Application Number	Date of Appln	Committee Date	Ward
135662/FO/2022	5 Dec 2022	1 June 2023	Piccadilly Ward

Proposal Erection of a 20 storey building to create a 154 bedroom hotel (Class C1) above 2 basement levels with ancillary café / bar / restaurant and gym and other associated works including highway improvements, cycle parking and creation of accessible parking bay following removal of on site structures.

Location Laystall Street / Great Ancoats Street, Manchester, M4 6DE

Applicant Ancoats Manchester Ltd

Agent Deloitte LLP

Executive Summary

Key Issues
The proposal is for a 154 room Hotel which would operate under the Hilton Motto Brand and be a new type of hotel offer for the City. 1 parking bay for disabled people would be provided on Laystall Street adjacent to the entrance to the Hotel. 7 letters of objection have been received (including 3 from the same party) and one anonymous letter. The grounds of objections are concerning the design, traffic impacts of reconfiguring the Laystall Street junction, inadequate pre-application consultation and the prejudicial impact of developing this site in isolation of the adjoining site.

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 a highly sustainable brownfield site, close to public transport and walking and cycling routes. It is part of the HS2 SRF Area and adjacent to the former Central Retail Park and Ancoats and New Islington SRF Areas. The Hotel would meet an identified need for additional hotel capacity in the City, improve activity to street frontages and the public realm would include tree planting where feasible. The building would have high levels of sustainability, being low carbon with measures to manage surface water drainage and improve biodiversity.

Economic Benefits: The development would create employment during construction and permanent employment at the hotel. It is predicted that the accommodation would support 85,000 visitors bringing additional expenditure of £7.2 million per annum would support the equivalent of 108 jobs.

An average of 77 person years of temporary employment (8 FTE jobs) would be created over the construction period along with 15 person years of temporary employment (1.5 FTE) in the supply side. The total GVA economic output during construction would be circa £6.7 million to the Greater Manchester economy, including £5.7 million in Manchester.

57 FTE jobs would be created in operation with 11 indirect and induced FTE jobs in the supply side. This would generate an annual GVA output of circa £2.27 million in GVA annually contributed to the Greater Manchester economy, including circa £1.67 million per year locally in Manchester. The development would generate circa £150,000 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 within the hotel. Public realm improvements would improve legibility and activity on the principal street facing sides of the site benefit residents and visitors.

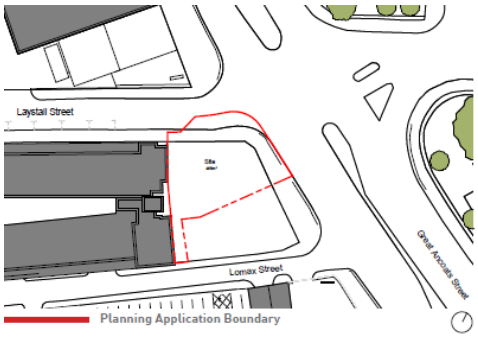
Environmental Benefits: This would be a low carbon development in a highly sustainable location. It would be highly efficient and meet some of its energy needs through renewable technology. There are no harmful impacts on traffic and local air quality and any impacts can be mitigated. The ground conditions are not complex or unusual and drainage aims to minimise surface water runoff. The height, scale and appearance would respect the setting of adjacent listed buildings and conservation areas. Secured by Design principles would ensure the development is safe and secure. Waste management would prioritise recycling.

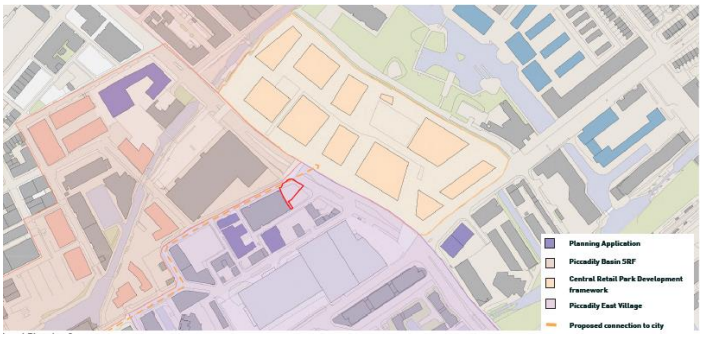
Heritage: Any harm to heritage assets would be less than substantial and would be outweighed by the economic, social and environmental public benefits of the scheme, in accordance with the provisions of paragraphs 199, 200 and 202 of the NPPF and sections 66 and 72 of the of the Planning (Listed Building and Conservation Areas) Act 1990.

