FO/2022	15 Sep 2022	19 Jan 2023	Piccadilly Ward

Proposal Partial demolition of existing buildings (68-70 Oldham Street) (retention of facades to both 68 & 70 Oldham Street and internal floors of 68 Oldham Street), and erection of new 10 storey building (plus plant room) to incorporate retained elements, removal of roof and conversion of existing warehouse building (61 Spear Street) with 3 storey rooftop extension to create aparthotel (sui generis) and ground floor commercial uses (use class E)((a), (b), (c), (e) and (g) only.

Location 68-70 Oldham Street, Manchester, M4 1LF

Applicant Mr Mike Bathurst, Jadebricks Manchester Limited, 38 Berkeley Square, London, W1J 5AE,

Agent Miss Rebecca Boston, Turley, 1 New York Street, Manchester, M1 4HD

Executive Summary

Key Issues

Principle of the proposal and the schemes contribution to regeneration: The development is in accordance with national and local planning policies, and would deliver significant economic, social and environmental benefits. This is an inactive brownfield site in a highly sustainable location, close to public transport and walking and cycling routes. The serviced apartments would meet an identified need for additional hotel capacity in the City. The building would have high levels of sustainability, being low carbon with measures to manage surface water drainage and improve biodiversity.

Agent of Change Principle: Noise measurements taken whilst neighbouring entertainment uses have been operating, including a live music performance have been used to model options to acoustically insulate the aparthotel against air and structure borne noise. These are supported in principle by the Head of Regulatory and Enforcement Services subject to further design development and a condition would require this to be agreed prior to construction works commencing. This would ensure that development could operate without the need for unreasonable restrictions to be placed on existing businesses. A condition would require the effectiveness of the mitigation works to be verified prior to occupation.

Economic Benefits: The development would create employment during construction and permanent employment at the aparthotel and commercial uses. Based on average occupancy rate and average spend per night, visitors would spend 7.2m in the local economy on transport, retail, food and beverage and entertainment.

During the construction phase an average of 80 FTE jobs would be created per annum over the 22-month construction period along with a further 75 net jobs per annum FTE in the supply side. The total GVA economic output during construction

would be circa £20.4 million to the Greater Manchester economy, including £18.1 million concentrated in Manchester.

During operation 35 gross FTE jobs would be created with a further 30 net jobs per annum FTE in the supply side. This would generate an annual GVA output of circa £2.0 million in GVA annually contributed to the Greater Manchester economy, including circa £1.4 million per year locally in Manchester.

It is predicted that the accommodation would support 85,000 visitors bringing additional expenditure of £7.2 million per annum (excluding accommodation) which would support the equivalent of 40 jobs.

The development would generate circa £102,500 per annum in retained business rate receipts for Manchester City Council.

Social Benefits: A local labour agreement would ensure that Manchester residents are prioritised for construction jobs and jobs within the aparthotel. Public realm improvements to legibility and activity on all sides of the site benefit residents and visitors.

Environmental Benefits: This would be a low carbon development in a highly sustainable location. The development should achieve BREEAM Excellent, and be low carbon with all electric systems. The travel plan would encourage users to walk, cycle and use public transport. Surface water risks would be managed through green and blue infrastructure such as a blue / green roof which would attenuate the water at source. The site is potentially contaminated but the conditions are not unusual and do not present a risk to human health or the environment on the basis of an appropriate remediation strategy

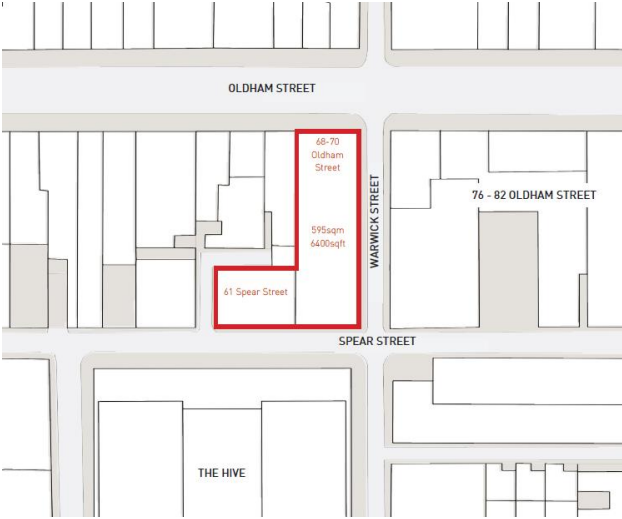
On balance the height, scale and appearance would contribute positively to the area and deliver a viable form of development. The development would be safe and secure. Waste management would prioritise recycling to minimise the amount of waste going to landfill.

Heritage: Any harm to heritage assets would be less than substantial and would be outweighed by the economic, social and environmental public benefits of the scheme, in accordance with the provisions of paragraphs 197, 199, 200, 202 and 203 of the NPPF and sections 66 and 72 of the of the Planning (Listed Building and Conservation Areas) Act 1990. A viability report forms part of a balanced judgement required by the above sections of the NPPF and is a material planning consideration.

Impact on amenity- The impact on daylight/sunlight, air quality, tv reception, noise and disturbance and wind conditions would be acceptable in this context. Construction impacts would not be significant and can be managed. Noise outbreak from plant would meet relevant standards and the operational impacts of the accommodation can be managed.

A full report is attached below for Members consideration.

Description of Site



Site Location plan

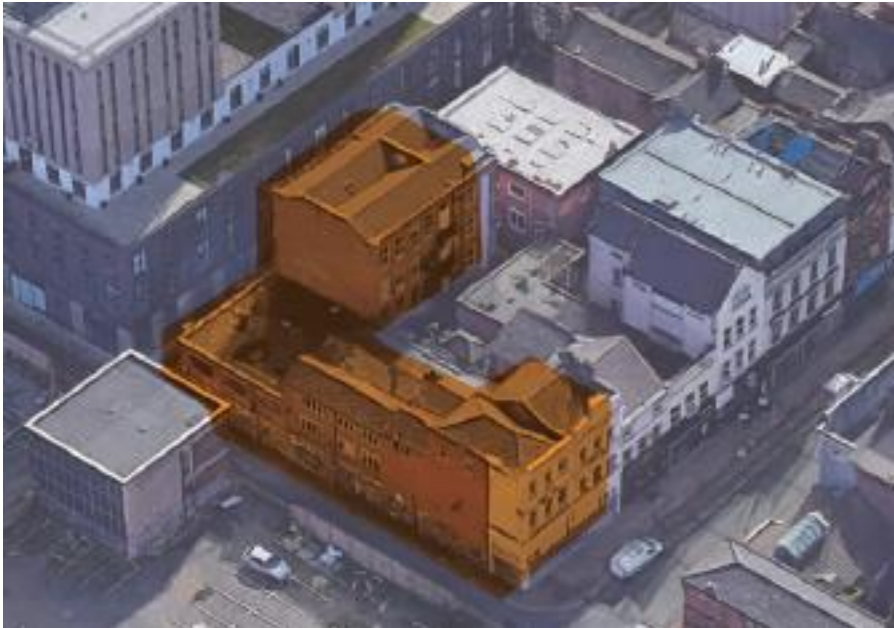
Arial View of Site



Existing View from Oldham Street and Spear Street

The site is 0.6ha and bounded by Oldham Street, Warwick Street and Spear Street. The principle façade is on Oldham Street which links Piccadilly with Ancoats and New Cross. The site is in the Stevenson Square Conservation Area and adjacent to the Smithfield Conservation Area. It comprises a collection of buildings. The Grade II

listed 66 Oldham Street (Castle Hotel) and 105 Oldham Street (Chakalaka Bar) adjoin and are opposite the site respectively. Other nearby listed buildings include 4,6 and 8 Bradley Street and 69-77 Level Street. The site is in the Northern Quarter Warwick Street is part of a link between Tib St and Lever St.



Current buildings on site

The buildings on site comprise:

68 Oldham Street, a three storey classical brick building with a painted render/stucco finish. Its narrow three bay façade is separated by pilasters and there is a frieze decorated with acanthus leaves and dentilation between the first and second floors. The first and second floor windows are in deep reveals. Those at first floor are in arched architraves with a central keystone and the second floor windows have flat arched heads with a deep cornice above. The building has a flat parapet, broken by a central arched pediment displaying the number 68.

70 Oldham Street is 3 storeys and was formerly a pub before being converted as part of a larger drapers. It is a classical building of painted brick with stone detailing. It has a narrow three bay facade with outer pilasters. Sash windows at first and second floor are in deep reveals with keystones, the central of which at first floor has a triangular pediment. There is dentilation and banding above the first and second floor windows and the building has a plain parapet.

The buildings are likely to date from the mid to late 19th century, are commercial in character and are higher than earlier buildings on Oldham Street. This pattern of development reflects the areas evolution and the development of purpose-built retail premises with 'eye-catching facades' and warehouses during the 19th century.

Parts of the walls dividing 68 & 70 Oldham Street have been removed and the floors in No 70 were lowered to align with No 68. The chimney breast and chimney to No 70 was removed and there is evidence of re-building on Warwick Street. A large modern shopfront unites 68 and 70 Oldham Street and is assumed to date from the early 20th century when the buildings were combined.

The rear elevations of 68 and 70 connect with extensions, including a 2 storey rear extension, at 2-4 Warwick Street / 67-71 Spear Street which date from the 20th Century. The buildings were developed over three phases. The original building (no 70) at the junction of Oldham Street and Warwick Street, has a single hipped roof. A lower pitched roof extension has a single first floor window and there is a separate extension to the rear of No 68. A modern three bay extension with a pitched roof is connected to this and extends on Warwick Street and on Spear Street is a large modern flat roofed L-shaped red brick extension, both of which are assumed to date from the mid 20th century. Ground floor windows on Warwick Street and Spear Street have been infilled, with the original concrete upper sills visible. There are first floor windows in thin concrete frames and a door at the southern end of the Spear Street elevation.

61-65 Spear Street (the 'Spear Street warehouse) is a four storey brick built warehouse with a double pitched roof, dating to the 1880s. It has six bays of sash windows with painted stone lintels and arched brick window heads to Spear Street. It has a vertical bay of fixed loading doors, with a curved corner to Back Spear Street and a cast iron staircase bearing initials. Banded concrete has been added at ground floor to Spear Street with a large modern office entrance in a stone surround. There is a simple graduated brick detailing at cornice level and variation in brickwork at the upper levels that suggests alteration and/or limited rebuilding. To the rear a is a cast iron fire escape.

61 -65 Spear Street makes a positive contribution to the character of the Stevenson Conservation Area and is considered to be a non designated heritage asset. 68 and 70 Oldham Street make a positive contribution to the character of the Conservation Area, have value as a pair and reflect the common building typologies. They are of local significance as non-designated heritage assets, principally for the architectural interest of their Oldham Street facades and for their historic interest as commercial buildings, built in the mid to late 19th century. Their facades, particularly the depth and enhanced detailing to No 68, adds to their significance and these elements in particular are of high value. The section of 70 to the rear is much altered and of low heritage value.

68 – 70 Oldham Street have been vacant for a number of years and have fallen into significant disrepair. The Oldham Street facade is damaged and defaced. Any remnants of the original shopfronts are concealed behind a single modern frontage. The Warwick Street façade has a vertical crack and poor tothing at the first floor where it appears a chimney breast was removed. Extensive graffiti on the shop front shutter and along Warwick Street compounds the site's dilapidated appearance. Overall, the site creates a poor quality environment with a feeling of dilapidation and decline and significant investment is required for its improvement.

The applicant carried out interim repair works after acquiring the property and the original fabric on the front elevation of Number 68 is covered with netting. The Spear Street warehouse is in good condition but is vacant following recent departure of an office occupier seeking enhanced and larger premises.



Overview of existing building heights.

There are a variety of uses nearby including: digital, media and technology-based companies; creative and cultural industries; an established residential population, offices, hotels and serviced apartments, retail units and independent bars and restaurants. Independent businesses help to distinguish the Northern Quarter from other parts of the City Centre. Some of bars / pubs in the immediate vicinity have live entertainment such as the Castle Hotel and Gulliver's opposite the site. These sit alongside established and new residential development including 73 Oldham Street, 89-95 Oldham Street, 105 Oldham Street, 107 Oldham Street, and 109 Oldham Street. In addition, apartments have recently been completed adjacent to the site at part 4/5/6/7/8 storeys at 76-82 Oldham Street. The 8 storey elements are to the rear of the site.

The streetscape on Oldham Street is varied but the predominant height in this area is 2-3 storeys, although different floor to ceiling heights creates variety. There are height variations of up to 6 storeys and 76-82 Oldham St is part 8 storeys. To the rear of the site between Spear Street and Lever Street is the Hive, a 4 to 7 storey office building at 27.6 m. A recently completed scheme at 60 Oldham / 53 Spear Street is 7 storeys. The proposed building height would be 34.7m.

The site is close to Piccadilly Station, and the Metrolink / Bus Interchange at Piccadilly Gardens with access to all sustainable transport options. There are multi-storey car parks near to the site, the closest on High Street and Church Street.

The site is in flood zone 1 and is in a Critical Drainage Area. The site is in an Air Quality Management Area (AQMA).

Description of Development

Consent is sought to partially demolish 68-70 Oldham Street and 2-4 Warwick Street / 67-71 Spear Street) and retain the facades and basements of 68 & 70 Oldham Street and the internal floors of 68 Oldham Street and the erection of a stepped 6/10 storey aparthotel incorporating the retained elements. The double hipped roof to 61 Spear Street would be removed and a 3 storey rooftop extension added to the remaining structure.

The aparthotel would have 117 bedrooms, 76 x 2-person rooms, with 4 accessible rooms, 5x3-person rooms and 32 x four -person rooms. There would be a hoist to assist a disabled guest in one room, which could be increased subject to demand.

The ground floor and basement would have a guest lounge with kitchen facility, luggage store, gym & laundry, staff changing, break room and offices, plus a 15 space secure cycle storage space and substation.

There would be a guests terrace and blue roof at level 6 facing Oldham Street and green/blue roof at level 7 above the Spear Street Warehouse. There would be on site 24 hour concierge / management presence.

2 commercial units (233sqm) (Class E (a), (b), (c), (e) and (g) are proposed at the junction of Spear Street and Warwick Street (ground floor) and in the retained parts of the Spear Street Warehouse (ground floor and basement). A platform lift would link the floors in this unit.

The main pedestrian access would be to a reception area off Warwick Street with a secondary entrance from Oldham Street. Service access and taxi drop off would be from a new dedicated loading bay on Warwick Street. On collection day, the management of the aparthotel and the staff of the commercial units would transfer the bins from the bin store, which would be accessible via Back Spear Street, to the collecting location.

There on street parking bays for disabled people at High Street (2 bays 395m away), Brick Street (3 bays 340m away) and Tib Street (2 bays 350m away). The closest pay and display bays are on Spear Street, with four bays 185m away which can be used by Blue Badge holders to park free of charge without time limit.

A Framework Travel Plan has been provided. A refuse store in the service yard would comply with 'GD 04 Waste Storage and Collection Guidance for New Developments Version: 6.00', with general; co-mingled; organic and pulpable waste streams.

Behind the retained facades the massing would take the form of a series of stepped blocks to respond to the sites differing context within the surrounding streets. The facades would be formed from a mix of glazing, white brick, red brick , zinc shingles (small hand cut tiles) and glazed terracotta tiles. Window frames and louvres would be anodised aluminium.

The non original shopfront to Oldham Street would be replaced with a more appropriate design. On Spear Street the non original concrete finish would be removed, and the former entrances reinstated.

Part of the site edged red is within the demise of the Castle Pub at 66 Oldham Street with a fire escape from 1st floor upwards sitting over land outside of the applicants control. The correct Notice has been served on the Castle Hotel. This external stair is not required for means of escape and the Fire Strategy does not rely on it. It would be retained and secured such that it cannot be lowered or used for access from Ground Level.

In support of the proposals the applicants have stated the following:

The proposal would retain, restore and reuse much of the historic fabric of 68 and 70 Oldham Street, whilst integrating with and providing a sustainable, long term use for the Spear Street warehouse. The buildings would be woven together with complementary modern construction which will add to the streetscape and surrounding area. The proposal would introduce a new use to the area and enhance vibrancy through complementing the diverse mix of uses and would enhance footfall and contribute to the dynamic atmosphere of the Northern Quarter.

The application is supported by Drawings; - Design and Access Statement, Planning and Tall Building Statement; Air Quality Assessment; Archaeological Assessment; Waste Management and Servicing Strategy; Crime Impact Statement; Daylight/ Sunlight Assessment; Economic Impact/Benefits Statement; Ecological Appraisal Bat Survey; Energy and Sustainability Statement and BREEAM Pre Assessment ; Ground Conditions Report Phase 1; Heritage Assessment; Market Report Noise Impact Assessment; Flood Risk / Drainage Statement ; Transport Statement and Travel Plan; TV, Radio and Broadband Survey; Ventilation Strategy, Wind Assessment; Viability Assessment; and Townscape and Visual Impact Assessment

Consultations.

Publicity – Nearby residents and businesses have been notified and the application has been advertised in the local press as a major development, a public interest development, affecting the setting of listed buildings and affecting a conservation area. One letter of support and 7 letters of objection have been received

The objectors are concerned about: design and scale and impacts on townscape, impacts on amenity, sunlight and daylight, highways impacts, the consultation process. A summary is outlined below:

Summary of objections

Design and scale and impacts on townscape,

- The demolition of historic building for the provision of a hotel should not be supported;
- The design does not fit in with the aesthetic of the street scene;

- The hideous hotel would eclipse one of Manchester's last great pubs 'The Castle Hotel, a Grade II listed Building whose setting would be adversely impacted;
- The development would clearly be too high, in relation to every other building in the area;

Impacts on amenity.

- A hotel use in this location will attract noise complaints about local entertainment uses including live music venues.
- Live music is the bread and butter at these venues and I'm scared this proposed hotel could jeopardise the future of these businesses;
- Noise from the adjacent live entertainment venues and the external smoking area to the rear are likely to be amplified if the height of the surrounding buildings is increased;
- The continued support of the Council in the growth of the night-time economy within the Northern Quarter is valued by our company and this could be challenged by the approval of this development.
- This development is an Air B n B -type development by another name- Apartment Hotels are by any other name short term lets. Which means a constant turnover of guests, and unlike hotels, they often have minimal - if any - staff, particularly out of hours. Despite the developers suggesting otherwise, we already have two apartment hotels in the area: adjacent to the City Arms on Oldham Street and on Spear Street/Great Ancoats Street. Both have proven to be a nuisance with late night noise and late night music. Where other businesses are regulated – In terms of managing nuisance - these businesses seem to operate out with any regulations. Both are unstaffed at night time (or have an out-of-hours off-site number), which means complaints can only be dealt with after the fact.

Sunlight / Daylight/ Privacy and Overlooking

- The view in the Townscape and Visual Impact Appraisal that, "the only residential properties in close proximity and with potential to be affected by the proposals are those currently under construction by Kempton Homes site on the 76-82 Oldham Street site." is simply untrue and this needs to be reconsidered and assessed.

Traffic, highways and parking provision including impacts on local businesses

- There are concerns about how access to local businesses would be managed during construction

- The site is unpractical for this scale of development - Given recent experience of the impacts from construction on the adjacent site to this development on a much more constrained site, the development has potential to cause a lot of disruption / nuisance for local residents due lack of space. Both Warwick Street and Spear Street are too narrow for trucks of any size beyond everyday delivery trucks. How will the site handle deliveries along Oldham Street and where will they store materials? Etc etc and how will pedestrian access around the site boundary be maintained / managed.

Other

- There is an error with the application forms as the relevant landowners with an interest in the land within the site boundary have not been formally notified as part of the application;

The letter of support, supports the principle of development of the site and hotel use. It states that the proposal is a good use of the site and appreciates the re-use of historic buildings. They particularly support the commercial units on the ground floor fronting Warwick St and Spear St. They have however requested more interest on the facade of the Warwick St elevation. The flat elevation looks quite un-inspiring as proposed. They also request that Manchester City Council commit to pedestrianising and beautifying Spear Street and Warwick St. They consider that there are seemingly few reasons why these narrow alleys should be open to cars but closing them would allow the creation of something similar to Brighton's Laines - with shops, bars and restaurants all spilling out into the street. They consider that landscaping, improved lighting, and tree planting would help these back alleys become something for Mancunians to be proud of.

Historic England: Stevenson Square Conservation Area, is characterised by the quality of the surviving nineteenth and early twentieth century buildings, and the variety of their scale, massing and design. The site provides good evidence of this varied nature, occupied by two striking commercial buildings fronting onto Oldham Street, and a smaller-scale warehouse on Spear Street to the rear.

Both make a positive contribution to the conservation area. The former provides evidence of its historically commercial character, while the latter forms part of a group of smaller scale warehouses and industrial buildings, which make a considerable contribution to our understanding of the evolution of Manchester.

The site currently makes a positive contribution to the conservation area, but this contribution is partly diminished by its current vacancy and poor fascia signage. The active regeneration of this site is not fundamentally objectionable.

The impact varies across the site, which has three distinct elements; 68-70 Oldham Street, the historic warehouse on Spear Street, and the land at the junction of Warwick Street and Spear Street:

i) 68-70 Oldham Street

The retention of most of these two buildings is positive, as both contribute positively to the character and appearance of the conservation area. The replacement of the

intrusive, modern shopfront with one of a more appropriate scale and design is beneficial and would enhance the conservation area,. There would be a benefit to retaining all of no 70 which would allow the retained façade to be appreciated as part of a complete building, but the section to the rear is much altered and of low heritage value. The design of the replacement building has sought to integrate the façade into the wider design, and the impact on how this is experienced is therefore limited.

The demolition of the rearward section of 70 Oldham Street is regrettable, however, this section of the building is in a poor condition and of low significance. The harm caused is therefore negligible.

ii) Warehouse, Spear Street

The warehouse makes a positive contribution to the character and appearance of the conservation area, and to our understanding of the evolution of Manchester. It is therefore positive that it is to be retained and reused.

However, for reasons of viability, the applicant proposes to erect a three-storey roof extension. This not only requires the loss of historic fabric, but would also create an awkward proportional relationship between the retained warehouse and the extension above, as the comparable heights of the two elements would give it a top-heavy visual appearance. This would negatively affect the contribution that the warehouse makes to the conservation area.

iii) Proposed New Tower

A ten-storey tower element would be built between the retained elements. They have no concerns about the loss of the poor quality building but are concerned that the new build would be considerably taller than the retained elements fronting onto Oldham Street, and would compete with, and diminish, the intended visual presence of these buildings. This in turn would negatively affect their contribution to the conservation area.

More widely, the scale is out of keeping with the historic scale of built form in the conservation area.. However, the spectrum of this variation has historically been at a lower scale than the building that is proposed. The continued and incremental increase in the height of the new buildings would therefore dilute and negatively alter the historic character of the conservation area. The design has been simplified which has partially reduced its visually distracting nature. This does not mitigate their fundamental concerns about the impact about the principle of the scale proposed.

Overall they have concerns with the proposed ten storey and the three-storey roof extension to the former warehouse considering the former to be out of keeping with the general scale of buildings within the conservation area and the latter is visually awkward, harming the contribution that the warehouse makes to the conservation area's character and appearance.

Cumulatively the scheme would result in less than substantial harm to the significance of the conservation area, falling at the lower to mid-point of the spectrum of harm covered by paragraph 202 of the NPPF. It is noted that this conclusion

generally accords with the level of harm ascribed to the proposals in the heritage statement. The decision maker should therefore assess whether the justification provided is sufficiently clear and convincing to meet the tests of paragraphs 200 and 202 of the NPPF.

They advise that the issues and safeguards outlined in their advice need to be addressed in order for the application to meet the requirements of paragraphs 189, 197, 199, 200 and 202 of the NPPF.

They state that in determining this application, you should bear in mind the statutory duty of sections 66(1) and 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990. Section 66(1) requires the decision maker to have special regard to the desirability of preserving listed buildings or their setting or any features of special architectural or historic interest which they possess. Section 72(1) requires them to pay special attention to the desirability of preserving or enhancing the character or appearance of conservation areas.

In terms of the adjacent listed buildings they refer the local planning authority to their own specialist advisors to assess the impact on these assets.

Head of Highways- No objections subject to conditions about off-site highways, provision and adoption of a Travel Plan and a Construction Management Plan.

Head of Regulatory and Enforcement Services (Street Management and Enforcement) – notes that noise testing has taken place when live music and entertainment is taking place in adjacent premises to assess air borne and structure borne noise. They note that options for isolating rooms vulnerable to noise transfer are proposed. They have no objections to these solutions and recommended that the final details are agreed through a pre-commencement condition and are monitored during construction to ensure they are adequate. They have also recommended conditions relating to acoustic insulation of plant and equipment, the storage and disposal of refuse, the hours during which deliveries can take place, the management of construction and the mitigation / management of any contaminated land.

Greater Manchester Police (Design for Security) – No objection subject to the recommendations of the Crime Impact Statement being implemented.

Greater Manchester Ecology Group – Have no comments

Flood Risk Management Team – Recommend: Green Sustainable Urban Drainage Systems are maximised; conditions should ensure surface water drainage works are implemented in accordance with Suds National Standards; verification of these objectives; and a reduction in surface water runoff rate in line with the Manchester Trafford and Salford Strategic Flood Risk Assessment, i.e. at least a 50% reduction of the existing rates and achieving greenfield runoff rates, where feasible.

United Utilities – No objections subject to a condition about surface water run off.

GMAAS - Have no objections. They note that a Desk Based Archaeological Assessment concludes that below-ground remains of archaeological interest may

survive, comprising late 18th century buildings of several different types of workers' housing, commercial properties and a public house. Any such remains would not be of national, but regional or local significance. A condition should require further investigation and recording.

ISSUES

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

The proposals are considered to be consistent with the following Core Strategy Policies SP1, CC1, CC4, CC5, CC6, CC7, CC8, CC9, CC10, T1, T2, EN1, EN2, EN3, EN4, EN6, EN8, EN9, EN11, EN14, EN15, EN16, EN17, EN18, EN19, EC1 and DM1 for the reasons set out below.

Strategic Spatial Objectives

The Core Strategy contains a number of Strategic Spatial Objectives that form the basis of the policies contained therein, as follows:

SO1. Spatial Principles this is a highly accessible location and the development would reduce the need to travel by private car, support the sustainable development of the City and help to halt climate change.

SO2. Economy The scheme would provide jobs during construction and permanent employment and facilities in a highly accessible location. The employment would support the City's economic performance, reduce economic, environmental and social disparities, and help to create inclusive sustainable communities.

SO5. Transport The development would be highly accessible, reduce the need to travel by private car and make effective use public transport. Sustainable transport networks would improve physical connectivity and enhance the functioning and competitiveness of the city and provide access to jobs, education, services, retail, leisure and recreation.

SO6. Environment The development would seek to protect and enhance the natural and built environment and ensure the sustainable use of natural resources to: mitigate and adapt to climate change; support biodiversity and wildlife; improve air, water and land quality; and, ensure that the City is inclusive and attractive to residents, workers, investors and visitors.

Policy SP 1 (Spatial Principles) - The proposal would have a positive impact on visual amenity and the character of the area removing the current feeling of dilapidation. The scheme would be high quality and complement existing and recent developments and improve levels of street level activity and natural surveillance.

Policy EC1 (Land for Employment and Economic Development) – The proposal would develop a highly accessible site in a key location for employment growth. It would help to spread the benefits of growth across the City and thereby help to

reduce economic, environmental and social disparities and help to create an inclusive sustainable community. The site is well connected to transport infrastructure and would encourage walking, cycling and public transport use. The City Centre is a key location for major employment growth and the proposal would create jobs during construction and in operation. The design would use the site efficiently and enhance the sense of place in the wider area. It would provide users and employees with access to a range of transport modes and create a safer place by reducing opportunities for crime.

Policy EC3 (The Regional Centre) – The development would be in an appropriate location close to sustainable transport facilities. The scale and type of development would not undermine delivery of employment space elsewhere.

Policy CC1 (Primary Economic Development Focus (City Centre and Fringe)) – This would be a high quality development providing an aparthotel in a part of the City Centre identified in Policy CC1 as a focus for primary economic development.

Policy CC4 (Visitors - Tourism, Culture and Leisure) - The development would improve facilities for visitors, including Manchester residents and provide essential infrastructure to meet demand for bed spaces. A hotel operator is in place and a Viability Assessment demonstrates that the proposals are viable.

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

Policy CC6 (City Centre High Density Development) – This high density development would use the site efficiently.

Policy CC7 (Mixed Use Development) – The ground floor would be active.

Policy CC8 (Change and Renewal) – Jobs would be created during construction and operation.

Policy CC9 (Design and Heritage) - The design would be high quality. Its impact on the settings of nearby listed buildings and the Stevenson Square Conservation Area is discussed in more detail in the report.

Policy CC10 (A Place for Everyone) – The proposals would complement the ongoing regeneration of the Northern Quarter and would be fully accessible.

Policy T1 (Sustainable Transport) – The proposal would encourage modal shift away from car travel to more sustainable alternatives. It would improve pedestrian routes and the pedestrian environment which would prioritise pedestrian and disabled people, cyclists and public transport.

Policy T2 (Accessible Areas of Opportunity and Need) – The proposal would be accessible by a variety of sustainable transport modes and would help to connect people to jobs, local facilities and open space.

Policy EN1 (Design Principles and Strategic Character Areas) - The design would be complementary to the areas heritage and the character of the conservation area. The

design responds positively at street level and would enhance permeability. The positive aspects of the design are discussed in more detail below.

Policy (EN3 Heritage) – The impact on the settings of the nearby listed buildings and the Stevenson Square Conservation Areas is discussed in more detail below.

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

Policy EN6 The development would comply with the target framework for CO2 reductions from low or zero carbon energy supplies. An Energy Statement sets out how it would comply with this policy.

Policy EN8 (Adaptation to Climate Change) – A BREEAM Assessment and Sustainability Report, identifies measures that will ensure that the development would reach a target rating of “Excellent”.

Policy EN15 (Biodiversity and Geological Conservation) – The site is not high quality in ecology terms and biodiversity enhancements are proposed.

Policy EN16 (Air Quality) - The proposal would be highly accessible by all forms of public transport and reduce reliance on cars and minimise traffic emissions. The proposal would not compromise air quality. No car parking is proposed on site cycling storage would encouraged cycle use by guests and staff. Dust suppressions measures will be used during construction.

Policy EN17 (Water Quality) – An assessment of the site’s ground and groundwater conditions shows the proposal would be unlikely to cause contamination to surface watercourses and the impact on water quality can be controlled by a condition.

Policy EN18 (Contaminated Land and Ground Stability) - A desk study identifies possible risks from ground contamination which could be controlled through a condition.

Policy EN19 (Waste) - The development would be consistent with the principles of waste hierarchy. A Waste Management Strategy sets out how waste production would be minimised during construction and operation. The on site management team will ensure the various waste streams are managed.

Policy DM1 (Development Management) – Careful consideration has been given to the design, scale and layout of the building and impacts on amenity. These issues are considered full in this report

Saved UDP Policies

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 DC18.1 Conservation Areas – The proposal would maintain the character and appearance of the conservation area. The setting of the adjacent Smithfield Conservation Area and character of the Stevenson Square Conservation Area would not be fundamentally compromised. This is discussed in more detail later in the report.

Saved Policy DC19.1 Listed Buildings – The proposal would have an impact on the settings of the nearby listed buildings. This is discussed in more detail later in the report.

Saved Policy DC20 Archaeology – There are likely to be archaeological remains on the site which may be of local significance which should be properly recorded.

DC22 (Footpath Protection) - The development would improve pedestrian routes in the local area through ground floor activity and repaving.

Saved Policy DC26.1 and DC26.5 Development and Noise – The application is supported by acoustic assessments and it is considered that the proposal would not subject to conditions, have a detrimental impact on the amenity of surrounding occupiers or the viability of adjacent businesses through noise impacts. This is discussed in more detail later on in this report.

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, pedestrians and cyclists. It also promotes a safer environment through Secured by Design principles, appropriate waste management measures and environmental sustainability.

Sections of relevance are:

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

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

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

- Paragraph 2.14 advises that new development should have an appropriate height having regard to the location, character of the area and specific site circumstances. Although a street can successfully accommodate buildings of differing heights,

extremes should be avoided unless they provide landmarks of the highest quality and are in appropriate locations.

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

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

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

For the reasons set out later in this report the proposals would be consistent with these principles and standards.

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 high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models will be in place, ensuring progress achieved by 2025 can be sustained and provide the platform for ongoing investment in the years to follow.

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; and
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.

The inclusion of bat and bird boxes to be secured by a condition and a green / blue roof above level 7 will enhance biodiversity at the site.

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

The application site lies within the area identified in the document as the Northern Quarter. This identifies the importance of the areas non-mainstream offer as being important for any global city and giving the Northern Quarter a unique identity within both the city and, to some extent, the UK. The areas growing reputation and attraction to a high number of visitors, is identified as providing an important contribution to the economy of the city centre.

Because of its nature, the regeneration within the Northern Quarter area is described as having been organic and incremental and, therefore, more subtle and ultimately less predictable than in other parts of the city centre. The aim of activity within the area is to bring about change in a way that retains the area's distinct identity. This can be done by building on the area's strengths to produce a creative and cultural destination, with a high-quality built environment attractive to businesses and residents and providing opportunities for private sector investment. It is considered that the proposals would be in keeping with these objectives. The proposed commercial units and a further addition to the available accommodation options current well established residential community around the site would help to build on the successes of the area's evening economy by promoting usage as a daytime destination.

The Greater Manchester Strategy, Stronger Together-This is the sustainable community strategy for the Greater Manchester (GM) Region. The proposal will deliver the comprehensive refurbishment and redevelopment of an underutilised site within the City Centre in order to bring a new apart hotel brand to the City. The proposal will therefore help to achieve a number of key growth priorities set out within the GM strategy including the reshaping of the economy to meet global demand, building Manchester's global brand and improving international competitiveness.

Greater Manchester Business Visits and Events Strategy 2019-2025 – Seeks to grow business tourism earnings in Greater Manchester from £862 in 2017 by 40% or more by 2025 generating an additional £345m to the regional economy. Securing the first Hotel within this brand within Manchester would support this ambition.

Greater Manchester International Strategy 2022 –2025- One of the core priorities is to deliver on the ambition for the city region to become a world class visitor hub for business and leisure tourism, sustainably increasing the volume and value of business and leisure tourists as well as continuing to attract key conferences and events to the city region. The proposed apart hotel would align with these aims, whilst securing this hotel brand within the City should realise capacity for unlocking the region's international tourism potential.

Climate Change

Our Manchester Strategy 2016-25 – sets out the vision for Manchester to become a liveable and low carbon city which will:

- Continue to encourage walking, cycling and public transport journeys;
- Improve green spaces and waterways including them in new developments to enhance quality of life;
- Harness technology to improve the city's liveability, sustainability and connectivity;
- Develop a post-2020 carbon reduction target informed by 2015's intergovernmental Paris meeting, using devolution to control more of our energy and transport;
- Argue to localise Greater Manchester's climate change levy so it supports new investment models;
- Protect our communities from climate change and build climate resilience

Manchester: A Certain Future (MACF) - is the city wide climate change action plan, which calls on all organisations and individuals in the city to contribute to collective, citywide action to enable Manchester to realise its aim to be a leading low carbon city by 2020. Manchester City Council (MCC) has committed to contribute to the delivery of the city's plan and sets out its commitments in the MCC Climate Change Delivery Plan 2010-20.

Manchester Climate Change Board (MCCB) Zero Carbon Framework - The Council supports the Manchester Climate Change Board (MCCB) to take forward work to engage partners in the city to address climate change. 1.3 In November 2018, the MCCB made a proposal to update the city's carbon reduction commitment in line with the Paris Agreement, in the context of achieving the "Our Manchester" objectives and asked the Council to endorse these ambitious new targets.

The Zero Carbon Framework - outlines the approach which will be taken to help Manchester reduce its carbon emissions over the period 2020-2038. The target was proposed by the Manchester Climate Change Board and Agency, in line with research carried out by the world-renowned Tyndall Centre for Climate Change, based at the University of Manchester.

Manchester's science-based target includes a commitment to releasing a maximum of 15 million tonnes of CO₂ from 2018-2100. With carbon currently being released at a rate of 2 million tonnes per year, Manchester's 'carbon budget' will run out in 2025, unless urgent action is taken.

Areas for action in the draft Framework include improving the energy efficiency of local homes; generating more renewable energy to power buildings; creating well-connected cycling and walking routes, public transport networks and electric vehicle charging infrastructure; plus the development of a 'circular economy', in which sustainable and renewable materials are reused and recycled as much as possible.

Climate Change and Low Emissions Implementation Plan (2016-2020) -This Implementation Plan is Greater Manchester's Whole Place Low Carbon Plan. It sets out the steps we will take to become energy-efficient and investing in our natural environment to respond to climate change and to improve quality of life. It builds upon existing work and sets out our priorities to 2020 and beyond. It includes actions to both address climate change and improve Greater Manchester's air quality. These have been developed in partnership with over 200 individuals and organisations as part of a wide ranging consultation

The alignment of the proposals with the policy objectives set out above is detailed below.

Relevant National Policy

The revised NPPF re-issued in February 2021 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 planning system has three overarching objectives – economic, social and environmental (paragraph 8).

Section 6 'Building a Strong, 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 (para 81). The proposals would add 117 aparthotel rooms to the City's hotel offer along with 2 commercial units and create jobs during construction and operation. These benefits are further quantified below.

Section 8 'Promoting Healthy and Safe Communities' states that planning policies and decisions should aim to achieve healthy, inclusive and safe places (para 92). The proposal would be safe and secure. Cycle parking is provided.

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' (para 105).

In assessing applications for development, it should be ensured that: appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location; safe and suitable access to the site can be achieved for all users; and, the design of streets, parking areas, other transport elements and the content of associated standards reflects national guidance including the National Design Guide and National Model Design Code; any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree (paragraph 110).

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 111).

Within this context, applications for development should: give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use; address the needs of people with disabilities and reduced mobility in relation to all modes of transport; create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards; allow for the efficient delivery of goods, and access by service and emergency vehicles; and, be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations. (paragraph 112)

All developments that 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 113).

The site is well connected to all public transport modes which would encourage sustainable travel. There would be no unduly harmful impacts on the traffic network with physical and operational measures to promote non car travel. A travel plan would be secured as part of the conditions of the approval.

Section 11 'Making effective use of land' states that 'planning decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions' (paragraph 119).

Planning decisions should: encourage multiple benefits from urban land, including through mixed use schemes and taking opportunities to achieve net environmental gains – such as developments that would enable new habitat creation; recognise that some undeveloped land can perform many functions, such as for wildlife, recreation, flood risk mitigation, cooling/shading, carbon storage or food production; give substantial weight to the value of using suitable brownfield land within settlements for identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land; promote and support the development of under-utilised land and buildings especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively; and, support opportunities to use airspace above existing residential and commercial premises for new homes. (paragraph 120).

Local Planning Authorities should take a positive approach to applications for alternative uses of land which is currently developed but not allocated for a specified purpose in plans, where this would help to meet identified development needs. In particular they should support proposal to: use retail and employment land for homes in areas of high housing demand, provided this would not undermine key economic

sectors or site or the vitality and viability of town centres, and would be compatible with other policies in the Framework; make more effective use of sites that provide community services such as schools and hospitals (paragraph 123).

Planning policies and decisions should support development that makes efficient use of land, taking into account: the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it; local market conditions and viability; the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use; the desirability of maintaining an area's prevailing character and setting (including residential gardens), or of promoting regeneration and change; the important of securing well designed, attractive and healthy spaces (paragraph 124).

The proposal would re-purpose a vacant brownfield site currently in deteriorating conditions which has a negative impact on the street scene. The scale and density of the proposal is considered to be acceptable and represents an efficient use of land. The commercial unit and apartments would meet known regeneration requirements in the area. The site is close to sustainable transport infrastructure. A travel plan would encourage the use of public transport, walking and cycle routes to the site. This would be a car free development reducing car journeys to and from the site.

Section 12 'Achieving Well Designed Places' states that 'the creation of high quality, beautiful and sustainable 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. So too is effective engagement between applicants, communities, local planning authorities and other interest throughout the process" (paragraph 126).

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; are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities); establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit; optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public spaces) and support local facilities and transport networks; and create places that are safe, inclusive and accessible and which promote health and well being, with a high standard of amenity for existing and future users and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience (paragraph 130).

Trees make an important contribution to the character and quality of urban environments and can also help to mitigate and adapt to climate change. Planning decisions should ensure that new streets are tree lined, that opportunities are taken

to incorporate trees elsewhere in developments, that appropriate measures are in place to ensure the long term maintenance of newly placed trees and that existing trees are retained wherever possible (paragraph 131).

Development that is not well designed should be refused, specifically where it fails to reflect local design policies and government guidance on design. Conversely, significant weight should be given to: development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or outstanding or innovative design 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 134).

The design would be high quality and complement the distinctive architecture within the area. The buildings would be sustainable and low carbon.

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 (para 152).

New development should be planned for in ways that: avoid increased vulnerability to the range of impacts arising from climate change. When new development is brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed through suitable adaptation measures, including through the planning of green infrastructure; and can help to reduce greenhouse gas emissions, such as through its location orientation and design. Any local requirements for the sustainability of buildings should reflect the Government's policy for national technical standards (paragraph 154).

In determining planning applications, Local Planning Authorities should expect new development to: comply with any development plan policies on local requirements of decentralised energy supply unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, that this is not feasible or viable; and take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption (paragraph 157).

The buildings fabric would be highly efficient and it would predominately use electricity. Efficient drainage systems would manage water at the site.

Section 15 'Conserving and Enhancing the natural environment' states that planning decision should contribute and enhance the natural and local environment by protecting valued landscapes, minimising impacts on and providing net gains for biodiversity, preventing new and existing development from contributing to unacceptable levels of sol, air, water or noise pollution or land instability and remediating contaminated land. High performing fabric would ensure no unduly

harmful noise outbreak on the local area. Recommendations are made within an Ecology Assessment about biodiversity enhancements.