Impact on amenity- The impact on daylight/sunlight, air quality, tv reception, noise and disturbance and wind conditions would be acceptable in the context of the site's location. 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 Member's consideration.

DESCRIPTION OF THE SITE





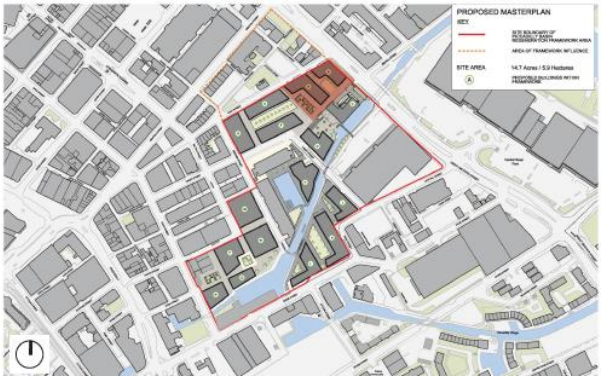
Aerial view of site

View from Great Ancoats Street

The Site is 0.032 hectares and bounded Laystall Street, Great Ancoats Street, vacant land at Lomax Street and an apart-hotel. It is part of a larger site which includes another vacant plot at the junction of Great Ancoats Street and Ducie Street. That site is not owned by the applicant. The Site is enclosed by fencing with a large format freestanding advertising panel. The Site comprises concrete and hardstanding with small patches of vegetation around the edges It is currently being used as a site compound for the refurbishment of the adjacent apart-hotel.

The site is close to the Northern Quarter, Ancoats Urban Village and New Islington where there are established residential communities. The site is opposite Central Retail Park where employment led regeneration is a key City Council priority.

The site is in the Piccadilly HS2 Regeneration Framework Area 2018 and close to the Piccadilly Basin SRF Area which has been a regeneration priority for 20 years. An updated SRF was adopted in 2016 and aims to deliver a vibrant mixed-use neighbourhood, including office, residential, retail, and leisure accommodation



Piccadilly Basin SRF and application site **HS2 SRF Boundaries**

The site is in Flood Risk zone 1 on the Environment Agency Flood Map, within a critical drainage area and in an Air Quality Management Area (AQMA). It is on the Inner Relief Road and Piccadilly Station and tram stops are nearby. There is a multi-storey car park at the Urban Exchange (Tariff Street / Great Ancoats Street).

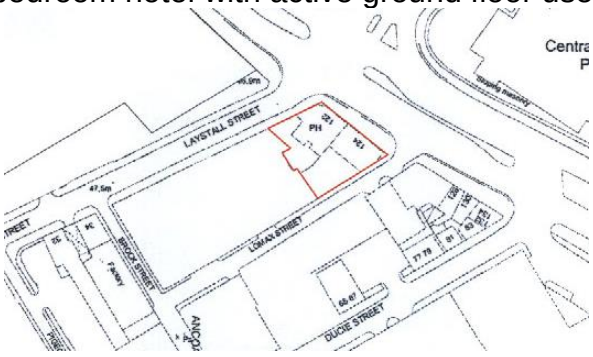
Building heights vary in the area. The aparthotel on Laystall Street is part 6 and part 12 storeys, with consent for a 2 storey extension to the 6 storey block. Buildings to the rear on Ducie Street are of more domestic scale at 2 to 3 storeys. Nearby listed buildings range between 4 and 5 storeys although Brownsfield Mill is 5 to 7 storeys. Many of the listed Buildings such as Jackson's Warehouse, Brownsfield Mill and The Place have larger floor to ceiling heights than modern schemes.