Paragraph 183 outlines that planning decisions should ensure that a site is suitable for its proposed use taking account of ground conditions and any risks arising from contamination. There is contamination at the site from its former uses. The ground conditions are not usual or complex and can be appropriately remediated.

Paragraph 185 outlines that decisions should ensure that the development is appropriate for its location taking into account the likely effects of pollution in health, living conditions and the natural environment. There would be some short term noise impacts associated with construction but these can be managed to avoid any unduly harmful impacts on amenity. There are no noise or lighting implications associated with the operation of the development.

Paragraph 186 states that decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones. Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement.

The proposal would not worsen local air quality conditions and suitable mitigation can be put in place during construction. A travel plan and access to public transport encouraging alternative travel choices. The site is within Zone 1 of the Environment Agency flood maps and has a low probability of flooding.

Paragraph 187 states that planning policies and decisions should ensure that new development can be integrated effectively with existing businesses and community facilities (such as places of worship, pubs, music venues and sports clubs). Existing businesses and facilities should not have unreasonable restrictions placed on them as a result of development permitted after they were established. Where the operation of an existing business or community facility could have a significant adverse effect on new development (including changes of use) in its vicinity, the applicant (or 'agent of change') should be required to provide suitable mitigation before the development has been completed.

In order to ensure that the 'agent of change' principle as set out above has been fully considered a number of design options based on noise measurements taken whilst neighbouring entertainment uses have been operating (which have included a live music performance) have been used to model an appropriate standard of acoustic insulation against air and structure borne noise from adjacent entertainment venues. This is discussed in more detail below.

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.

Heritage assets are an irreplaceable resource, and should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generation (para 189)

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 (para 194).

In determining applications, local planning authorities should take account of: 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. (para197).

When considering the impact of a proposal on the significance of a designated heritage asset, great weight should be given to its conservation (and the more important the asset, the greater the weight should be), irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm (para 199).

Any harm to, or loss of, the significance asset (from alteration or destruction, or from development within its setting), should require clear and convincing justification. Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional; b) assets of the highest significance, notably scheduled monuments, protected wreck sites, registered battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional (para 200).

Where a proposal will lead to less than substantial harm, the harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use (para 202)

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 (para 203).

Local planning authorities should look for opportunities for development in Conservation Areas and World Heritage Sites, and within the setting of heritage assets, to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to the asset (or which better reveal its significance) should be treated favourably (para 206).

The proposal would result in a degree of harm to heritage assets. This is considered in detail in the report.

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.

The proposed development is considered to be consistent with sections 6, 7, 8, 9, 11, 12, 14, 15 and 16 of the NPPF.

Planning Policy Guidance (PPG)- The relevant sections of the PPG are as follows:

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

Examples of mitigation include:

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

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

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

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

- engineering: reducing the noise generated at source and/or containing the noise generated;

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

Design states that where appropriate the following should be considered:

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

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

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

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

Heritage states that public benefits may follow from many developments and could be anything that delivers economic, social or environmental objectives as described in the National Planning Policy Framework (paragraph 8). Public benefits should flow from the Proposed Development. They should be of a nature or scale to be of benefit to the public at large and not just be a private benefit. However, benefits do not always have to be visible or accessible to the public in order to be genuine public benefits, for example, works to a listed private dwelling which secure its future as a designated heritage asset could be a public benefit.”

Public benefits may also include heritage benefits, such as:

- Sustaining or enhancing the significance of a heritage asset and the contribution of its setting;
- Reducing or removing risks to a heritage asset;
- Securing the optimum viable use of a heritage asset in support of its long-term conservation.

Other National Planning Legislation

Legislative requirements

Section 66 of the Listed Building Act 1990 provides that in considering whether to grant planning permission for development that affects a listed building or its setting the local planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

S72 of the Listed Building Act 1990 provides that in considering whether to grant planning permission for development that affects the setting or character of a conservation area the local planning authority shall have special regard to the desirability of preserving or enhancing the character or appearance of that area

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

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

Environmental Impact Assessment. The proposal does not fall within Schedules 1 or 2 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 and National Planning Practice Guidance (2017).

Conservation Area Declarations

Stevenson Square Conservation Area Declaration

The application site lies within Stevenson Square conservation area located on the north-eastern edge of the city centre of Manchester. It was designated in February 1987 and was subsequently extended in December 1987 to include houses on Lever Street and Bradley St. The Stevenson Square conservation area represents a significant portion of the city centre in which the majority of Victorian buildings remain intact. The majority of buildings of architectural or historic interest in the conservation

area are Victorian or early-20th century. Most are related to the cotton industry, often warehouses, showrooms or workshops. These buildings are taller than the earlier examples and create a varied matrix of building mass, divided by largely dark, narrow streets. One of the key aims for the area is to improve and restore this characteristic where it has been eroded.

Smithfield Conservation Area Declaration

The Smithfield conservation area lies on the north-eastern edge of the city centre of Manchester. It is one of a group of three in this vicinity designated by the City Council in February 1987; the others are Shudehill and Stevenson Square, which lie to the north-west and south-east respectively.

The area is bounded by Swan Street, Oldham Street (a common boundary with the Stevenson Square Conservation Area), Market Street, High Street and Shudehill (a common boundary with the Shudehill Conservation area).

Historically, the predominant building type was food markets. Few of these are still standing, and those that are have been converted to other uses. Around Turner Street and Back Turner Street, there are some very small-scale houses dating from the Georgian period, subsequently converted or used for commercial purposes. These streets and the buildings defining them create a rich tapestry of spaces and built form located hard up to the back of pavement. This character contrasts with that of the buildings to the south of the conservation area, closest to the commercial heart of the regional centre along Oldham Street, Market and Church Street, which are larger and of later date than the rest of the area. A number of sites have been left vacant where buildings have been demolished. Many of these are used as temporary car parks, which detract from the visual appeal of the area.

The Conservation Area Brochure contains specific advice on the parameters that are appropriate in terms of an approach to Development Management and achieving improvements and enhancements to the area. Whilst this is only advice it does reflect the expectations set out in the City Council's Design Guide SPD and Core Strategy in respect of new City Centre developments particularly within Conservation Areas. This is summarised below as far as it relates to this development:

- The main criterion in urban design terms in this area relates to the need to fit into the established street pattern and to ensure that the scale of development proportions and materials relate to the immediate context.
- Development management aims to encourage development and activity which enhances the prosperity of the area, whilst paying attention to its special architectural and visual qualities
- Demolition of existing buildings of architectural or townscape merit should be seen as a last resort and a coherent and complete justification made in line with government guidance on the issues relevant to each case must be made.
- Quality is the overriding aim in any new proposal, and this can be provided in either sensitive refurbishment of existing buildings or the appropriate design of new buildings.

- Designers should be aware of proportion and rhythm in their buildings and also differentiate a ground floor, middle portion (where there is sufficient height to do so) and a top part which creates a varied skyline, in order to enhance the area.
- In line with other parts of the city centre, new development proposals should generally be aligned to the back of pavement, in order to preserve the linear character of the streets.
- In terms of building materials brick, stone and stucco, brick with stone dressings predominates and solid, traditional materials should be used in preference to large expanses of cladding, concrete and glass.
- In new buildings, windows should be set back from the wall faces in order to create deep modelling on the facades.

The Schemes Contribution to Regeneration – The regeneration of the City Centre is an important planning consideration as it is the primary economic driver of the region and is crucial to its longer term economic success.

The regeneration of the Northern Quarter has created a high quality mixed use area and this proposal would continue this process. It would support the economy and improve street level engagement and help to sustain the Northern Quarter as a vibrant place to work and live.

An aparthotel would support the growth of the city centre as a visitor attraction and business destination, domestically and internationally. It would be located close to a major transport hub with exceptional connections and would help to promote sustainable economic growth.

Tourism is one of the key drivers of the City's economic growth. The City attracts a substantial number of domestic and international visitors and it is second most visited city in the UK for staying visits by domestic residents and third for international visitors after London and Edinburgh.

Manchester's cultural, tourism and leisure sector has grown significantly, supported by an increase in city centre hotels over the last decade. Further hotels will be required to support the city's growth ambitions.

Prior to the pandemic, the tourism sector in Greater Manchester was worth an estimated £9.5billion, having more than doubled over the previous 15 years and increased by 13% over the preceding two years alone. Over half of this value was concentrated in Manchester, where tourism was worth £5.2billion and supported some 54,900 full-time equivalent (FTE) jobs.

While the majority of visitors stayed in serviced accommodation such as hotels, guest houses, inns and B&Bs, a growing proportion of around 3.5% chose non-serviced accommodation, including self-catered apartments and houses, serviced apartments, hostels and non term time university lets.

Hotel occupancy data indicates that the post pandemic recovery is on track. Some 77% of city centre rooms were occupied in June 2022, up from 47% in the same

month of last year and approaching the record high of 84% recorded in June 2019. The City's hotel offer is extensive but is operating at high occupancy levels. This is placed under extreme pressure at regular times throughout the year, particularly when sporting, music and/or conference events are taking place, when it can be very difficult to find a hotel room. Manchester has risen to become the third-best performing UK city for conferences, meeting and events, and is set to host a growing number of concerts with the opening of the Factory and Co-op Live. The latter alone could '*double the number of events taking place in the city*' and generate '*a considerable increase in the number of overnight visitors*', even in a conservative scenario, while the Factory is forecast to attract some 850,000 visitors every year. It will therefore be important to ensure that an adequate and varied supply of visitor accommodation is available to meet growing demand. A broad range of hotel rooms is required in locations that are easily accessible to tourism and business leisure destinations. The diversification of the current offer to which this proposal would contribute would improve and enhance its attractiveness.

This hotel would develop a largely vacant and underused site on a main throughfare and would enhance perceptions of the city and help to drive footfall and further investment in this area. It would enhance the street scene and the high quality design would respond to its context and the area's heritage. The value of the existing buildings as potential non-designated heritage assets is discussed below.

The development would create employment during construction and permanent employment at the aparthotel and commercial uses. Based on average occupancy rate and average spend per night, visitors would spend 7.2m in the local economy on transport, retail, food and beverage and entertainment.

During the construction phase an average of 80 FTE jobs would be created per annum over the 22-month construction period along with a further 75 net jobs per annum FTE in the supply side. The total GVA economic output during construction would be circa £20.4 million to the Greater Manchester economy, including £18.1 million concentrated in Manchester.

During operation 35 gross FTE jobs would be created with a further 30 net jobs per annum FTE in the supply side. This would generate an annual GVA output of circa £2.0 million in GVA annually contributed to the Greater Manchester economy, including circa £1.4 million per year locally in Manchester.

It is predicted that the accommodation would support 85,000 visitors bringing additional expenditure of £7.2 million per annum (excluding accommodation) which would support the equivalent of 40 jobs.

The development would generate circa £102,500 per annum in retained business rate receipts for Manchester City Council.

CABE/ English Heritage Guidance on Tall Buildings

One of the main issues to consider is whether the building at a maximum of 10 storeys is appropriate in this location. The streetscape on Oldham Street is varied but the predominant building height is 2-3 storeys although different floor to ceiling

heights create varied massing. There are height variations of up to 6 storeys and 76-82 Oldham St is a maximum 8 storeys. To the rear of the site between Spear Street and Lever Street is the Hive at 4 to 7 storeys. A recently completed scheme at 60 Oldham / 53 Spear Street is 7 storeys.

Nevertheless, the 6/7/10 storey elements of the building would be tall in the local context and a key issue is whether this is appropriate. The impacts of the development need to be assessed against the relevant policies in the NPPF and Core Strategy Policies that relate to Tall Buildings, the design parameters set out within relevant SRF's and the criteria set out in the Guidance on Tall Buildings published by English Heritage and CABE.

Design Issues, relationship to context and the effect on the Historic

Environment. This considers the design in relation to context and its effect on key views, listed buildings, conservation areas, scheduled Ancient Monuments, Archaeology and open spaces.

The key issues to consider are: the justification for the partial loss of buildings; the appropriateness of a new building and rooftop extension of the height proposed; the impact on the character of the Stevenson Square Conservation Area; the impact on the setting of the adjacent Smithfield Conservation Area; impact on the setting of the adjacent grade II listed buildings and non designated heritage assets; and consideration of the impacts in the context of the requirements of the Core Strategy, Section 16 of the NPPF (paragraphs 189,197, 199,200,202 and 203) and Sections 66 and 72 of the Planning and Listed Buildings Act.

The Core Strategy seeks to ensure that new development complements the City's building assets, including designated and non-designated heritage assets. The impact on the local environment, the street scene and how it can add to and improve its locality is also important. It is considered for reasons set out in the following sections that the proposal would enhance the build quality of this site, complementing the character and distinctiveness of the area whilst not undermining the wider character of the conservation area. It would not adversely affect established valued townscapes or landscapes, or impact on important views. The improvements to this currently vacant and increasingly dilapidated site would contribute positively to place making at the intersection of a number of key routes within the Northern Quarter.

68-70 Oldham Street have deteriorated but minimal weight is given to this in line with paragraph 191 of the NPPF. The demolition is justified on the basis of the quality of the proposed design and the mitigation of harm including the public benefits that would be delivered. The proposal would deliver a viable use which would deliver positive benefits to the immediate area and conservation area through the form and detail of the design. The design has sought to mitigate harm from the visual impact to re-invigorate a dilapidated frontage and re-activate the site.

The development of this dilapidated site presents an opportunity to: enhance the character of the Stevenson Square Conservation Area; improve the quality and legibility of linkages in the Area; and preserve the setting of adjacent listed buildings and the street and townscape.

The development would cause some harm to the conservation area which would not be enhanced or preserved by the development but this needs to be considered in the context of the planning balance in terms of the mitigation for that harm through the design and the public benefits that would be delivered.

Consideration of the above factors need to be evaluated against the requirements of the Planning Act, NPPF and Core Strategy as well as sections 66 and 72 of the 1990 Listed Buildings Act.

The site should make a positive contribution to the character of this part of the conservation area and setting of the adjacent Grade II Listed Castle Hotel but its current condition detracts from the cohesion of the townscape and the character and appearance of the Stevenson Square Conservation Area and the setting of the adjacent Smithfield Conservation Area.

Its local architectural and historic interest mean that it could contribute to the Stevenson Square Conservation Area. A significance assessment has used recognised criteria to assess the heritage significance of the site and the conclusions of this are set out below:

68-70 Oldham Street

Evidential Value: Both provide a reference to the commercial history of Oldham Street and have evidential value in terms of former shopping patterns and commerce during the mid to late 19th century in the area. They demonstrate changing shopping and retail patterns through their later amalgamation as one unit and the later demise of Oldham Street as the principal shopping street of Manchester.

Historical Value: Both are of local historic value for their age referencing Victorian styles and taste in architecture during that period. The architect responsible for their design is not known and no historical figures of note or events are associated with the buildings.

Aesthetic Value: Aesthetic value is derived from their classical facades and detailing to Oldham Street, more pronounced in the case of No 68. The ground floor shopfront and signage fascia is dominant and their deteriorated condition detracts. The side elevations and rear extensions are plain and functional.

Communal Value : The buildings do not have strong or tangible communal value. They are vacant and are deteriorating. Some members of the community will recall the former life as a shop, but community consultation has not identified that this is a strong or tangible value in the public perception/conscience.

Overall, local significance as non-designated heritage assets is moderate. The facades to Oldham Street are of high local significance but due to the dominance of the existing shopfront, this is lowered to moderate. The extensions to the rear on Warwick Street and Spear Street are functional and neutral. Historic England note that the section to the rear is much altered and of low heritage value.

61-65 Spear Street

Evidential Value : The building has local evidential value as a former small warehouse. Its function remains legible and, although altered, the loading bay and cast iron stairs contribute to its evidential value.

Historical Value : The warehouse is of local historic interest as a former factory and warehouse dating to the late 19th century. It has no known connections with notable companies or individuals and the architect is unknown.

Aesthetic Value: The building is simple and functional, expressing its former use. Simple repetitive windows, curved rear corner, loading bay and cast-iron stair contribute to its simple aesthetic value. The concrete rustication at ground floor and modern office entrance conceal the buildings fabric and are negative additions.

Communal Value : The warehouse has no specific communal value and has most recently been in office use. It represents a building typology that is characteristic of this area and contributes to a sense of identity.

Although not possessing the architectural flourishes or pretension of other warehouses in the conservation area, this is a simple functional building, expressing its former use. Its simple repetitive windows, curved rear corner, extant loading bay and cast iron stair contribute to its local significance as a non-designated heritage asset. The concrete rustication at ground floor and modern office entrance conceal the fabric of the building and are negative additions. Overall, the local significance of the former warehouse, as a non-designated heritage asset, is moderate.

In addition to the requirements set out in paragraphs 197 and 199 of the NPPF there is a requirement in paragraph 203 with respect of proposals directly or indirectly affecting the significance of a non-designated heritage asset, to take a balanced judgement having regard to the scale of any harm or loss and the significance of the heritage asset. The overall value of the buildings as non designated heritage assets is considered to be moderate with the retained frontages being of high local significance. The level of harm from the proposals therefore needs to be considered in the context of that wider balance relative to the loss proposed.

The Spear Street warehouse was until recently occupied by a small business, and is fitted out as an office. It was vacant for 5 years prior to this and is again vacant as the occupier has sought larger and more suitable premises. A Market Report sets out the internal arrangement (staircase position, internal circulation and multiple floors), mean it can only realistically let to a single occupier, without a significant, intrusive and economically unviable re-arrangement of the interior. The vast majority of businesses seeking to acquire 5,000 to 7,000 sqft wish to occupy a single floor plate and not be split over 5 floors. There are many reasons for this approach including operational efficiencies and an increased demand for employees to collaborate over a single floor plate.

It is not expected that there will be demand from a single office occupier for the property in view of market conditions/preferences and alternatives available and it concludes that the existing use of the Spear Street warehouse is un-viable in terms of business operations, building age and format and the building does not have strong market appeal.

The facades and basements of 68 & 70 Oldham Street and the internal floors of 68 Oldham Street would be restored with the unsympathetic shopfront and fascia replaced with a more visually appropriate sympathetic ground floor. The roof of 61-65 Spear Street, would be removed but the retained parts would be enhanced through the removal of ground floor concrete finish and reinstatement of former entrances.

Consideration has been given as to whether from a heritage impact point of view it is desirable, to retain the façade of 68-70 Oldham Street. Façade retention may be acceptable where a building has an undistinguished interior but valuable exterior as of the case here where the interior is much altered. Given the contribution of the facades to the streetscape as items of high local significance, the retention of the façade would deliver some heritage benefits however this should only be supported where it is imperative and there is strong and convincing justification for the demolition of the rest of the building. As the façade retention would allow the retention of the parts of the site which have the highest value, and conserve them in a manner appropriate to their significance (paragraph 189 NPPF), it is considered that such an approach can be supported as part of the balance of public benefits from the proposals.

Design Issues in relation to context including principle of a 6/10 storey building to the rear of the retained facades (68-70 Oldham Street) and a 3 storey rooftop extension added (61-65 Spear Street).



Verified view along Oldham Street



Verified view along Spear Street

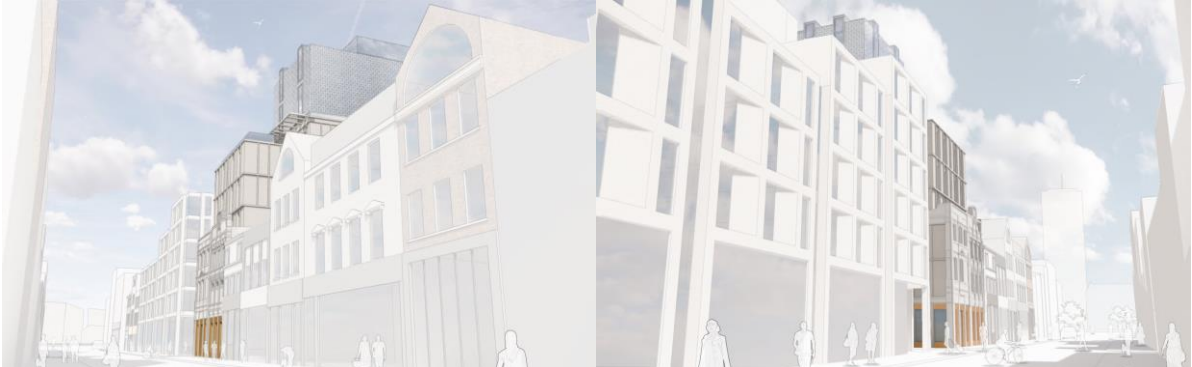
The main objective for the Stevenson Square Conservation Area is to preserve and enhance its character. Development and activity which enhances its prosperity in the context of its special architectural and visual qualities is encouraged. The character, appearance and significance of the Conservation Area is defined by its early origins and history as a polite residential estate, evolving into an area defined by commerce/trade and industry. Although some 18th century buildings remain (eg The Castle Hotel), most buildings of architectural or historic interest are Victorian or early 20th century and comprise warehouses, shops, showrooms or workshops. With the exception of the regular arrangement of streets, there is little uniformity to the conservation area and there are a variety of architectural styles, typologies and materials. That character is particularly pronounced on Oldham Street where the overriding characteristic is of an eclectic commercial street.

The history and development of the site reflects the changing characteristics of this part of the conservation area during the mid to late 19th century. The buildings reflect the type of buildings and variety of uses found on Oldham Street and adjoining streets. The differentiation and change in character between the more formal relationship of the commercial buildings on Oldham Street and the narrower and secondary character of Warwick Street, Spear Street, Back Spear Street and the warehouse is also characteristic.

The height and massing seeks to respond to the surrounding context. The development of the site could deliver public benefits that could outweigh any harm. It is necessary to have special regard to preserving or enhancing the character or appearance of the conservation areas, but the level of harm caused is such that the

proposal would do neither. However, the form of development would contribute to local character and distinctiveness.

There has been some increase in height in the area over the past 20 years, at the Hive 4 to 7 storeys, 76-82 Oldham St, a maximum 8 storeys and 60 Oldham / 53 Spear Street, 7 storeys, the heights proposed exceed the prevailing character. Different massing configurations have been explored to mitigate the overall visual impact on the characteristics of surrounding streets. This includes stepping back the height from Oldham Street towards Spear Street where a higher datum has emerged recently. This helps to minimise the impact of the height when viewed from Oldham Street from where most people would view the site.



Proposed views along Oldham Street

The new build would deliver regeneration benefits and would create a point of orientation in some longer distances views from Piccadilly Gardens and Great Ancoats Street and aid wayfinding across the northern part of the Northern Quarter.

The height, scale, colour, form, massing and materials of new buildings should relate to the existing high-quality buildings and complement their character. The building would enhance the sense of place and acknowledge the massing, proportions, elevational subdivision, colours and materials of adjacent buildings in a contemporary manner. The new build elements would respond to the prevailing building character picking up the regular size and rhythm of window openings and establishing a plinth level at ground floor.





The development would have a tri-partite subdivision typical of the larger historic buildings in the Conservation Area. The materials and fenestration would differentiate the ground floor, the middle section and the top. It would retain the sense of enclosure, define the street block and follow the historic back of pavement building line. The design has integrated the retained façades and re-established the vertical language, and identity of the 2 separate frontages.

The openings to Oldham Street and the rusticated brickwork on Warwick Street and Spear Street would strongly ground the base. The middle section would have a strong vertical emphasis with large scale modelling and deep reveals. The top would have zinc shingles to relate to the roofscape.

A limited palette of high quality materials would articulate the volume and reinforce the relationship with the retained buildings and the local area. The solidity of the new-build would be in-keeping with the Conservation Area context. The materials are small scale, hand laid elements and relate to the hand crafted textile industries that occupied the site and the area. The glazed terracotta at ground floor responds to Victorian pubs including the Castle Hotel and Gulliver's.

The current experience at street level is poor with little activity, particularly on Spear Street and Warwick Street, which have an impression of decline in contrast to high levels of vibrancy elsewhere. The ground floor reception area and lounge/ lobby and commercial units would wrap activity around on 3 sides from Oldham Street to Spear St to create a vibrant street-scene.



Verified View towards Warwick Street

Paragraph 127 of the NPPF advocates development which adds to the quality of an area, establishes a sense of place, is visually attractive as a result of good architecture, is sympathetic to local character and optimises the potential of the site.

Despite the demolition, the proposal would deliver regeneration benefits and improve the contribution the site makes to the street level experience of the conservation area, and would preserve the setting of the adjacent listed buildings whilst enhancing the townscape in line with the Planning Act, NPPF and Core Strategy as well as sections 66 and 72 of the 1990 Listed Buildings Act.

Impact on setting of Listed Buildings

The setting of the Castle Hotel is defined by Oldham Street and the predominantly 19th century commercial and highly mixed townscape it is part of. Although not contemporary with neighbouring buildings it has a degree of group value with adjoining buildings, including the site. It contributes to the variety of the street and its smaller scale and simplicity of its upper floors show its older age compared to later Victorian and modern buildings in the street.

105 Oldham Street was built as a small town house in the late 18th century and is of significance as a rare example of a domestic building close to the city centre. It is of three low storeys and two bays with an altered ground floor and in painted brick. It has segmental headed sash windows at first floor and nine pane sash windows at second floor, with raised sills and exposed boxes. Its setting has similar characteristics and attributes to the Castle Hotel. It is differentiated from other buildings in the street and its increased age is evident due to its reduced scale. It is

experienced as part of a continuous and mixed frontage lining the northern side of Oldham Street.

Nos 69 to 77 Lever Street are a row of late 18th century townhouses in brown brick with slate roofs. Each house has 3 bays with 3 floors of sash windows and doorways with a pedimented Tuscan doorcase. There is a continuous dentilled and modillioned wooden eaves cornice across the row. Connected to rear is No.10 Bradley Street, a three storey five window range.

69 to 77 Lever Street form a group with the separately grade II listed Nos 4, 6 and 8 Bradley Street to the rear. This listing comprises six small dwellings (linked by screen walls) that date to the late 18th century and are attributed to Charles Bradley, who was also responsible for the adjoining townhouses. They may have originally formed outriggers to the townhouses and are a rare survival in the city. The whole range was rebuilt in 1996. Their setting is defined by their group value and the relationship they establish to the townhouses on Lever Street and the dwellings on Bradley Street. The original setting on Bradley Street would have been a dense residential and commercial area, with views impeded by narrow streets. Despite their current mixed and changed setting, the Lever Street terrace remains distinctive due to the length and repetitiveness of the façade and the effect of the formal town houses contrasted with taller modern buildings. The setting of the Bradley Street dwellings is more fragmented. They lost context due to the demolition of former buildings opposite, where a replacement building is under construction.

The repair of the Oldham Street façade and the removal and replacement of the shopfront and fascia would improve the relationship with the Castle Hotel. The glazed tiles would reference the arts and crafts lettering and frontage of the listed building. The increased height of the development would be visible in oblique views from Oldham Street. The Castle Hotel would be experienced in combination with the larger building, and there would be a degree of discord and distraction. However overall the significance of the listed building would not be harmed. It is principally experienced in close range views on Oldham Street, where its scale, age and architectural interest is appreciable. It is not considered that oblique views of the development, in combination with the public house, would diminish or harm its significance and it is already experienced as part of an eclectic and characterful street where there are a variety of building styles and ages.

The increased height would be visible in oblique views from 105 Oldham Street, however, the overall character of the setting of the listed building would not change to the extent that its significance would be harmed. The building is experienced in a commercial street of mixed character, including buildings of varying height. The development would be taller than prevailing building heights, but it is not considered that the historic or architectural interest of the listed building or the ability to appreciate that significance would be diminished or harmed.

The development would be clearly visible from the junction of Lever Street and Warwick Street and is likely to be visible above the roofscape of the grade II listed townhouses at 69 to 77 Lever Street in views northwards from Houldsworth Street. In these views it would be set back beyond The Hive and would be viewed in combination with the development currently being implemented at 76 to 82 Oldham

Street. Their group value with the separately grade II listed Nos 4, 6 and 8 Bradley Street to the rear would not be affected, nor would their distinctiveness when viewed and experienced from Lever Street. These listed buildings occupy a mixed and changed urban setting including modern buildings of increased scale. It is not considered that the proposals would visually impact or change the character of the setting of the townhouses to the extent that their significance would be harmed.

The original setting of the grade II listed Bradley Street dwellings would have comprised a dense residential and commercial area, with views of the dwellings impeded by the narrow streets. Views of the development from Bradley Street would be restricted by the building being constructed on intervening land and that although there would be change within the setting of these assets, their significance, principally attributed to their historic interest, would be unaffected.

It is considered that overall the proposal would preserve those elements that contribute to the setting of the listed buildings in the vicinity of the site.

Overall Impact on Designated and Non Designated Heritage Assets and Visual Impact Assessment

Conserving or enhancing heritage assets does not prevent change. Localised impacts on the setting of a listed building or the character of a conservation area need to be considered in their wider locational context. The context of the site and the setting of adjacent heritage assets has evolved and changed. Parts of the site make a positive contribution to the conservation area, but in its current condition, this contribution is partly diminished by its current vacancy, semi derelict condition and poor signage. The site makes little contribution to the townscape character and does not optimise a brownfield site. This is inappropriate in terms of regeneration objectives, townscape quality and place making and change is required that would enhance the setting of heritage assets and the townscape.

The impacts of the proposals on key views, listed buildings, conservation areas, Archaeology and open spaces has been assessed. When seen from radial approaches, the city centre skyline expresses its density. Taller buildings are an essential part of the character of any dynamic city. There are historic buildings and larger, more modern developments nearby. However, any redevelopment of the site cannot undermine the retention of the dominance of the historic heritage assets in the Stevenson Square Conservation Area and Smithfield Conservation Area.

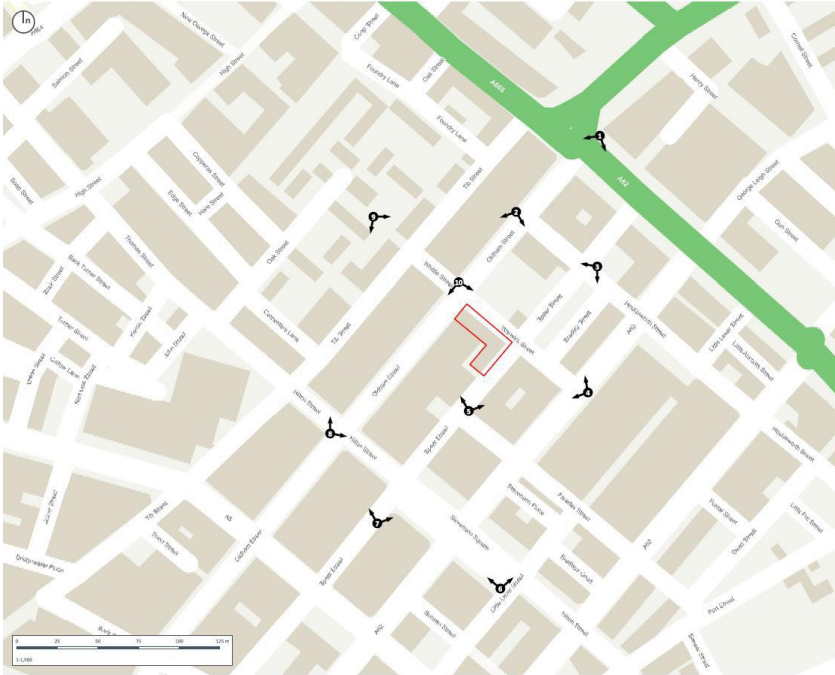
Historic England have concerns about the impact of the scale of development and consider it to be out of keeping with the general scale of buildings in the conservation area. They consider the scale to be awkward visually, and harm the contribution that the warehouse makes to the conservation area's character and appearance. They do however support the principle of the sites regeneration, acknowledging that the removal of the poor fascia sign on Oldham Street, and the reuse of 68-70 Oldham Street and the warehouse on Spear are, in principle, positive. They consider that the demolition of the rearward section of 70 Oldham Street is regrettable, but accept that this section is in a poor condition and of low significance and the harm is negligible.

The deviation from the prevailing character and appearance of the conservation area and the visual impact of increased height would harm the significance of the

conservation area. Historic England have concluded that the harm would be at the lower to mid point on the spectrum.

A visual assessment (Townscape and Visual Impact Assessment(TVIA)) has been produced to understand where in the surrounding townscape the proposal would be visible and what if any level of harm this would create. Key visual receptors, the impact on the townscape character and the visual impact of the proposals were identified and assessed in 10 key views represented as fully rendered and wireline images. A Heritage Assessment considered the impact on the character of the Stevenson Square Conservation Area, adjacent Smithfield Conservation Area and the setting of adjacent listed buildings analysing 5 of those views (2, 8, 5, and 10).

The impacts in townscape terms are detailed against the current position. Visual effects relate to changes that would arise in the views including changes to the landscape and the overall effects with respect to visual amenity. The assessment demonstrates that the principle views of the building occur along Oldham Street and Spear Street. There are also views from Warwick Street but otherwise the massing is only seen in fragments, typically the top viewed as part of the surrounding roofscape.



Location of visual impact receptors

The impact on heritage assets in views 2, 8, 5,7 and 10 would be positive and negative on the Stevenson Square Conservation Area and setting of adjacent listed buildings. The development would exceed even the increased height in this part of the conservation area. This would cause a degree of harm to the significance of the conservation area. However, the stepped arrangement of the proposal and the materials and architectural detailing would mitigate this to some extent. The impact of the height also needs to be considered in the context of the findings of the TVLA.

Visibility would be focused on Oldham Street and Warwick Street and the repaired frontage to Oldham Street would be appreciable, together with the new build behind,

in oblique and direct views. The harm to the conservation area would be 'less than substantial', but of a moderate level.

The proposals would clearly be visible from the southern boundary of the Smithfield Conservation Area, but visual impact from the remainder of the conservation area would be limited. The height would deviate from prevailing building heights of the Smithfield Conservation Area, but the impacts as a whole would be less than those related to the Stevenson Square Conservation Area. Overall, the change in the setting of the conservation area would not reduce its significance or harm the character or appearance of the designated area.

Overall it is considered that the level of harm to the character of the affected conservation areas would as concluded by Historic England, fall at the lower to mid-point of the spectrum of harm covered by paragraph 202 of the NPPF.

Viewpoint 1 – View from A62 Oldham Road at junction with A665 Great Ancoats Street, looking south-west



Baseline

Proposed

There would be a small change to the view; it would be partly noticeable in the middle distance and partly screened by 76-82 Oldham St. The upper part of the building would be experienced separately and help to assimilate it within the Oldham Street frontages. The precast cornice and change of material from brickwork to zinc shingles between the mid and upper levels would highlight the roof and contribute to the existing and emerging roofscape at the northern end of Oldham Street. The upper levels would be experienced above three to four storey development in the foreground but would sit below the established roofline of 92-94 Oldham Street. The zinc shingles arranged in a three tone, Victorian tile pattern, would also create a textured and dynamic finish would add visual interest and complement the material on other contemporary buildings. The proposal would be noticeable but would largely be in keeping with the existing character of the view, and the overall impact in townscape terms would be Neutral.

Viewpoint 2 – View from Oldham Street near to junction with Houldsworth Street, looking south-west



Baseline



Proposed

The proposal would be partly noticeable in the close to middle distance. The increase in height and massing would be notable rising above the five to eight storeys of the neighbouring 76-82 Oldham Street which would increase the influence of tall buildings in the view. The stepping and change of facing materials would help to break down the building proportions and allow the renovated façade to be experienced separately to the new build volume. The glazed terracotta tiles at ground level would complement the adjacent Castle Hotel and Gullivers opposite. The zinc shingles would create a textured and dynamic surface finish which would add visual interest. Whilst the development would be a noticeable feature resulting in moderate change to a small part of the view, the overall impact in townscape terms would be Neutral.

Viewpoint 3 – View from Spear Street at junction with Houldsworth Street, looking south-west



Baseline



Proposed

The upper levels of the new build on Warwick Street would be partly noticeable rising beyond the five to eight storeys of the foreground buildings but is predominantly screened by intervening buildings. The zinc shingles would add some visual interest. Overall, the development would be a small scale addition to the view but would not noticeably alter the existing character of the view and the overall impact in townscape terms would be Neutral.

Viewpoint 4 – View from Lever Street near to junction with Warwick Street, looking north-west

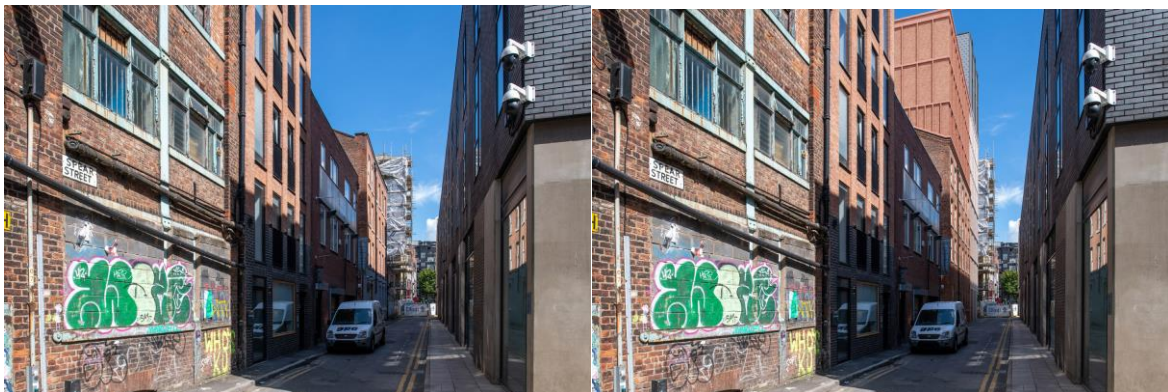


Baseline

Proposed

The proposal would have a notable presence and appear as a similar height to the Hive in the foreground. This would increase the influence of tall buildings in the view and provide a narrowing of the view along the street and increase the sense of enclosure. The Spear Street warehouse extension would be red brick which would provide visual continuity with the base and the vertical black ribs and projecting precast cills would create texture and add visual interest. Similar subtle architectural detailing would be utilised on Warwick Street in white brick. Dark yellow glazed terracotta tiles framing the entrance on Warwick Street would contrast with other building materials and draw the eye along the street. The precast cornice and change of materials from brickwork to zinc shingles would announce the roof and create texture and a dynamic surface finish which would add visual interest. Overall, the development would be a prominent feature and result in a noticeable change, however the overall impact in townscape terms would be Neutral.

Viewpoint 5 – View from Spear Street at junction with Faraday Street, looking north-east



Baseline

Proposed

This view is close by and the increase in height and mass would have a notable presence, similar in height to 55-59 Spear Street in the foreground and would result in the loss of open sky and increase the influence of tall buildings. The red brick Spear Street warehouse extension would provide visual continuity with its base and the vertical black ribs and projecting precast cills would create texture and visual interest. The white brick of the new on Warwick Street would contrast with the red brick to break up the massing but would be understood as the same development through similar architectural language. The zinc shingles would also be partly visible

at the upper levels and add some visual interest. The development would be prominent and cause noticeable change to a large part of the view, however the overall impact in townscape terms would be Neutral.

Viewpoint 6 – View from Stevenson Square at junction with Little Lever Street, looking north



Baseline

Proposed

The development would be completely screened by intervening built form and street trees, so there would be no change to the view as a result. This would result the overall impact in townscape terms would be Neutral to Negligible

Representative Viewpoint 7 – View from Spear Street at corner of Stevenson Square, looking north-east



Baseline

Proposed

The development would be partly noticeable in the background. The continuation of red brick middle levels of the new build would visually integrate with other red brick buildings in the street. The change of material from brickwork to zinc shingles between the mid and upper levels would announce the roof section but would partly encroach on the roof turret at 21 Hilton Street and result in some loss of the articulated roofline which is characteristic of the view. The zinc shingles would create a textured and dynamic surface finish which would add visual interest and complement the materials used in other buildings in the view. Overall, the development would be a noticeable feature but would be largely in keeping with the existing character of the view and the townscape impact would be Neutral.

Representative Viewpoint 8 – View from Oldham Street at junction with Hilton Street, looking north-east



Baseline

Proposed

The proposal would be partly noticeable in the close to middle distance and the increase in height and massing would have a notable presence. Existing buildings on the street are typically three to four storeys and the new build would rise above the frontage resulting in some loss of the articulated roofline. The stepping and change of facing materials of the new build would help to break the building proportions down and allow the renovated façade to be experienced separately to the new build. The glazed terracotta tiles at ground level would connect the frontage with the Castle Hotel and Gulliver’s which are finished in the same material and positively contribute to Oldham Street. The zinc shingles at roof level would create texture and dynamic surface finish which would add visual interest at roof level. Overall, the development would be noticeable feature which would result in large change to a small part of the view, however the overall impact in townscape terms would be Neutral.

Viewpoint 9 – View from Whittle Street near to junction with Warwick Street, looking south-east



Baseline

Proposed

The proposal would be clearly noticeable in the background and the increase in height and massing would have a notable presence, rising substantially above two to three storey development in the foreground and narrowing the view to give an increased sense of enclosure. This would increase the influence of tall buildings in the view and result in the loss of some of the articulated roofline. The restored

frontage would be partially visible and the glazed terracotta tiles at ground level would draw the eye along the street and mirror Gullivers. The stepping and change of facing materials of the new build would highlight the building proportions and help break up the scale. The white brick, recessed windows, projecting vertical ribs and precast cills would connect with the restored façade and provide continuity with the Warwick Street elevation. The precast cornice and change of material from brickwork to zinc shingles at the upper levels would create texture and visual interest. Overall, the development would be prominent feature and would result in large change to a small part of the background of the view, however the overall impact in townscape terms would be Neutral.