The character of the wider area is changing from its original mainly low rise light industrial character to a modern residential led mixed use part of the city centre with significant change, regeneration and environmental improvement. Consent was granted in 2020 for a 4/11 storey residential building next to Oxygen on Store Street (126608/FO/2020) and in 2018 consent was granted for a 7 to 8 storey residential building close to the site on Ducie Street (120149/FO/2018) which is under construction. Consent was granted for a part-33, part-11, part 9, part 7 storey residential building (132489/FO/2021) at the junction of Port Street and Great Ancoats Street and for a 9 storey residential building and conversion of and 3 storey extension to 32-34 Laystall Street for offices (128911/FO/2020 and 128904/LO/2020) which is under construction.

The Ancoats and Stevenson Square conservation areas are nearby and the following listed buildings: 32-34 Laystall Street (Grade II), Brownsfield Mill (Avro Building) (Grade II*), The Stable Block to the South East of Junction Works at Paradise Wharf (Grade II), Former Junction Works at Paradise Wharf (Grade II), Store Street Aqueduct (Grade II), Royal Mill (Redhill Street) (Grade II* Listed), Sedgwick Mill (West of Junction with Murry Mill) (Grade II), Rochdale Canal Lock 82 and 83 (east of Tariff Street and east of Great Ancoats Street respectively) (Grade II), Rochdale Canal Towpath Footbridge and associated ramps opposite Brownsfield Mill (Grade II), the Rochdale Canal Path and retaining wall (Redhill Street) (all Grade II Listed).

The closest residential properties are at Brownsfield Mill, Burlington House, Islington Wharf and Oxygen.

Outline consent was granted in 2008 (081355/2006/C3) for a 14 storey building comprising 145 bedroom hotel with active ground floor uses on the larger site.



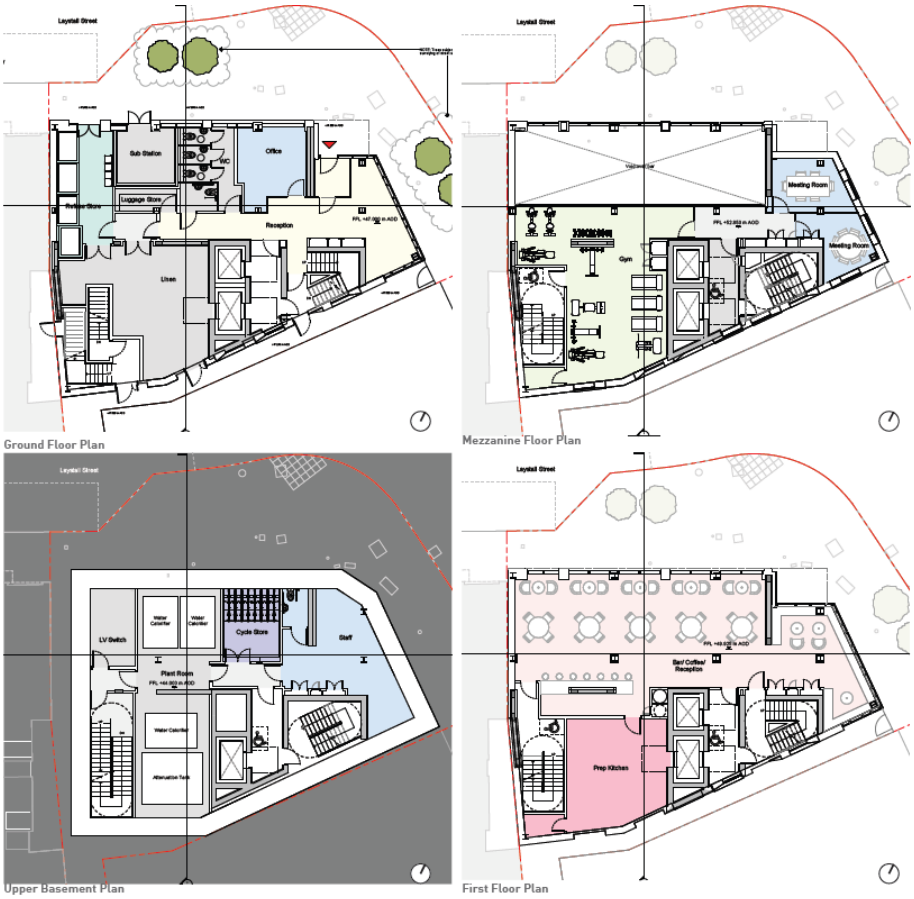
DESCRIPTION OF DEVELOPMENT

Permission is sought for the erection of a 20 storey, 154 bedroom hotel (Class C1) with 2 basement levels and ancillary café / bar / restaurant and gym. The hotel would include 111 (72%) Standard Hotel Rooms, 23 (15%) Bunkie (3 Person) Hotel Rooms, 10 (6%) Flex Hotel Rooms (where the bed converts to a sofa for a lounge space during the day) and 10 (6%) Accessible Hotel Rooms.