Viewpoint 10 – View from Warwick Street at the junction with Oldham Street, looking south-east



Baseline

Proposed

The view is in the immediate proximity of the site and the restored façade would have a positive influence on the character of the view and the dark yellow, glazed terracotta tiles would re-establish the separate buildings at ground level and complement the Castle Hotel. The repeated use of the dark yellow tiles on Warwick Street would also draw the eye beyond the Oldham Street façade. This would be the tallest feature in the view, and contrast with its neighbours which are mostly of smaller scale. The stepping and change of materials would help to break up the scale to some extent. The white brick, recessed windows, projecting vertical ribs and precast cills would connect with the restored façade and provide visual continuity with Warwick Street. The upper levels would be partly visible where the zinc shingles would add some visual interest. Overall, the proposal would be a prominent feature and would result in noticeable change to a large part of the view. Overall compared to the baseline situation of a dilapidated building, the development would be an overall positive addition in this view.

Consideration of the merits of the proposals within the National and Local Policy Context relating to Heritage Assets

Section 66 of the Listed Buildings and Conservation Areas Act 1990 requires members to give special consideration and considerable weight to the desirability of preserving the setting of listed buildings when considering whether to grant planning permission for proposals which would affect it. Section 72 of the Act requires members to give special consideration and considerable weight to the desirability of

preserving the setting or preserving or enhancing the character or appearance of a conservation area when considering whether to grant planning permission for proposals that affect it. Decisions should accord with the requirements of Section 16 of the National Planning Policy Framework which notes that heritage assets are an irreplaceable resource and emphasises that they should be conserved in a manner appropriate to their significance. Of particular relevance to the consideration of this application are paragraph's 189, 191,197,199,200,202 and 203.

The NPPF (paragraph 199) stresses that great weight should be given to the conservation of heritage assets, irrespective of the level of harm. Significance of an asset can be harmed or lost through alteration or destruction or by development within its setting. As heritage assets are irreplaceable, any harm or loss should clearly and convincingly justified. However, there is also a requirement to take account of the desirability of putting heritage assets to viable uses consistent with their conservation (paragraph 197 NPPF).

The weight to be given to the impacts on the character and setting of affected conservation areas, need to be considered in the context of the sites urban, mixed and evolving context including modern buildings of increased scale and a dynamic townscape, reflective of a vibrant and modern city.

The proposals would retain, in large part, those elements of the site that contribute to the Stevenson Square Conservation Area, respect the changing characteristics and street hierarchy between Oldham Street, Warwick Street and Spear Street and the development would contribute to local character and distinctiveness. The stepped massing and siting of the tallest elements away from Oldham Street would not undermine the wider character and setting and most impacts on the conservation areas would be localised. The quality of the design and architecturally rich detailing, texture and decoration would provide some mitigation for harm caused. The matching brick for the extension would blend this element and allow the extended building to be read as a whole. The development would not enhance the conservation areas but would complement its character and would not undermine the fundamental understanding of that character. The retention of the Oldham Street façade and other areas of moderate local value would preserve the most valuable assets on the site, conserving these assets in a manner appropriate to their significance (paragraph 189 NPPF). Any harm to the significance of a conservation area requires a clear and convincing justification (paragraph 200 NPPF). The sites current condition has a negative impact on the conservation areas and the site could and should be improved.

The setting of listed buildings would remain distinctive and setting of adjacent listed buildings would not be fundamentally compromised.

As the impact of the proposal, including the demolition of a non-listed building on the setting of the adjacent Listed Buildings, the character of the Stevenson Square Conservation Area and setting of the Smithfield Conservation Area would be less than substantial, paragraph 202 of the NPPF states: that where a proposal would lead to less than substantial harm, it should be weighed against the public benefits including securing its optimum viable use.

Paragraph 20 of the NPPF Planning Practice Guidance states that public benefits may follow from many developments and could be anything that delivers economic, social or environmental progress as described in the National Planning Policy Framework (paragraph 7). Public benefits may include heritage benefits.

The public benefits arising from the development, would include:-

Heritage Benefits

- Re-use and restoration of No 68 Oldham Street and partial re-use and restoration of No 70, both of which are vacant, in a poor state of repair and at further risk of deterioration;
- Retaining and refurbishing the most locally valuable parts of the site including a classical façade would reinstate its distinctiveness as part of the Oldham Street streetscape;
- Removal of an existing dominant and unsympathetic shopfront and fascia and replacement with a reinstated sympathetic ground floor to Nos 68 and 70 Oldham Street;
- The opportunity for long term viable use of the vacant Spear Street Warehouse which does not have strong market appeal;
- Activation of Warwick Street and Spear Street, enlivening and enhancing experience of these routes, whilst also respecting their secondary character;
- Enhancement of the Spear Street Warehouse including removal of ground floor concrete finish and reinstatement of former entrances; and
- Removing poor quality buildings and replacing a high quality, well conceived building which would positively respond to the local character and historical development of the City Centre, delivering an innovative and contemporary high quality and robustly detailed design which reflects and compliments the neighbouring heritage assets and local context.

Wider public benefits

Whilst outlined in detail elsewhere in this report of the proposals these would include:

- Putting a site, which currently has an overall negative effect on the townscape value, back into viable, active use;
- Regenerating an underutilised site comprising vacant buildings;
- Establishing a strong sense of place, enhancing the quality and visual permeability of the streetscape and the architectural fabric of the City Centre;
- Optimising the potential of the Site to meet demand for additional hotel rooms within Manchester City Centre to support the city's growth trajectory as a leading tourist destination;
- Creating new jobs and delivering significant returns for the local economy alongside training and apprenticeships;
- Contributing to sustained economic growth;
- Providing equal access arrangements for all into the building;

- Increasing activity at street level through the creation of activity on all sides of the site improving, natural surveillance and increasing feelings of security within the city centre;
- Respecting the changing characteristics and street hierarchy between Oldham Street, Warwick Street and Spear Street and propose a development that will contribute to local character and distinctiveness
- Improving the quality of linkages and legibility within the conservation area.

Officers consider that the benefits of the proposal would outweigh the level of harm caused, are consistent with paragraph 196 and 197 of the NPPF and address sections 66 and 72 of the Planning Act in relation to preservation and enhancement.

A viability report has been made publicly available through the Council's public access system. This forms part of the justification and balanced judgement required by paragraphs 199, 200 and 203 of the NPPF respectively and is a material planning consideration. This has considered a range of alternative massing options along with alternative uses in those same building envelopes. This has been independently assessed, on behalf of the Council, and the conclusions of that independent assessment have been verified by the City Council's Property Surveyors. This has concluded that the proposal is the only use and quantum of development that is viable. Whilst other options could deliver similar benefits, the proposal represents the only viable option that is capable of delivering the level of mitigation in the form of the public benefits set out above. The development would realise the enhancement of this wider site and provide a worthwhile, suitable use but this cannot be delivered without the proposed quantum of accommodation.

Based on the above there is on balance a clear and convincing justification for accepting the level of harm from this development. Whilst given great weight to the conservation of the affected heritage assets, the setting of adjacent listed buildings, setting of the adjacent Smithfield Conservation Area and character of the Stevenson Square Conservation Area would not be fundamentally compromised and the impacts would clearly be outweighed by the public benefits.

Contribution to Improving Permeability, Public Spaces and Facilities and Provision of a Well Designed Environment (including Age Friendly Provision):

This development and active frontage onto Oldham Street would enhance connections from Piccadilly Gardens to Ancoats and New Cross. It's height and massing would aid navigation and improve this strategic route. Improvements to the pedestrian environment would improve legibility and linkages to adjacent areas. The scheme would provide passive security on Oldham Street, Spear Street and Warwick Street, improve safety and help to revitalise the area.

Credibility of the Design

Proposals of this nature are expensive to build so it is important to ensure that the design and architectural intent is maintained through the design, procurement and construction process. The design and technical team recognise the high profile nature of the proposal. The design team is familiar with the issues associated with

high quality development in city centre locations, with a track record and capability to deliver a project of the right quality.

Architectural Quality

The key factors to evaluate are the buildings scale, form, massing, proportion and silhouette, materials and its relationship to other structures. Developments of this scale should be an exceptional and well considered urban design response.

The quality of the detail, including window recesses and interfaces between the different components are key to creating a successful scheme. There are a variety of materials and building styles in the area with small and large scale brick and stone buildings to more contemporary new build brick buildings often incorporating metal cladding. The design of the 6/ 10 storey element would be a contemporary interpretation of the tripartite subdivision which characterises City Centre buildings.



The design of the Oldham / Warwick Street façades would respond to the formal frontages of adjacent Victorian buildings with their regimented, highly decorative and richly dressed detail in terracotta or brick detailing.

An analysis of the frontages of 68 and 70 Oldham Street has informed the replacement shopfronts and the grounding of the buildings. These frontages are white and whilst it appears from small sections of paint removal that the original colour is darker and more varied, it is considered that the established character of these is as a pair of white frontages and the intention is to make good maintaining their white finish.

The materials of the new build volume up to Level 07 behind these facades would connect to the frontage and provide continuity along Warwick Street. This is achieved through a white brick, which would help to lighten a relatively narrow street.



The extension to the Warehouse would be red brick to provide visual continuity.

The zinc shingles at the upper levels of the new build would create separation between the brick base and the upper roofscape of buildings in the conservation area. This would provide an interesting lighter façade with a subtle textural change. These small hand cut tiles which are more typically used for roofing are seen on larger buildings in the Northern Quarter including Afflecks, which use detail and decoration to recess their scale. This metallic finish would create subtle variation across the surface which would change with different lighting and weather conditions. Windows at this level have been designed as dormer elements to reinforce the roofscape nature of these upper levels.



The lower levels of Warwick Street would have white brickwork panels set between windows, with projecting precast cills. This would respond to the expression of the warehouses seen at Spear Street, with a regular rhythm to the fenestration. The full brick reveals of the windows and precast lintels would provide relief and detailing.

The middle levels of Warwick Street would have more texture with projecting vertical White brick ribs and projecting precast cills. This would add visual interest and detail, similar to other larger Northern Quarter buildings which use detail and decoration to address scale. The ribs, full brick window reveals and precast lintel would provide relief and detail. A precast cornice would create a robust top to the brick facades and relate to the contextual building datum, and provides a visual capping to the brickwork, and the springing point for the upper level materials.



Glazed terracotta profiled tiles would frame openings which references Victorian pub frontages in Manchester, including the Castle Hotel and Gullivers. A dark yellow colour would compliment the red and green colours on the Castle and Gullivers.



The recessed ground floor entrance would create a localised space along Warwick Street where the building folds to reveal the entrance and widen the footpath. This would provide a clear arrival space that identifies the main entrance from Oldham Street. The folded plane is dressed in glazed terracotta tiles, matching those used on Oldham Street.



Elsewhere at ground level, the brickwork would be recessed at every 3rd course. This would create texture and relief and a rusticated base that would ground the building.

The extension to the Spear Street warehouse would follow the texture and detail of the middle levels of the Warwick Street elevations and create a textured composition above the warehouse. It would be red brick with projecting vertical brick ribs with projecting precast cills. This would provide a lighter façade and create a subtle textural change to the building. This would add visual interest and detail similar to other Northern Quarter buildings which use detail and decoration to address scale.



Perforated panels would cover the ventilation louvres in the zinc clad elements and elsewhere ventilation would be achieved through air bricks on external walls.

Given the above context is considered, that the proposals would result in a high quality building that would be appropriate to its context. It is considered that with the

right detailing and quality control mechanisms in place, which can be controlled by a condition, the materials are appropriate and would deliver a high quality design.

Relationship to Transport Infrastructure, cycle parking provision and disabled parking

The site is close to all sustainable transport modes including trains, trams and buses. The site has a Greater Manchester Accessibility Level (GMAL) of 8 indicating a very high level of accessibility. A Transport Statement concludes that the overall impact on the local transport network would be minimal.

The nearest Car Club parking bay is on High Street a 280m away. There are 20 car parks within 500m, including some which are for disabled badge holders and some with electric vehicle charging. This would provide an opportunity for off-site parking should future staff and guests chose to commute/ travel by car.

There are street disabled parking bays at High Street (2 bays 395m away), Brick Street (3 bays 340m away) and Tib Street (2 bays 350m away). The closest pay and display bays are located on Spear Street, 185m away with 4 bays which can be used by Blue Badge holders car park free of charge without time limit. There would be 15 cycle parking spaces for staff or guests within a secure storage space.

Service access and taxi drop off would be from a new dedicated loading bay on Warwick Street. Conditions would require details of off-site highways works, including pavement reinstatements and finishes. The Head of Highways has no objections on this basis and no concerns about adverse impacts from any traffic generated by the development.

Sustainability / Climate Change: Building Design and Performance (operational and embodied carbon)

There is an economic, social and environmental imperative to improve the energy efficiency of buildings. Larger buildings should attain high standards of sustainability because of their high profile and impact. The energy strategy responds to the City's Climate Emergency declaration and has set out how the scheme contributes to Net Zero Carbon targets through operational and embodied carbon.

An Environmental Standards assessment of physical, environmental, social and, economic effects in relation to sustainability objectives sets out measures that could be incorporated across the lifecycle of the development to ensure high levels of performance and long-term viability and ensure compliance with planning policy. Energy use would be minimised through good design in line with the Energy Hierarchy to improve the efficiency of the fabric and use passive servicing methods.

Operational Carbon

A BREEAM pre-assessment indicates that the development should achieve an BREEAM Excellent rating.

The Core Strategy requires developments to achieve a minimum 15% reduction in CO2 emissions. Part L has been superseded by Part L 2013 which has more

stringent energy requirements. The 15% requirements translate as a 9% improvement over Part L 2013. The proposed reduction would be 24%.

The energy strategy includes Air Source Heat Pumps for space heating and cooling. An Air-to-Water heat pump will also be used to provide domestic hot water system. The infrastructure would allow the scheme to become zero carbon as the grid decarbonises.

The following efficiency measures would be included to reduce heat losses and minimise energy demand:

- Passive design to improve thermal performance and air tightness (managing uncontrolled ventilation); and
- The consumption of potable water will be reduced where possible including the specification of water efficient sanitary ware where possible.

Building Location and Operation of Development (excluding direct CO2 emission reduction) and Climate Change Adaptation and Mitigation

Features associated with the development which would contribute to achieving overall sustainability objectives include: A highly sustainable location and development of a brownfield site; designed to reduce mains/potable water consumption and include water efficient devices and equipment; and recycling facilities to divert material from landfill.

Embodied Carbon: Sustainable Construction Practices and Circular Economy

A net zero carbon built environment means addressing all construction, operation and demolition impacts to decarbonise the built environment value chain. Embodied carbon is a relatively new indicator and the availability of accurate data on the carbon cost of materials and systems is evolving. The detailed design would aim to meet the long-term needs while being durable and resilient or able to cope with change with little modification, readiness for alternative technologies, different ways of living/working and a changing climate.

The approach to the design is longevity and adaptability. To achieve their objectives the waste arising from demolition, excavation and construction will be monitored and reuse promoted on site where possible. Construction materials would prioritise those with a higher recycling rate. The development is seeking to have low embodied carbon, in line with RIBA 2030 targets and will be achieved through the following:

- Specifying and sourcing materials and other resources responsibly and sustainably- there would be a Sustainable Procurement Plan to ensure best practice in relation to procurement and resourcing procedures.
- Designing for longevity, adaptability or flexibility and reusability or recoverability -The refurbishment will extend the life and further small modifications could be made in the future to revert to other similar uses such as care homes or other accommodation types.

- Designing out construction, demolition, excavation and municipal waste arising- The Construction Environmental Waste Management will include the hierarchy of material disposal and would be monitored on the Smartwaste portal or similar.
- Managing demolition waste- The Pre-demolition report would include a demolition strategy and segregation of the materials to maximise reuse or recycling of the materials and divert them from landfill.
- Managing excavation waste – this is not anticipated for this project due to the extensive reuse of the building.
- Managing construction waste – this would be segregated and monitored on Smartwaste portal or similar and the predicted and actual waste shall be reported in the Site Waste Management Plan.

The proposal would make a positive contribution to the City's objectives and is, subject to the ongoing decarbonisation of the grid is capable of becoming Net Zero Carbon in the medium to long term whilst achieving significant CO2 reductions in the short term.

Effect on the Local Environment/ Amenity

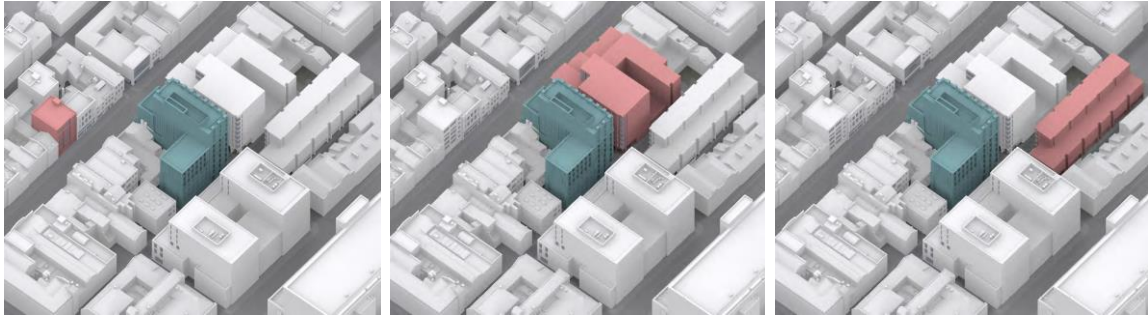
This examines the impact that the scheme would have on nearby and adjoining occupiers and includes the consideration of issues such as impact on microclimate, daylight, sunlight and overshadowing, air quality, noise and vibration, construction, operations and TV reception.

Daylight, Sunlight and Overshadowing

The nature of City Centre development means that amenity issues, such as daylight, sunlight and the proximity of buildings to one another have to be dealt with in a manner appropriate to their context

An assessment of daylight, sunlight and overshadowing has used specialist software to measure the amount of daylight and sunlight available to windows in neighbouring buildings. The assessment made reference to the BRE Guide to Good Practice – Site Layout Planning for Daylight and Sunlight Second Edition BRE Guide (2011). This assessment is not mandatory but is generally accepted as the industry standard and helps local planning authorities consider these impacts. The guidance does not have 'set' targets and is intended to be interpreted flexibly. It acknowledges that there is a need to take account of locational circumstances, such as a site being within a town or city centre where higher density development is expected and obstruction of light to buildings can be inevitable.

Properties at 99 Oldham Street and 76-88 Oldham Street have been identified as affected in terms of daylight and sunlight.



Properties potentially affected by sunlight and daylight

Other residential properties have been scoped out due to the distance and orientation from the site. The BRE Guidelines suggest that residential properties have the highest requirement for daylight and sunlight and states that the guidelines are intended for use for rooms where natural light is required, including living rooms, kitchens and bedrooms.

The Sunlight and Daylight Assessment has set out the current site condition VSC levels (including impacts from adjacent approved schemes) and how the proposal would perform against the BRE VSC and NSL targets.

Daylight Impacts

The Guidelines provide methodologies for daylight assessment. The 2 tests set out in the Guidelines relevant to this development are VSC (vertical sky component) and NSL (no sky line).

VSC considers how much Daylight can be received at the face of a window by measuring the percentage that is visible from its centre. The less sky that can be seen means less daylight is available. Thus, the lower the VSC, the less well-lit the room would be. In order to achieve the daylight recommendations in the BRE, a window should attain a VSC of at least 27%. Reductions or changes of 0.8 times the former value would not be appreciable by an occupant.

The guidance also states that internal daylight distribution is also measured as VSC does not take into account window size. This measurement NSL (or DD) assesses how light is cast into a room by examining the parts of the room where there would be a direct sky view. This the NSL test assesses daylight levels within a whole room rather than just that reaching an individual window and more accurately reflects daylight loss. Daylight may be adversely affected if, after the development, the area in a room which can receive direct skylight is reduced to less than 0.8 times its former value. A resident would notice any reduction below this and is again considered as the Alternative Target against which impact is measured.

VSC diminishes rapidly as building heights increase relative to the distance of separation. As such, the adoption of the 'standard target values' is not the norm in a city centre and the BRE Guide recognises that different targets may be appropriate. It acknowledges that if a building stands close to a common boundary, a higher degree of obstruction may be unavoidable and is common in urban locations.

The Guidance acknowledges that in a City Centre, or an area with modern high-rise buildings, a higher degree of obstruction may be unavoidable if new developments are to match the height and proportions of existing buildings.

Sunlight Impacts

For Sunlight, the BRE Guide should be applied to all main living rooms and conservatories which have a window which faces within 90 degrees of due south. The guide states that kitchens and bedrooms are less important, although care should be taken not to block too much sunlight. The BRE guide states that sunlight availability may be adversely affected if the centre of the window receives less than 25% of annual probable sunlight hours, or less than 5% of annual probable sunlight hours between 21 September and 21 March; receives less than 0.8 times its former sunlight hours during either period; and, has a reduction in sunlight received over the whole year greater than 4% of annual probable sunlight hours (APSH).

A scheme would be considered to comply with the advice if the base line values and those proposed are within 0.8 times of each other as an occupier would not be able to notice a reduction of this magnitude. The requirements for minimum levels of sunlight are only applicable to living areas.

BRE Targets

The Guidance states that a reduction of VSC to a window of more than 20% or of NSL by 20% does not necessarily mean that the room would be left inadequately lit, but there is a greater chance that the reduction in daylight would be more apparent. Under the Guidance, a scheme would comply, if figures achieved are within 0.8 times of baseline figures. Similarly, winter targets of APSH of 4% and an annual APSH of 20% are considered to be acceptable levels of tolerance.

For the purposes of the sensitivity analysis, these values are a measure against which a noticeable daylight and sunlight reduction would be discernible and are referred to as the BRE Alternative Targets. The impacts of the development set out below.

Baseline

All impacts considered have been assessed against the baseline of a cleared site.

Daylight Impacts

With the development in place and the results weighted to allow for the 20% reduction which would not be noticeable, the impact would be:

99 Oldham Street – All windows would meet the BRE VSC Alternative Target and all rooms would meet the NSL Alternative target.

76-82 Oldham Street – 31/130 (24%) of windows would meet the BRE VSC Alternative Target and 12/76 (16%) of the rooms would meet with the BRE NSL Alternative target.

Where a building is close to a common boundary, a higher degree of obstruction may be unavoidable and is common in urban locations. VSC levels diminish rapidly as building heights increase relative to separation. As such, the adoption of the 'standard target values' should not be the norm in a city centre as this would result in very little development being built. The BRE Guide recognises that in such circumstances, 'alternative' target values should be adopted.

The methodology for setting alternative targets is set out in Appendix F of the Guide which states that the values for assessing light are purely advisory and, as such, different targets may be used. An analysis considering an alternative baseline utilising a mirror massing of 76-82 Oldham Street has been undertaken with the following results:

76-82 Oldham Street – 63/130 (49%) of windows would meet the BRE VSC Alternative Target and 22/76 (34%) of the rooms would meet with the BRE NSL Alternative target.

The impact to 76-82 Oldham Street is predominantly along Warwick Street where three single aspect apartments on each floor (21 apartments) would suffer the largest adverse impacts. The living kitchen diners in 76-82 Oldham Street are deep and single aspect and as such the layouts make it difficult for adjacent developments to maintain open views of sky to the rear of the rooms. There would be reductions against the baseline site conditions for some residents within 76-82 Oldham Street. However, this development is not yet complete and there are no residents living there. Some impact is inevitable if the site is to be redeveloped to a scale appropriate to its location.

Sunlight Impacts

With the development in place and the results weighted to allow for the 20% reduction which would not be noticeable (Alternative Target)

99 Oldham Street -All rooms would meet the Alternative Target for both annual and winter APSH.

76-88 Oldham Street – 13/34 (38%) of rooms would meet the Alternative Target for both annual and winter APSH.

An analysis considering an alternative baseline utilising a mirror massing of 76-82 Oldham Street would have the following results:

76-88 Oldham Street – 27/34 (79%) of rooms would meet the Alternative Target for both annual and winter APSH.

The impact on the daylight and sunlight received by some residents of 76-82 Oldham Street are important and are of some significance. However, some impact is

inevitable for reasons set out elsewhere in this Report if the redevelopment of this site building is to be delivered.

The following is also important:

It is generally acknowledged that when buying/renting properties in the heart of a city centre, that there will be less natural daylight and sunlight in homes than could be expected in the suburbs;

Manchester has an identified need for additional hotel accommodation and the city centre has been identified as the most appropriate location. The proposal would re-purpose a brownfield site which is currently not meeting its economic potential.

The proposal would result in some significant individual reductions in daylight and sunlight levels but this is almost unavoidable. Retained levels of daylight and sunlight would be comparable with existing and emerging urban conditions and these are considered to be acceptable in a City Centre context.

It is considered on balance that the level of impact and the public benefits to be derived weigh heavily in favour of the proposal.

Wind

Changes to the wind environment can impact on how comfortable and safe the public realm is. If changes cannot be designed out, they should be minimised by mitigation measures. A Wind Microclimate report focused on the impact on people using the site and the surrounding area. This has been modelled using a qualitative desktop assessment prepared by a wind engineer which is considered to be an appropriate methodology given the modest height of the scheme relative to the surrounding area, and that the footprint of the scheme is consistent with the existing building. This was combined with adjusted meteorological data from Manchester Airport to obtain annual and seasonal frequency and magnitude of wind speeds across the model.

The study was performed with reference to the Lawson Comfort Criteria, to account for the different intended pedestrian uses on and around the building.

Potential impacts of the proposal on streets, amenity spaces and building entrances have been assessed. All are considered to be highly sensitivity to strong winds, as these can pose a risk to safety. Various potential risk factors for raised wind speeds were considered.

There is not considered to be a significant risk of raised wind speeds at ground level from the proposal. As such, streets and building entrances are expected to be suitable. There is a risk of some slightly raised wind speeds at the roof terrace, which may make it unsuitable for calmer activities such as long term sitting. This could be effectively mitigated either through raised balustrades or screening. terraces would be suitable for occasional use but may require local mitigation measures such as baffles or planting if they are to be used as long term dwell spaces.

Air quality

An air quality assessment (AQA) has considered whether the proposal would change air quality during the construction and operational phases. The site is in an Air Quality Management Area (AQMA) where air quality is known to be poor because of emissions from surrounding roads. As such, hotel residents could experience poor air quality and vehicles travelling to and from the site could increase pollution levels in this sensitive area.

There are homes, businesses, educational facilities and recreational areas which could be affected by construction traffic and that from the development. A qualitative risk assessment based on the Institute of Air Quality Management's (IAQM) 'Guidance on the Assessment of Dust from Demolition and Construction' document, published in 2014 has assessed the potential effects during construction of dust and particulate emissions from site activities and materials movement.

The assessment of the air quality impacts of the completed scheme has focused on the predicted impact of changes in ambient nitrogen dioxide (NO₂) and particulate matter with an aerodynamic diameter of less than 10 µm (PM₁₀) and less than 2.5 µm (PM_{2.5}) at key local locations. The magnitude and significance of the changes have been referenced to non-statutory guidance issued by the IAQM and Environmental Protection UK (EPUK). Both the construction and operational impacts of the development on air quality have been considered.

The impact on human health would be low and would be further minimised by dust suppression measures and other good practices which must be implemented throughout the construction period which would be secured through the construction management plan condition. In terms of embedded mitigation, the premises would have air tight windows and mechanical ventilation.

The impacts on air quality once complete would not be significant. Pollutant concentrations at the façades would be within the relevant health-based air quality objectives and aparthotel residents would be exposed to acceptable air quality and the site is deemed suitable for the proposed use.

Although the development would generate traffic, it would not create new impacts on air quality conditions (NO₂, PM₁₀ and PM_{2.5}).

15 cycle spaces are proposed, and an Interim Travel Plan includes measures that promote the use of sustainable transport. These measures would contribute to reducing reliance on the private car and limit impacts on air quality.

The development would operate on an all electrical system with no gas fired boilers or generators which would normally contribute to air quality conditions. No mitigation is required to minimise the impact when the development is occupied. A mechanical ventilation system would ensure that air intake to the aparthotel would be fresh and free from pollutants.

Environmental Health concur with the conclusions and recommendations within the

air quality report. The mitigation measures would be secured by planning condition and the proposal would comply with policy EN16 of the Core Strategy, paragraph 8 of the PPG and paragraph 124 of the NPPF in that there would be no detrimental impact on existing air quality conditions as a result of the development

Noise and Vibration

Whilst the principle of the proposal is acceptable, the impact of noise on adjacent occupiers needs to be considered. A Noise Report concludes that with appropriate acoustic design and mitigation (acoustic trickle vents or MVHR), the internal noise levels would be acceptable. The level of noise and mitigation measures required for any externally mounted plant and ventilation should be a condition. Access for deliveries and service vehicles would be restricted to daytime hours to mitigate any impact on adjacent homes.

During operation the proposal would not produce significant noise levels or vibration. Disruption could arise during construction. The applicant and their contractors would work and engage with the local authority and local communities to seek to minimise this. A Construction Management Plan could be secured through a condition and would provide details of mitigation methods. Following mitigation construction noise is not likely to be significant.

Sound tests have taken place to determine the level of air borne and re-radiated structure borne noise between the site and adjacent Castle Hotel, which hosts regular entertainment including live music. Low frequency air borne noise was audible from the party wall and re-radiated structure borne noise was also observed which exceeded City Council's noise standards. These measurements have been used to inform a strategy to mitigate noise and vibration.

The majority of internal space that shares a common partition with The Castle would be circulation space (stairs wells, lifts, etc). The ground floor reception/Lounge & kitchen area, are considered to be less sensitive than hotel bedrooms. The guestroom at first-floor level shares a separating partition with The Castle and there may be a structural connection between The Castle and future bedrooms in the Warehouse and an independent wall lining is proposed alongside the existing wall noise. A typical floor plan layout of the ground and first floor can be seen below, with the bedrooms sharing a party walls highlighted in red.



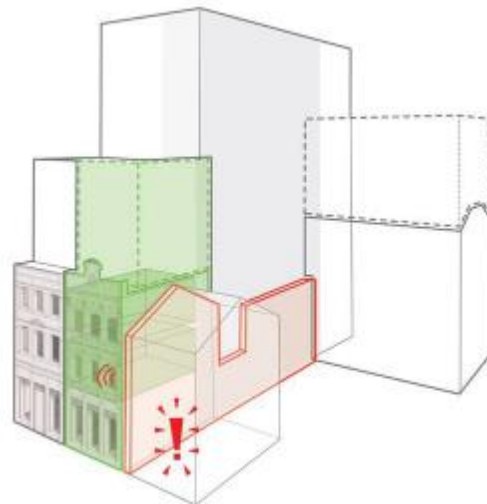
Proposed Ground Floor Plan
(c/o SimpsonHaugh Architects)



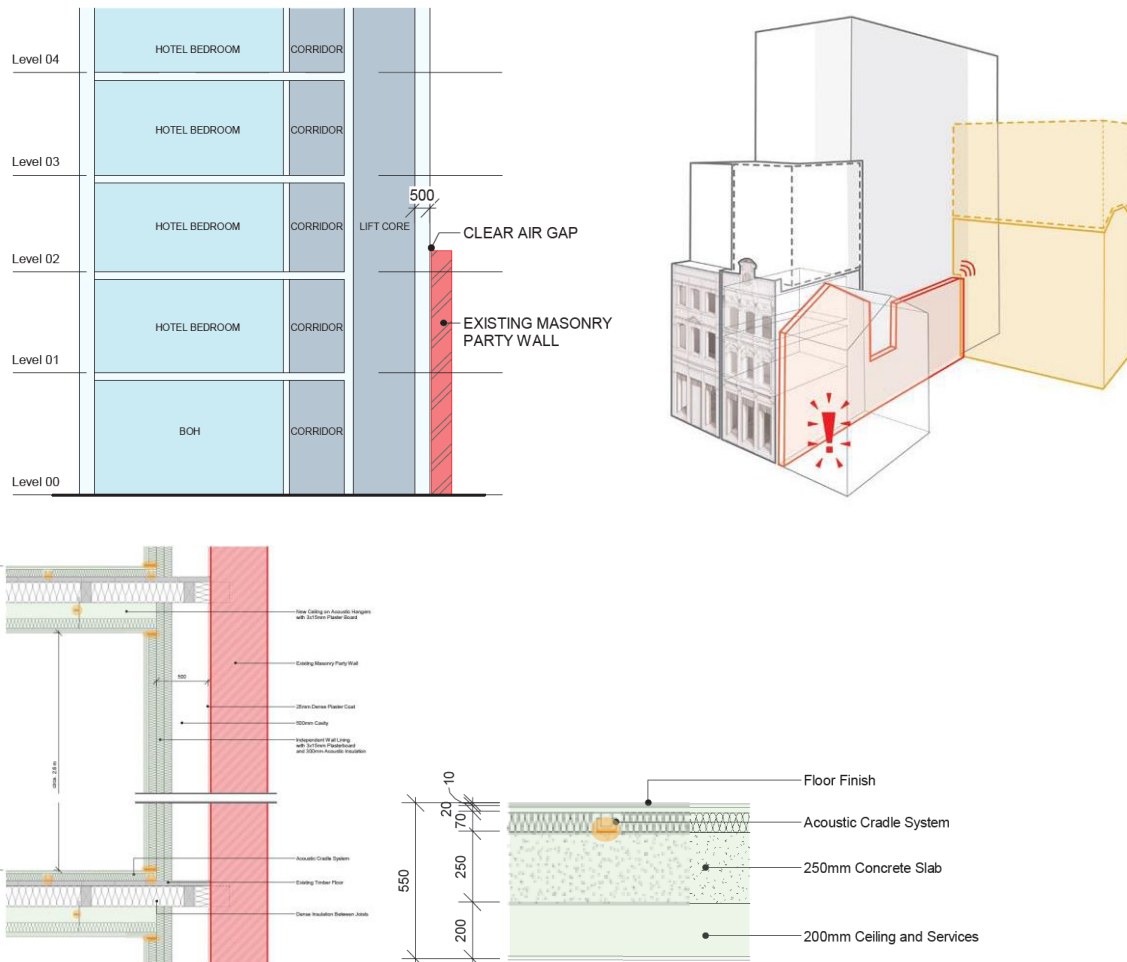
Proposed First Floor Plan

Measures are required to prevent noise transfer from the Castle Hotel. This would be reliant on the construction approach and parameters have been developed in a worst case scenario should the new build remain structurally connected to The Castle. The nearest bedrooms would not be directly adjacent to the event space of The Castle but, in order to allow a worst case/robust assessment, predictions/specifications have been based on mitigating a direct adjacency. This would ensure the mitigation would be effective should layout of The Castle's live event space change.

The design parameters relate to building layout, i.e. cores/non-residential spaces abutting The Castle entertainment space and fully independent deep-cavity party wall linings with resilient floor and ceiling constructions, i.e. box-in-box intent. New concrete elements could be separate structures where built off ground, or incorporate resilient pads at abutments/interfaces with a gap and a movement joint in the slab and or treatment in the 500mm party wall zone. These details would be subject to development as part of a pre-commencement condition.



Party Wall highlighted in red and portion development affected in green



Above are a series of images illustrating the level of technical design development to date to ensure an acceptable form of development in accordance with 'agent of change' principles.

Acceptable internal noise levels can be achieved with standard thermal glazing and physical measures to insulate some rooms from air and structure borne noise and vibration sources in the adjacent public house during live performances.

Conditions could ensure in consultation with the Head of Regulatory and Enforcement Services that the mitigation is installed and demonstrated to be effective prior to the development operating and the occupation of any affected areas would require pre-occupation verification tests to ensure the effectiveness of the works.

A condition could limit access to the terrace at night time and on site staff will be on duty during the day and night to manage the area.

Telecommunications (TV and Radio reception and Broadband provision)

A Baseline TV and Radio Impact Assessment has been prepared based on technical modelling in accordance with published guidance to determine the potential effects on television and radio broadcast services. Due to the existing excellent coverage and the robust nature of reception conditions in any theoretical signal shadow zone, the development is not expected to impact the reception of digital terrestrial television (DTT) services (better known as Freeview).

The development is likely to cause disruption to the reception of digital satellite television services (such as Freesat and Sky) in areas to the immediate northwest of the Site, up to 71m from the building such that overall, the development may cause minor short-term interference before mitigation, to digital satellite television reception in highly localised areas adjacent the site. Mitigation solutions would quickly restore the reception of affected television services, leaving no long-term adverse effects and can be secured through a condition.

The location of the site is such that it is 'high speed' ready with the infrastructure is in place for the development to be connected into robust and future proof broadband.

Archaeological issues - GMAAS believe that there could be below ground remains. They recommend targeted archaeological excavation, followed if appropriate by more detailed and open area excavation, to inform the understanding of the potential and significance. The investigations could be secured through a condition.

Crime and Disorder -The increased footfall, hotel users and the improvements to lighting would improve security and surveillance. Greater Manchester Police have provided a crime impact assessment and the scheme should achieve Secured by Design accreditation. A condition is recommended.

Biodiversity and Wildlife Issues/ Contribution to Blue and Green Infrastructure (BGIS) – There are no statutory designated sites within 2 km of the site. The only site habitat is existing buildings, and the site is surrounded by hardstanding on 3 sides.

An Ecology Report concludes that the site has little ecological value. An emergence survey observed foraging adjacent to the site and no bats emerged and it is unlikely that the site supports bat roosts. It is recommended that work at the site takes place under a Precautionary Working Method Statement with features that may be suitable to support a bat roost, such as lifted tiles, carefully removed under the supervision of a licenced bat ecologist who could suggest appropriate mitigation. An informative requiring this would be attached to any consent granted. A green roof would provide biodiversity enhancements, and this would be enhanced further with the provision of bat and bird boxes and can be secured by condition.

Waste, Recycling and Servicing - The refuse store has been sized in line with 'GD 04 Waste Storage and Collection Guidance for New Developments. All recycling and waste material would be stored on site in a single secure waste bin storage area, located at ground floor and accessed externally on Spear Street.

Building management would take recycling and waste material from individual hotel rooms, bar and restaurant and all other front of house and back of house areas and deposit it into the relevant bins.

The consented residential development at 76-82 Oldham Street would have a roadside collection on Warwick Street. This application proposes a shared loading facility on Warwick Street to cater for both developments.

The building management would oversee the collection and emptying of the bins which would be taken to the collection point on the day of collection and returned to the store once collection has been made. Environmental Health consider the waste management arrangements to be acceptable

Flood Risk, Drainage Strategy - The site is in Flood zone 1 and is low risk site of flooding. It is in the Core Critical Drainage Area in the Council Strategic Flood Risk Assessment and requires a 50% reduction in surface water run-off as part of brownfield development.

The use is appropriate and conditions should require the implementation and maintenance of a sustainable drainage system. SUDS would be managed through a blue roof (level 6) and or attenuation storage in ground tanks with a flow control device. Flow rates would be aligned with the betterment requirements for the SRFA. The underlying soil is predominantly clay with low levels of permeability which could prevent the use of Suds infiltration techniques, but this will be investigated further through a condition.

The initial SUDS assessment demonstrates that surface water run-off can be drained effectively in accordance with policy principles.

Contaminated Land - A Phase I Ground Investigation has been prepared based on desktop / published sources. The site is in an urban environment where industrial activities have taken place. It is likely that there is a significant thickness of Made Ground from previous development. Elevated levels of contamination may be present in shallow soil and groundwater and it would be necessary to avoid contaminate migration pathways during piling works.

Further excavations and investigations are necessary. Mitigation may be required but with these in place, the site would present a low risk. A condition would require a full site investigation and remediation measures to be submitted and agreed.

Accessibility/ Inclusive Access - 5% of the hotel rooms would be fully accessible and comply with Part M. Their design would be developed with the Operator to explore options for both left-hand and right-handed rooms. Access to the commercial units would be level with a platform lift linking ground floor and basement in the Spear Street unit. The aparthotel entrance on Warwick Street would be level and all floors of the building are accessible by lift. The hotel corridors are a minimum of 1500mm wide, exceeding Part M requirements. One serviced apartment would have a hoist and a condition would require demand to be monitored for a 12 month period to establish if further hoists are required. It is considered in consideration of the above that the new building would have an overall good level of compliance with DFA2.

Local Labour - A condition would require The Council's Work and Skills team to agree the detailed form of the Local Labour Agreement.

Construction Management - Measures would be put in place to minimise the impact on local residents such as dust suppression, minimising stock piling and use

of screenings to cover materials. Plant would also be turned off when not needed and no waste or material would be burned on site. Provided appropriate management measures are put in place the impacts of construction management on surrounding residents and the highway network can be mitigated to be minimal.

Social Value from the Development

The proposal would support the creation of a strong, vibrant and healthy community. In particular, the proposal would:

- promote regeneration;
- attract new visitors to the City linking them with areas beyond the City Centre core within Ancoats and New Cross which will create opportunities for the growth of support facilities such as cafes, bars, restaurants and shops close within this neighbourhood and its integration with those adjacent neighbourhoods;
- provide job opportunities for local people
- help to reduce crime through passive surveillance from the active ground floor uses and the overlooking from homes;
- improve legibility along Oldham Street providing stronger visual links to regeneration areas to the north;
- provide access to services and facilities via sustainable transport, such as cycling and walking.
- not impact on the air quality, flood risk, noise or pollution and there will be no contamination impacts;
- not have a detrimental impact on protected species; and
- regenerate previously developed land with limited ecological value in a highly efficient manner

Objectors Comments

These are largely addressed in the main body of the Report above however the following points should also be noted:

- Rights of light are a private matter.
- The development is a well known hotel brand which would have on site professional 24 hour management to manage any potential nuisance.
- Acoustic tests have taken place within 68-70 during a live performance in the Castle Hotel and measures which could isolate potential air borne and structural noise transfer have been set out. Implementation of these can be secured by condition. The effectiveness of these measures would have to be verified prior to the use commencing.

S149 (Public Sector Equality Duty) of the Equality Act 2010 - The proposed development would not adversely impact on any relevant protected characteristics.

CONCLUSION

The proposal conforms to the development plan taken as a whole as directed by section 38 (6) of the Planning and Compulsory Purchase Act 2004 and there are no material considerations which would indicate otherwise. It would establish a sense of place, would be visually attractive, optimising the use of the site and would meet with the requirements of paragraph 130 of the NPPF

The 117 serviced apartments would contribute positively to the city's hotel supply and predicted increased capacity requirements. The form of development would improve legibility and wayfinding along a key pedestrian linkage within the Northern Quarter. It would reactivate a site, which in parts has been vacant for some time. The building would be of a high standard of sustainability and would be energy efficient and operate on an all-electric system offering the most suitable long terms solution to energy supply and carbon reductions.