The hotel would operate under the Motto by Hilton brand. Guest rooms are slightly smaller than other Hilton brands, which is achieved by using space saving features such as wall-beds, segmented shower / toilet and multi-functional furniture. Guests could control features in their room from their 'Hilton Honor' mobile app.

There would be a double height entrance wrapped around the corner of Laystall Street and Great Ancoats Street. The building would be set back from an adjacent development plot with the set back area forming an escape route.

The lower basement would contain plant and the upper basement plant, staff facilities and a cycle store. Ground floor would contain a substation, back of house offices, a refuse store, luggage and laundry store and the reception area. Within level one there would be guest facilities comprising a bar / coffee shop (which would also be open to the public), a kitchen and further storage. The mezzanine level would contain a gym and 2 meeting rooms.



16 cycle parking spaces would be provided in a secure enclosure in the basement. A parking space for a disabled guest would be located on Laystall Street. In the event that additional accessible parking was required, Hilton would provide a valet service from a local car park.

Refuse and servicing would take place from Laystall Street. A layby is proposed on Tariff Street for deliveries and servicing which would be used by taxis. The pedestrian crossing on Laystall Street adjacent to Great Ancoats Street would be narrowed and the right turn onto Great Ancoats Street would be removed. Additional service access linking Great Ancoats Street and Lomax Street which would provide a buffer zone between this and the adjacent development plot. Fire exits would be provided onto this route.

It is intended to plant 4 street trees, 2 on Laystall Street and 2 on Great Ancoats Street subject to further investigation of services.

The façade would be a mix of matt and glazed brick slips and anodised aluminium panels and a mix of clear and fritted glazed curtain walling (both with anodised frames). The building would be articulated as a pair of blocks interlocked to break up the massing. There would be a set back above level 12 and a double height set back space at the junction of Great Ancoats Street and Laystall Street to emphasise the entrance. Large scale openings on the ground, 1st and mezzanine level would generate animation and visual interest to the street. The building height would be 65.05m above ground level.

Ventilation and cooling would be provided through a mechanical ventilation heat recovery (MVHR) system. This would allow the construction of a tightly sealed and correctly ventilated environment improving energy efficiency by reducing thermal heat loss through reduced infiltration and improved air quality. Fresh air intake and exhaust would be provided through trickle vents in the head of the window openings. Waste heat would be recycled to improve energy efficiency. Air Source Heat Pumps (ASHP) for heating and hot water would be supplemented by a roof top PVs.

The footpaths on Laystall Street would increase from between 2.1m to 3m wide to 4.1m and 5m and remain the same on Great Ancoats Street.

A Framework Travel Plan has been provided

All recycling and waste material will be stored on site in a single secure waste bin storage area, located at ground floor adjacent to Laystall Street and would be accessed externally for collection. Building management will 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.

Internal refuse stores 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. The collection and emptying of the bins would be by a private contractor, with general waste collected five times a week and organic waste once a week. The bins will be moved from the store on the day of collection and returned once collection has been made.

The planning applications is supported by the following information: - Drawings; Planning and Tall Building Statement; Statement of Community Involvement; Design and Access Statement (including Servicing Strategy); Heritage Assessment; Waste Management Strategy; Sunlight and Daylight Report; Solar Glare Report; Wind Study; Townscape and Visual Impact Assessment; Crime Impact Statement; Travel Plan; Transport Statement; Ecology Report, Energy and Sustainability Statement (including Environmental Standards Statement, Broadband Connectivity Statement; Flood Risk Assessment including Drainage and Suds Strategy; Fire Strategy/ Safety Assessment; Noise Statement; Air Quality Assessment; TV Reception Survey; Archaeological Assessment; and Ground conditions Report.