Careful consideration has been given to the impact of the development on the local area, including homes, and it has been demonstrated that there would be no unduly harmful impacts on noise, traffic generation, air quality, water management, wind, contamination or loss of daylight and sunlight. Where harm does arise, it can be appropriately mitigated, and would not amount to a reason to refuse this planning application. The minimum sound insulation performance requirements between the Castle Hotel and the development have been established based on on-site testing. Mitigation is required to prevent noise ingress from adjacent live music venues and would be developed as part of the detailed design process and will need to be agreed prior to commencement of development. The occupation of any potentially affected areas would be required pre-occupation verification tests to ensure the effectiveness of the works.

The buildings and its facilities would be fully accessible to all user groups. The waste can be managed and recycled in line with the waste hierarchy. Construction impacts can also be mitigated to minimise the effect on the local residents and businesses. There would be some localised impacts on adjacent listed buildings and structures with the level of harm being considered less than substantial and significantly outweighed by the substantial public benefits. The proposals represent sustainable development and would deliver significant social, economic and environmental benefits. It is considered, therefore, that, notwithstanding the considerable weight that must be given to preserving the setting of the adjacent listed buildings and preserving or enhancing the character of the affected conservation areas as required by virtue of the Listed Buildings Act, the overall impact of the proposed development including the impact on heritage assets would meet the tests set out in paragraphs 189, 197, 199, 200 and 202 of the NPPF and that the harm is outweighed by the benefits of the development.

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

Recommendation: Approve

Article 35 Declaration

Officers have worked with the applicant in a positive and pro-active manner to seek solutions to problems arising in relation to dealing with the planning application. This has included on going discussions about the form and design of the developments and pre application advice about the information required to be submitted to support the application.

Condition(s) to be attached to decision for approval OR Reasons for recommendation to refuse

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:

(a) Dwgs 10338-SHP-A-B5D8-G100-XP-XX-001 P01 Existing Site Location Plan, 10338-SHP-A-B5D8-G100-XP-XX-002 P01 Existing Red Line Boundary

(b) Dwgs 10338-SHP-A-B5D8-G200-XP-B1-001 P01 Existing Plan - Level B1 - Basement, 10338-SHP-A-B5D8-G200-XP-00-001 P01 Existing Plan - Level 00 - Ground Floor, 10338-SHP-A-B5D8-G200-XP-01-001 P01 Existing Plan - Level 01, 10338-SHP-A-B5D8-G200-XP-02-001 P01 Existing Plan - Level 02 10338-SHP-A-B5D8-G200-XP-03-001 P01 Existing Plan - Level 03, 10338-SHP-A-B5D8-G200-XP-RF-001 P01 Existing Plan - Level RF - Roof, 10338-SHP-A-B5D8-G200-XE-NE-001 P01 Existing Elevation - North East - Warwick Street, 10338-SHP-A-B5D8-G200-XE-NW-001 P01 Existing Elevation - North West - Oldham Street, 10338-SHP-A-B5D8-G200-XE-SE-001 P01 Existing Elevation - South East - Spear Street and 10338-SHP-A-B5D8-G200-XE-SW-001 P01 Existing Elevation - South West - Back Spear Street

(c) Dwgs 10338-SHP-A-B5D8-G200-PL-B1-001 P01 General Arrangements Plan - Level B1 - Basement, 10338-SHP-A-B5D8-G200-PL-00-001 P03 General Arrangements Plan - Level 00 - Ground Floor, 10338-SHP-A-B5D8-G200-PL-01-001 P01 General Arrangements Plan - Level 01-02, 10338-SHP-A-B5D8-G200-PL-03-001 P01 General Arrangements Plan - Level 03, 10338-SHP-A-B5D8-G200-PL-04-001 P02 General Arrangements Plan - Level 04-05, 10338-SHP-A-B5D8-G200-PL-06-001 P02 General Arrangements Plan - Level 06 and 10338-SHP-A-B5D8-G200-PL-07-001 P02 General Arrangements Plan - Level 07-09;

(d) Dwgs 10338-SHP-A-B5D8-G200-EL-NE-001 P02 General Arrangements Elevation - North East - Warwick Street, 10338-SHP-A-B5D8-G200-EL-NW-001 P05 General Arrangements Elevation - North West - Oldham Street, 10338-SHP-A-B5D8-G200-EL-NW-002 P03 General Arrangements Elevation - North West - Back Spear Street, 10338-SHP-A-B5D8-G200-EL-SE-001 P04 General Arrangements Elevation - South East - Spear Street, 10338-SHP-A-B5D8-G200-EL-SW-001 P04 General Arrangements Elevation - South West - Back Spear Street, 10338-SHP-A-B5D8-G200-SE-AA-001 P01 General Arrangements - Section AA and 10338-SHP-A-B5D8-G200-SE-BB-001 P01 General Arrangements - Section BB,

(e) Dwgs 10338-SHP-A-B5D8-G200-PL-RF-001 P02 General Arrangements Plan - Parapet Level, 10338-SHP-A-B5D8-G200-PL-RF-002 P02 General Arrangements Plan - Roof Level, 10338-SHP-A-B5D8-G251-DE-XX-001 P03 External Wall Façade Detail - Lower Level Brickwork, 10338-SHP-A-B5D8-G251-DE-XX-002 P03 External Wall Façade Detail - Level 02 Brickwork, 10338-SHP-A-B5D8-G251-DE-XX-003 P03 External Wall Façade Detail - Level 05 Brickwork, 10338-SHP-A-B5D8-G251-DE-XX-004 P03 External Wall Façade Detail - Upper Level Zinc Shingles, 10338-SHP-A-B5D8-G251-DE-XX-005 P04 External Wall Façade Detail - Upper Level Red Brickwork, 10338-SHP-A-B5D8-G251-DE-XX-006 P04 External Wall Façade Detail - Lower Level Brickwork - Oldham Street, 10338-SHP-A-B5D8-G251-DE-XX-007 P01 External Wall Façade Detail - Lower Level Brickwork - Oldham Street, 10338-SHP-A-B5D8-G400-EL-SW-001 P01 External Signage Elevation - South West - Back Spear Street, 10338-SHP-A-B5D8-JC20-PL-TY-001 P01 Demolition Plan - Level TY - Typical Level, 10338-SHP-A-B5D8-JC20-EL-NE-001 P01 Demolition Elevation - North East - Warwick Street and 10338-SHP-A-B5D8-JC20-EL-SE-001 P01 Demolition Elevation - South East - Spear Street;

(f) Crime Impact Statement Version A 15-09-22 stamped as received on 14-09-22 as amended by Turley's e-mail dated 08-11-22;

(g) Accommodation Schedule in section 4.1 of Simpson Haugh's Design and Access Statement Sept 2022 Ref 10338-SHP-RP-B5D8-DAS01 stamped as received on 14-09-22;

(h) Section 5.0 of Simpson Haugh's Design and Access Statement Sept 2022 Ref 10338-SHP-RP-B5D8-DAS01 stamped as received on 14-09-22;

(i) Turley's e-mail response to consultations 19-10-22 in relation to TRO's and S278 works.

(j) Inclusions of measures and targets set out in the Oldham Street Hotel Manchester Energy and Sustainability Statement, Version: V2 09/09/2022 by Calwell bpp.energy stamped as received on 14-09-22

(k) Inclusion of measures and targets within Caldwell bpp.energy Embodied Carbon Statement Version: V1.0: 24/11/2022;

(l) Air Quality Assessment Oldham Street, Manchester Client: Jadebricks Manchester Limited Reference: 5898r1 Dated: 9th August 2022 stamped as received on 14-09-22

(m) Oldham street hotel, Manchester, Flood Risk Assessment, 1812-OSH-DP2-A180-RP-XX-9041 Rev P02 and Drainage strategy 1812-OS-DP2-A180-RP-XX-9040 by (dp)2 stamped as received on 14 -09-22;

(n) Television and Radio Reception Impact Assessment 68 - 70 Oldham Street and 61 Spear Street, Manchester by GTech stamped as received on 14-09-22;

(n) DESKTOP WIND MICROCLIMATE STUDY 68-70 Oldham Street, Manchester by GVA stamped as received on 14-09-22;

(o) GTech Surveys Limited Broadband Connectivity Assessment 68 - 70 Oldham Street and 61 Spear Street, Manchester stamped as received on 14-09-22;

(p) Oldham Street, Manchester Preliminary Ecological Appraisal Interim Report by rps dated 15-08-22 and Bat Survey also by rps dated 06-11-22 both stamped as received on 14-09-22;

(q) 68 - 70 Oldham Street; 61 Spear Street, Manchester, Ventilation Strategy Statement stamped as received on 14-09-22;

(r) Phase 1 Desk Study by Solmek, 1 August 2022, S220723, 68-70 Oldham Street & 61 Spear Street, Manchester stamped as received on 14-09-22;

(s) Oldham Street, Manchester Transport Statement Curtins Ref: 79424-CUR-00-XX-RP-TP-001 Revision: V04 : 08 September 2022 stamped as received on 14-09-22;

(t) Oldham Street, Manchester, Interim Travel Plan Curtins Ref: 79424-CUR-00-XX-RP-TP-002 Revision: V04, : 08 September 2022 stamped as received on 14-09-22;

(u) Waste Management and Servicing Strategy Curtins Ref: 79424-CUR-00-XX-RP-TP-003 Revision: V05: 08 September 2022 stamped as received on 14-09-22;

(v) Desktop Wind Microclimate Study, 68-70 Manchester stamped as received on 14-09-22; and

(x) 68-70 Oldham Street, 61 Spear Street, Manchester Noise Impact Assessment dated 01-09-09 stamped as received on 14-09-22 and Project Technical Memorandum by Hann Tucker Associates dated 19-12-22.

(y) Archaeological Desk-Based Assessment Oldham Street and Spear Street, Manchester by Salford Archaeology stamped as received on 14-09-22

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to Core Strategy SP1, CC3, H1, H8, CC5, CC6, CC7, CC9, CC10, T1, T2, EN1, EN2, EN3, EN6, EN8, EN9, EN11, EN14, EN15, EN16, EN17, EN18, EN19, DM1 and PA1 saved Unitary Development Plan policies DC19.1, DC20 and DC26.1.

3) (a) Notwithstanding the details submitted with the application, prior to the commencement of development other than demolition the following shall be submitted for approval in writing by the City Council, as Local Planning Authority:

*hand sized samples and specifications of all materials to be used on all external elevations;

*drawings to illustrate details of full sized sample panels that will be produced in line with an agreed programme: and

*a programme for the production of the full sized sample panels and strategy for quality control management; and

The panels to be produced shall include jointing and fixing details between all component materials and any component panels , details of external ventilation requirements, details of the drips to be used to prevent staining and details of the glazing and frames

and

(b) Prior to above ground development submission of a Construction Environmental Management Plan (CEMP)- Circular Economy Statement (Materials) to include details of the strategy for securing more efficient use of non-renewable material resources and to reducing the lifecycle impact of materials used in construction and how this would be achieved through the selection of materials with low environmental impact throughout their lifecycle in line with the Caldwell bpp.energy Embodied Carbon Statement Version: V1.0: 24/11/2022;

(c) The sample panels and quality control management strategy shall then be submitted and approved in writing by the City Council as local planning authority in accordance with the programme and dwgs as agreed above.

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

4) a) Notwithstanding the Phase 1 Desk Study by Solmek, 1 August 2022, S220723, 68-70 Oldham Street & 61 Spear Street, Manchester stamped as received on 14-09-22 prior to the commencement of the development other than demolition the following information should be submitted for approval in writing by the City Council, as Local Planning Authority:

- Updated final risk assessment/ ground investigation; and
- Remediation Strategy.

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 other than demolition shall not commence in the identified areas until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the City Council as local planning authority.

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

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

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

- o Display of an emergency contact number;
- o Arrangements that no noisy work shall commence before 08:30
- o Details of Wheel Washing;
- o Dust suppression measures;
- o Compound locations where relevant;
- o Location, removal and recycling of waste;
- o Routing strategy and swept path analysis;
- o Communication strategy with residents and businesses which shall include details of how there will be engagement, consult and notify residents during the works;
- o Parking of construction vehicles and staff; and
- o Sheeting over of construction vehicles.

Manchester City Council encourages all contractors to be 'considerate contractors' when working in the city by being aware of the needs of neighbours and the environment. Membership of the Considerate Constructors Scheme is highly recommended.

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

Reason - To safeguard the amenities of nearby residents, highway safety and air quality, pursuant to policies SP1, EN16, EN19 and DM1 of the Manchester Core Strategy (July 2012).

6) 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 has been made, and evidence of that contract has been supplied to the City Council as local planning authority.

Reason - In the interests of visual amenity and for the avoidance of doubt, and to ensure that redevelopment of the site takes place following demolition of the existing building pursuant to saved policy DC18 of the Unitary Development Plan for the City of Manchester, policies SP1, EN3 and DM1 of the Core Strategy and the National Planning Policy Framework.

7) Prior to use of the external roof terrace on the 7th floor commencing, a management strategy for the operation of the area, to include hours of operation, details of how noise outbreak from the internal areas would be managed how the noise from patrons using the terrace will be managed and how the area will be cleared and closed by 23.00 and which precludes the playing of any amplified music shall be submitted to an approved in writing by the City Council as Local Planning Authority.

Reason - To secure a reduction in noise in order to protect future residents from noise nuisance, pursuant to policies SP1 and DM1 of the Core Strategy and saved UDP Policy DC26.

8) No development works shall take place until a Written Scheme of Investigation (WSI), including a programme of works, has been submitted to

and approved in writing by the local planning authority. The WSI, which shall be implemented in accordance with the approved details and programme, shall cover the following:

1. A phased programme and methodology of investigation and recording to include:

- historic building investigation;
- informed by the above, where required, archaeological evaluation trenching;
- pending the results of the above, where required, a targeted open-area excavation.

2. A programme for post-investigation assessment to include:

- production of a final report on the results of the investigations and their significance.

3. Deposition of the final report with the Greater Manchester Historic Environment Record.

4. Dissemination of the results of the archaeological investigations commensurate with their significance.

5. Provision for archive deposition of the report and records of the site investigation.

6. 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 policies EN3 of the Manchester Core Strategy (2012) and saved policy DC20 of the Unitary Development Plan for the City of Manchester (1995).

9) Notwithstanding the details as set out within condition 2 no development shall take place until details of the surface water drainage works in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacements national standards and details that have been submitted to and approved in writing by the Local Planning Authority. This shall include:

*Finalised drainage layout showing all components, levels and connectivity.

*Finished floor levels and flood resistance/resilience measures shall be set in accordance with No 3 Circle Square, Manchester Flood Risk Assessment and Drainage Strategy (Curtins Ref: CS3-CUR-03-XX-RP-D-92000 Revision: V02 Issue Date: 01 July 2022). Evidence shall be presented of retention through to final design.

*A Flood Emergency Plan covering the points recommended in No 3 Circle Square, Manchester Flood Risk Assessment and Drainage Strategy (Curtins Ref: CS3-CUR-03-XX-RP-D-92000 Revision: V02 Issue Date: 01 July 2022).

*Evidence that the drainage system has been designed to the restricted flow rates previously approved, which shall present evidence of previous approvals.

*Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event with allowance for climate change in any part of a building;

*Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements). Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site.

*For sites where proposed development would cause pollution risk to surface water, evidence of pollution control measures (preferably through SuDS) is required.

*Where an application is part of a larger site which already has planning permission it is essential that the new proposal does not compromise the drainage scheme already approved.

*Hydraulic calculation of the proposed drainage system;

*Construction details of flow control and SuDS elements.

The approved details shall be implemented as part of the development.

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

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

- (a) Verification report providing photographic evidence of construction as per design drawings;
- (b) As built construction drawings if different from design construction drawings;
- (c) 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. This condition is imposed in light of national policies within the NPPF and NPPG and local policies EN08 and EN14.

11) The development hereby approved shall be carried out in accordance with the targets set out within the Oldham Street Hotel Manchester Energy and Sustainability Statement, Version: V2 09/09/2022 by Calwell bpp.energy stamped as received on 14-09-22

A post construction statement shall be submitted within 12 months of occupation of the development.

Reason - In order to minimise the environmental impact of the development, pursuant to policies SP1, DM1, EN4 and EN8 of Manchester's Core Strategy, and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

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

Reason - In order to minimise the environmental impact of the development, pursuant to policies SP1, T1-T3, EN4-EN7 and DM1 of the Core Strategy, and the

principles contained within The Guide to Development in Manchester SPD (2007), and the National Planning Policy Framework.

13) Notwithstanding the recommendation within the 68-70 Oldham Street, 61 Spear Street, Manchester Noise Impact Assessment dated 01-09-09 stamped as received on 14-09-22 before the operation of each ground floor commercial units commences , details of how the spaces will be acoustically insulated and treated to limit the break out of noise shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include a noise study of the premises and a scheme of acoustic treatment.

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. The scheme proposed may need to include different 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.

The approved noise insulation scheme shall be completed before any of the approved uses commence.

Prior to occupation a post completion report to verify that all of the recommended mitigation measures have been installed and effectively mitigate any potential adverse noise impacts in adjacent residential accommodation arising directly from the proposed development shall be submitted and agreed in writing by the City Council as local planning authority. Prior to occupation any non compliance shall be suitably mitigated in accordance with an agreed scheme.

The approved details shall be implemented and remain in place for as long as the unit is in use (and any subsequent permitted changes of use under Class E)
Reason - To secure a reduction in noise in order to protect future residents from noise nuisance, pursuant to policies SP1 and DM1 of the Core Strategy and saved UDP Policy DC26.

14) Before any use of each ground floor commercial uses hereby approved commences details of the proposed opening hours shall be submitted to and approved in writing by the City Council as local planning authority. The units shall be not be operated outside the hours approved in discharge of this condition.

The approved details shall be implemented and remain in place for as long as the unit is in use (and any subsequent permitted changes of use under Class E)

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.

15) Prior to occupation of

- (a) The aparthotel accommodation and communal areas (including terraces); and
- (b) Each of the ground floor commercial units

a scheme for the acoustic insulation of any plant including any MVHR system externally mounted ancillary equipment, lift equipment, substation and any emergency plant associated with the development to ensure that it achieves a background noise level of 5dB below the existing background (La90) at the nearest noise sensitive location 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 equipment. The approved scheme shall be completed before the premises is occupied and a verification report submitted for approval by the City Council as local planning authority and any non compliance suitably mitigated in accordance with an agreed scheme prior to occupation. The approved scheme shall remain operational thereafter.

The approved details shall be implemented and remain in place for as long as the unit is in use (and any subsequent permitted changes of use under Class E)

Reason - To secure a reduction in noise in order to protect future residents from noise nuisance, pursuant to policies SP1, H1 and DM1 of the Core Strategy.

16) Final details of the method of extraction of any fumes, vapours and odours from any kitchen within each ground floor commercial unit shall be submitted to and approved in writing by the City Council as local planning authority prior to commencement of those uses. The details of the approved scheme shall be implemented prior to occupancy of each unit and shall remain in situ whilst the use or development is in operation.

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

The approved details shall be implemented and remain in place for as long as the unit is in use (and any subsequent permitted changes of use under Class E)

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

17) The development hereby approved shall be carried out in accordance with the Waste Management and Servicing Strategy
Curtins Ref: 79424-CUR-00-XX-RP-TP-003 Revision: V05: 08 September 2022
stamped as received on 14-09-22

The details shall be implemented prior to the first use of the development and thereafter retained and maintained in situ.

The approved details shall be implemented and remain in place for as long as the aparthotel and commercial units are in use (and any subsequent permitted changes of use under Class E)

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

18) 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).

19) (a) Three months prior to the first occupation of the development, 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;
and
- 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 occupation of the development, 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).

20) No externally mounted telecommunications equipment shall be mounted on any part of the building hereby approved, including the roofs other than with express written consent of the Local Planning Authority.

Reason - In the interest of visual amenity pursuant to Core Strategy Policies DM1 and SP1

21) Notwithstanding the Television and Radio Reception Impact Assessment 68 - 70 Oldham Street and 61 Spear Street, Manchester by GTech stamped as received on 14-09-22 if following commencement of construction of the hereby approved development, any interference complaint received by the Local Planning Authority shall be investigated to identify whether the reported television interference is caused by the Development hereby permitted. The Local Planning Authority will inform the developer of the television interference complaint received. Once notified, the developer shall instruct a suitably qualified person to investigate the interference complaint within 6 weeks and notify the Local Planning Authority of the results and the proposed mitigation solution. If the interference is deemed to have been caused by the Development, hereby permitted mitigation will be installed as soon as reasonably practicable but no later than 3 months from submission of the initial investigation to the Local Planning Authority. No action shall be required in relation to television interference complaints after the date 12 months from the completion of development.

Reason - To ensure terrestrial television services are maintained In the interest of residential amenity, as specified in Core Strategy Polices DM1 and SP1

22) Prior to implementation of any proposed lighting scheme (including on the 7th floor roof terrace) details of the scheme including a report to demonstrate that the proposed lighting levels would not have any adverse impact on the amenity of residents within this and adjacent developments shall be submitted to and agreed in writing by the City Council as local planning authority:

Reason - In the interests of visual and residential amenity pursuant to Core Strategy policies SP1, CC9, EN3 and DM1 of the Core Strategy.

23) The development hereby approved shall be carried out in accordance with the Oldham Street, Manchester, Interim Travel Plan
Curtins Ref: 79424-CUR-00-XX-RP-TP-002 Revision: V04, : 08 September 2022
stamped as received on 14-09-22

Within 3 months of the completion of the travel survey, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted to and approved in writing by the City Council as local planning authority. Any Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full at all times when the development hereby approved is in use.

In this condition a revised travel plan means a document that includes the following:

- i) the measures proposed to be taken to reduce dependency on the private car by building occupiers;
- ii) a commitment to surveying the travel patterns of residents within the first six months of use of the development or when two thirds of the units are occupied (whichever is sooner) 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;
- vi) details of cycle parking within the public realm

Reason - To assist promoting the use of sustainable forms of travel and 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 SP1, T2 and DM1 of the Core Strategy, the Guide to Development in Manchester SPD (2007) and Greater Manchester Air Quality action plan 2016.

24) Notwithstanding the provisions of The Town and Country Planning (Use Classes) Order 1987 (or any order revoking and re-enacting that Order with or without modification) the premises shall only be used as an apart hotel (Sui Generis) with ancillary restaurant/bar and Class E ((a), (b), (c), (e) and (g) only within the ground floor commercial units as shown in dwgs 10338-SHP-A-B5D8-G200-XP-00-001 and 10338-SHP-A-B5D8-G200-PL-B1-001 and for no other purposes.

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

Reason - To ensure that the building is used solely for the intended purpose to safeguard the character of the area pursuant to policies SP1, EC7 and DM1 of the Manchester Core Strategy (2012).

25) Deliveries, servicing and collections associated with the management of the building and ancillary uses within it including waste collections shall not take place outside the following hours:

07:30 to 20:00 Monday to Saturday
10:00 to 18:00 Sundays and Bank Holidays

The approved details shall be implemented and remain in place for as long as the development is in use (and any subsequent permitted changes of use under Class E)

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.

26) No infiltration of surface water drainage into the ground on land affected by contamination is permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters.

Reason - To prevent pollution of controlled waters from potential contamination on site. Infiltration methods on contaminated land carries groundwater pollution risks and may not work in areas with a high water table. Where the intention is to dispose to soakaway, these should be shown to work through an appropriate assessment carried out under Building Research Establishment (BRE) Digest 365.

27) The window(s) at ground level, fronting onto Oldham Street, Warwick Street (with the exception of those to the back of house areas (dark pink areas within dwg 10338-SHP-A-B5D8-G200-PL-00-001) and Spear Street shall be retained as a clear glazed window opening at all times and views into the premises shall not be screened or obscured in any way.

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

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

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

29) Prior to occupation of the aparthotel use a strategy for the management and provision of suitable certified mobile hoists within the rooms for disabled people shall be submitted to and approved in writing by the City Council as Local Planning Authority on the basis of an initial provision of one hoist. Final details of the number and types of hoists shall be submitted to and agreed in writing not more than 12 months following the use of the hotel commencing. The details shall include an evidence based assessment/evaluation of the demand for this facility by guests. The approved details shall be fully implemented and retained thereafter.

Reason - To ensure that adequate provision of hoist facilities for guests is provided, pursuant to policies SP1 and DM1 of the City of Manchester Core Strategy (2012).

30) The development hereby approved shall include for full disabled access to be provided to all publicly accessible areas of public realm during the hours that it is open to the general public and via the main entrances.

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

31) The development shall be carried out in accordance with sections 4,5 and 6 of the Crime Impact Statement Version A 15-09-22 stamped as received on 14-09-22 as amended by Turley's e-mail dated 08-11-22. The development shall only be carried out in accordance with these approved details and within 3 months of completion, the applicant will confirm in writing to the Council as local planning authority that the development has achieved Secure by Design accreditation

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

32) Notwithstanding the details contained within condition 2 above prior to the first occupation of the aparthotel a scheme of highway works and footpaths reinstatement/public realm shall be submitted for approval in writing by the City Council, as Local Planning Authority.

This shall include the following:

(a) Detailed designs in relation to the above to including materials, kerb heights, installation of any dropped kerbs with tactile pavers across any vehicle access / layby adjacent to the site; and

(b) Amendments to the existing TROs;

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

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

33) In the event that any of the commercial units, as indicated on drawings 10338-SHP-A-B5D8-G200-PL-00-001 P03 and 10338-SHP-A-B5D8-G200-PL-B1-001 Rev PO1 are occupied as an restaurant (Class E) prior to their first use the following details must be submitted and agreed in writing by the City Council, as Local Planning Authority.

A Management Strategy for patrons and control of any external areas. For the avoidance of doubt this shall include:

*An Operating Schedule for the premises (prevention of crime and disorder, prevention of public nuisance, Management of smokers)

*Details of a Dispersal Procedure

* Mechanism for ensuring windows and doors remain closed after 9pm

The approved scheme shall be implemented upon first use of the premises and thereafter retained and maintained.

The approved details shall be implemented and remain in place for as long as the unit is in use (and any subsequent permitted changes of use under Class E)

Reason - To safeguard the amenities of nearby residential occupiers as the site is located in a residential area, pursuant to policies SP1, DM1 and C10 of the Manchester Core Strategy and to saved policy DC26 of the Unitary Development Plan for Manchester.

34) No doors (other than those designated as access to the substation, fire exits and ground floor bin store shown on plan 10338-SHP-A-B5D8-G200-PL-00-001 Rev PO3) shall open outwards onto adjacent public highway.

Reason - In the interest of pedestrian safety pursuant to policy DM1 of the Manchester Core Strategy (2012).

35) Prior to the first occupation of the aparthotel accommodation the 15 cycle parking spaces shall be fully implemented as shown in dwg 10338-SHP-A-B5D8-G200-PL-00-001 Rev PO3

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 (2012).

36) Prior to the first use of the development hereby approved a external signage strategy for the entire building shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved strategy shall then be implemented and used to inform any future advertisement applications for the building.

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

37) The 7th floor amenity space and roof terrace hereby approved shall be used as ancillary facilities for aparthotel users or visitors only and shall not be accessible or useable by the general public.

Reason - To safeguard the amenities of the neighbourhood by ensuring that other uses which could cause a loss of amenity do not commence without prior approval pursuant to Core Strategy policies SP1 and DM1 and to ensure the permanent retention of the accommodation for office purposes.

38) Prior to the first use of the development hereby approved, details of the siting, scale and appearance of the air source heat pumps to the buildings hereby approved. The air source heat pumps must also comply with the noise criteria as specified in condition 15. The approved details shall then be implemented prior to the first use of the development and thereafter retained and maintained in situ.

Reason - In the interest of ensuring the air source heat pumps are installed and to ensure that they are appropriate in terms of visual amenity pursuant to policies SP1, EN1, EN6 and DM1 of the Manchester Core Strategy (2012).

39)) Notwithstanding the documents detailed in condition 2, prior to the commencement of development a programme for submission of final details of the following shall be submitted and approved in writing by the City Council as Local Planning Authority. The programme shall include an implementation timeframe and details of when the following details will be submitted.

(a) Details of the materials, including natural stone or other high quality materials to be used for the footpaths and for the areas between the back of pavement and the line of the proposed building on all site boundaries;

(b) Details of measures to create potential opportunities to enhance and create new biodiversity within the site to include bat boxes and bird boxes;

(c) Details of the blue roof at level 6 facing Oldham Street and green/blue roof at level 7 on the extended warehouse; and

(d) Details of wind mitigation measures on the 6th floor roof terrace.

The details shall then be submitted and / or carried out in accordance with the approved programme and approved details.

Reason - To ensure a satisfactory development delivered in accordance with the above plans and in the interest of pedestrian and highway safety pursuant to Section 170 of the NPPF 2019, to ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies R1.1, I3.1, T3.1, S1.1, E2.5, E3.7 and RC4 of the Unitary Development Plan for the City of Manchester and policies SP1, DM1, EN1, EN9 EN14 and EN15 of the Core Strategy.

40) The demolition of the existing buildings on the site shall not commence unless and until a Demolition Method Statement including a structural method statement for the retained elements and boundary treatment to the site during and following demolition has been submitted to and approved in writing by the City Council as Local Planning Authority.

The approved Method Statements shall be adhered to throughout the Demolition period

Reason - In the interest of visual amenity of the conservation area pursuant to policies SP1, EN3, EN15, EN16, EN17 and EN18 and DM1 of the Manchester Core Strategy (2012)

41) Before any works necessary to implement the approval commence a methodology and specification for any associated scaffolding and support structure for the facade including its location, means of affixing to the building, location of any associated fixings to the building, details of how the building fabric would be protected from potential damage as a result of the erection of the scaffolding and details of making good to the building fabric following removal shall be submitted to and approved in writing by the City Council as local planning authority. No development shall commence unless and until the above details have been agreed.

Reason - In the interests of visual amenity and because the proposed works affect a building which is included in the Statutory List of Buildings of Special Architectural or Historic Interest and careful attention to building work is required to protect the character and appearance of this building and to ensure consistency in accordance with policies CC9 and EN3 of the Core Strategy and saved policy DC18.1 of the Unitary Development Plan for the City of Manchester.

42) Notwithstanding the details as set out in condition 2 above and no development other than demolition shall commence unless and until final details (including where appropriate specification and method statement) of the following has been submitted to and approved in writing by the City Council as Local Planning Authority:

- (a) Full survey / investigation /reinstatement and repair strategy and details / methodology for façade reinstatement;
- (b) Details of how windows would be repaired and reinstated;
- (c) Details of the proposed method of external cleaning;
- (d) Interface details between new and retained elements.
- (e) Specification and methodology for paint removal, pointing and any replacement brickwork;
- (f) removal of the non original concrete finish reinstatement of former entrances on Spear Street; and
- (g) Full decoration / finishes of all retained external facades.

Reason - In the interests of visual amenity and because the proposed works affect a building which is included in the Statutory List of Buildings of Special Architectural or Historic Interest and careful attention to building work is required to protect the character and appearance of this building and to ensure consistency in accordance with policies CC9 and EN3 of the Core Strategy and saved policy DC18.1 of the Unitary Development Plan for the City of Manchester.

43) Notwithstanding the details as set out in condition 2 above and no development shall commence unless and until final details (including where appropriate

specification and method statement) of the following has been submitted to and approved in writing by the City Council as Local Planning Authority:

(a) Interface details between new and retained elements.

Reason - In the interests of visual amenity and because the proposed works affect a building which is included in the Statutory List of Buildings of Special Architectural or Historic Interest and careful attention to building work is required to protect the character and appearance of this building and to ensure consistency in accordance with policies CC9 and EN3 of the Core Strategy and saved policy DC18.1 of the Unitary Development Plan for the City of Manchester.

44) Notwithstanding the 68-70 Oldham Street, 61 Spear Street, Manchester Noise Impact Assessment dated 01-09-09 stamped as received on 14-09-22 and Project Technical Memorandum by Hann Tucker Associates dated 19-12-22.

a) Before the development commences, other than demolition, a final scheme for acoustically insulating the proposed accommodation against noise from adjacent noise sources including any local commercial premises such as The Castle Hotel and Gulliver's and the local traffic network shall be submitted to and approved in writing by the City Council as local planning authority. There may be other actual or potential (ie consented) sources of noise which require consideration on or near the site.

The approach to mitigation shall be informed by and follow the general principles contained in the 68-70 Oldham Street, 61 Spear Street, Manchester Noise Impact Assessment dated 01-09-09 stamped as received on 14-09-22 and Project Technical Memorandum by Hann Tucker Associates dated 19-12-22 and mitigation may therefore comprise akin to:

- o Independent wall linings to structurally connected adjacencies.
- o Raised acoustic flooring and "box-in-box" construction to the worst affected Level 01-02 adjacencies.
- o Raised acoustic floor finish or appropriate structural isolation to rooms within new structure.

Any approved noise insulation and associated ventilation scheme shall be completed before any of the aparthotel accommodation units are occupied.

Noise survey data submitted to accompany the proposed mitigation scheme shall include measurements taken during a rush-hour period and night time, and during entertainment events hosted in the Castle Hotel, to determine the appropriate sound insulation measures necessary. The following noise criteria shall be required to be achieved:

1. Bedrooms/rooms for overnight accommodation (night time - 23.00 - 07.00) 30 dB LAeq,8hour and individual noise events shall not exceed 45 dB LAm_{ax},F by more than 15 times.

2. Bedrooms/rooms for overnight accommodation (daytime - 07.00 - 23.00) 35 dB LAeq,16hour

3. 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 bedrooms/rooms for overnight accommodation) 47dB and 41dB (Leq,5min), respectively. The limit for the other frequencies should be based on achieving (in bedrooms/rooms for overnight accommodation) NR15 Leq,5min (both daytime and night-time).

Accompanying the proposed mitigation scheme will be a proposed approach to monitoring the implementation of the approved mitigation scheme during construction. The development shall thereafter proceed in accordance with the approved approach.

b) Prior to first occupation of the aparthotel accommodation units, a verification report shall be submitted for approval to validate that the work undertaken throughout the development conforms to the recommendations and requirements of the approved mitigation scheme (as signed off under part a). The report shall also comprise post completion testing to confirm the following:

*Internal noise applicable during daytime and night-time conditions, in the absence of entertainment noise, including any MVHR system in operation, complies with the criteria as specified in part a) bullet points 1) and 2);

*Internal noise applicable during such a time as when entertainment noise is a factor, in the absence of any MVHR system, complies with the criteria as specified in part a) bullet point 3);

It is expected that 10% of the rooms between Levels 1-5 will be tested post completion to demonstrate that the above criteria will be met. This would include select bedrooms with structural adjacencies, and other bedrooms at different heights and on different facades up to Level 5.

Where exceedances of the internal noise criteria are identified in the verification report, and additional mitigation measures are identified, those aparthotel accommodation units affected shall not be occupied until the additional measures are approved, implemented and verified through additional testing.

Reason - To secure a reduction in noise in order to protect future residents from noise nuisance from traffic or other noise sources, pursuant to policies SP1 and DM1 of the Core Strategy and saved UDP Policy DC26.

44) (a) Notwithstanding the details submitted (particularly the "68-70 Oldham Street, 61 Spear Street, Manchester Noise Impact Assessment" dated 01-09-09, stamped as received by the Council on 14-09-22, and the "Project Technical Memorandum" by Hann Tucker Associates, dated 19-12-22), before the development commences, other than demolition, a final scheme for acoustically insulating the development hereby permitted against any actual or potential sources of noise from:

- any commercial/industrial premises in the vicinity of the development (including in particular entertainment noise from the lawful operation of The Castle Hotel and Gulliver's)

- the local traffic network, and

- any mechanical ventilation system installed as part of the development

shall be submitted to the City Council as local planning authority in writing for its written approval ("the final scheme"). The final scheme shall:

(i) be informed by and follow the general principles contained in the "68-70 Oldham Street, 61 Spear Street, Manchester Noise Impact Assessment" dated 01-09-09, stamped as received by the Council on 14-09-22, and the "Project Technical Memorandum" by Hann Tucker Associates dated 19-12-22, and mitigation may therefore comprise:

- Independent wall linings to structurally connected adjacencies.

- Raised acoustic flooring and "box-in-box" construction to the worst affected Level 01-02 adjacencies.

- Raised acoustic floor finish or appropriate structural isolation to rooms within new structure.

(ii) be informed by noise survey data (which shall be submitted to the Council with the final scheme), which shall include measurements taken during a rush-hour period and night time, as well as during entertainment events hosted in the Castle Hotel, in order to determine the appropriate sound insulation measures necessary.

(iii) Demonstrate how the acoustic insulation proposed in the final scheme will achieve the following noise criteria in all aparthotel units hereby permitted:

1. Bedrooms/rooms for overnight accommodation (night time - 23.00 - 07.00): 30 dB LAeq,8hour and individual noise events shall not exceed 45 dB LAmax,F by more than 15 times.

2. Living rooms (daytime - 07.00 - 23.00) 35 dB LAeq,16hour

3. 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 bedrooms/rooms for overnight accommodation) 47dB and 41dB (Leq,5min), respectively. The limit for the other frequencies should be based on achieving (in bedrooms/rooms for overnight accommodation) NR15 Leq,5min (both daytime and night-time).

(iv) include details of a method for inspection and/or monitoring by the Council of the installation of the proposed acoustic insulation, to ensure it is installed in accordance with the approved final scheme.

(v) include details of the sound testing and any other steps which will be taken to ascertain whether the acoustic insulation installed/implemented in accordance with the final scheme have achieved compliance with the criteria set out in this part (a) of this condition, and which will form part of the verification report referred to below. It is expected that 10% of the rooms between Levels 1-5 will be tested post completion to demonstrate that the above criteria will be met. This would include select bedrooms with structural adjacencies, and other bedrooms at different heights and on different facades up to Level 5.

The development shall thereafter proceed in accordance with the approved final scheme and shall be completed before any of the aparthotel accommodation units hereby permitted are occupied.

(b) Prior to first occupation of the aparthotel accommodation units, a verification report shall be submitted to the Council as local planning authority for approval. The verification report must demonstrate:

(i) that the final scheme has been installed/implemented fully in accordance with the details approved under part (a) above

(ii) that the installed acoustic insulation has been tested in accordance with the details approved under part (a) above

(iii) whether the testing demonstrates that the installed acoustic insulation achieves the compliance with the noise criteria set out in part (a) above

(iv) if the verification report does not demonstrate that the noise criteria specified above can be met, the report shall include details of the further works or measures to be taken ("the remedial works") to achieve compliance with the noise criteria specified above, together with a timetable for their carrying out. The remedial works shall be carried out in accordance with the approved timetable and the requirements of this part (b) of this condition shall apply to the remedial works and any subsequent requirement for further remedial works. Any aparthotel accommodation units in which it has not been demonstrated that the noise criteria specified above can be met shall not be occupied until a verification report demonstrates that the noise criteria can be met.

(c) The acoustic insulation and any other measures forming part of the final scheme or schemes and any verification report remedial measures shall be retained in situ for as long as the use hereby permitted continues.

Reason - To secure a reduction in noise in order to protect future residents from noise nuisance from traffic or other noise sources, pursuant to policies SP1 and DM1 of the Core Strategy and saved UDP Policy DC26.

Informatives

1) It is expected that all modifications / improvements to the public highway are achieved with a maximum carbon footprint of 40%. Materials used during this process must also be a minimum of 40% recycled and fully recyclable. Developers

will be expected to demonstrate that these standards can be met prior to planning conditions being discharged. The developer is to agree the above with MCC's Statutory Approvals and Network Resilience Teams post planning approval and prior to construction taking place. Commuted sums are required for any non-standard materials (and street trees) used on the adopted highway.

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

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

Workforce may arrive on site 30 minutes prior but no working outside these times, unless changed by prior agreement. Noise to be kept to a minimum in the first hour. Reason - To safeguard the amenities of the occupiers of nearby residential accommodation during the construction phase.

3) Any materials approved for planning purposes should be discussed in full with Building Control. This is to ensure they meet the guidance contained in the Building Regulations for fire safety. Should it be necessary to change the external facade treatment due to conflicts with the Building Regulations you should discuss these with the Planning Service as soon as possible as this could materially effect your permission.

4) As the proposal involves development over 11m in height (or alterations to increase the height of a building above 11m), developers are required to notify the Greater Manchester Fire & Rescue Service of the commencement of development via email to construction-started@manchesterfire.gov.uk

5) For this development proposals for good practice principles for both the design and operational phases are recommended. Reference should be made to IAQM/EPUK guidance: <http://iaqm.co.uk/guidance>

6) Should there be any basement excavations proposed adjacent to the highway structural drawings and calculations for the temporary and permanent support works must be submitted for checking (for a fee) to MCC Bridges/Structures Section. The applicant is advised to contact highways.structures@manchester.gov.uk.

7) All of the works required to achieve the new accesses / egresses and associated TROs should be included as part of a S278 agreement to be funded by the applicant

8) If during works to demolish / convert the building to the use hereby permitted any sign of the presence of bats is found, then all such works shall cease until a survey of the site has been undertaken by a suitably qualified ecologist and the results have been submitted to and approved by the Council in writing as local planning authority. Any recommendations for the protection of bats in the submitted document shall be implemented in full and maintained at all time when the building is in use as hereby permitted.

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: 134953/FO/2022 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
City Centre Regeneration
Oliver West (Sustainable Travel)
Greater Manchester Police
Historic England (North West)
Environment Agency
Greater Manchester Archaeological Advisory Service
United Utilities Water PLC
Transport For Greater Manchester
Greater Manchester Ecology Unit
Greater Manchester Pedestrians Society
GM Fire Rescue Service**

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 : Angela Leckie
Telephone number : 0161 234 4651
Email : angela.leckie@manchester.gov.uk