CONSULTATIONS

Publicity – The occupiers of adjacent premises have been notified and the proposal has been advertised in the local press as a major development, affecting the setting of listed building, affecting a public right of way and a public interest development. Site notices have been placed adjacent to the site and the occupiers of adjacent premises have been notified.

7 letters of objection have been received (including 3 from the same party) and one anonymous letter.The grounds for the objections concern the design, traffic impacts of reconfiguring the Laystall Street junction, inadequate pre-application consultation, deliverablity and construction management and the prejudicial impact of developing this site in isolation of the adjoining site.

Design

- 20 storeys will dominate the area and be out of keeping with the surrounding buildings, and encourage further high rise buildings. No higher than 15 storeys

- A mediocre and forgettable design, using grey bricks which do not age well or look appealing in the UK climate.

- Huge blank wall facing Great Ancoats Street. The proposal also does nothing to cover up the blank wall on the eastern elevation of the apart-hotel on Laystall Street adjacent. This proposal prejudices development of the site to the south of the red line boundary (on Laystall St/Great Ancoats St) by having windows on what would be the party wall. This goes against creating a well-defined urban street form for the area, creates a dead space at ground level, and restricts further development of the area.

- The tall slender structure would look unbalanced and un proportional and not add any visual appeal from a distance.

- By not including the adjacent development site the development would leave a tall plain and ugly red brick gable end visible adjacent to the aparthotel.

- The application proposals will significantly prejudice an optimal development of the wider area within which the application site lies and fail to meet Core Strategy Policy.

- Outline planning permission (081355/00/2006/C3) was granted on a wider site in 2008 for a 14 storey hotel with 145 bedrooms with ground floor commercial units and 30 parking spaces in 2 levels of basement. The officers report advised that the combined site; is an important and prominent site fronting the Inner Relief Route, representing another opportunity for the continued regeneration of the Great Ancoats Street Corridor.

  Since then, substantial development and refurbishment has been undertaken on the Great Ancoats Street Corridor. Area based studies and regeneration frameworks have been prepared by the City Council, that have highlighted and consolidated the status of that combined site as an important and prominent site, in locational, visual and functional terms.

  The combined site is a vital piece of the overall regeneration jigsaw. It is essential that the Local Planning Authority ensure that the objectives and opportunities in securing the optimum development of this site are not undermined by its piecemeal development. A necessity underpinned by Core Strategy Policies **CC6**, and **CC7** which respectively, advise that; this is a location where land should be used to maximise its efficiency, that City Centre land is a limited resource, that it is essential that development is managed to make the most efficient use of it as possible, and that a range of uses should be considered for all sites. In addition, Core Strategy Policy **CC8** refers to the need for a partnership approach recognising, that few developments are

straightforward in terms of land ownership, end users and other stakeholders, and partnership will be essential alongside a broad policy context.

The 2008 development demonstrated how to achieve an optimal development of this important and prominent site that would be entirely in accordance with the Core Strategy. It is clear from the development that has occurred since 2008, that the combined site is capable of accommodating a tall building of similar dimensions to that approved in 2008, but in excess of the 14 stories. This general conclusion would also be supported by the tall buildings assessment prepared by the applicants to justify a building of 20 stories.

A piecemeal development will fail to maximise the efficiency of the combined site in terms of, providing a more accommodating footprint. the applicants acknowledge that, the design has been driven by the optimization of a small site with its scale, mass and permeability and its relationship to the surrounding context largely driven by the brief on a small footprint. This has led to significant comprises in terms of the overall objectives and requirements of key Core Strategy Policies that would not be necessary if both sites were developed.

The supporting information does not attempt to assess the development proposals against the wider and very specific objectives of; making the most efficient use of sites within the City Centre, of creating mixed-use development and optimising development potential by seeking partnership developments.

The pre application consultation acknowledged the need to consider the development potential of the remainder of the wider site and how it might be affected by the proposal. However, it was confined to how that wider site could be developed in terms of building mass, general form and height. Simply indicating a single block of development with a maximum height to 7 stories in order to; help ground the proposal, to avoid introducing an uncomfortable and visually competing mass and obscuring the upper parts of the tower and its facade. The documents make passing reference to this issue of prejudice but provide no detailed assessment.

The proposal will significantly reduce the amount of floor space that could be achieved on the remainder of the wider site if, as it is indicated in the limited assessment provided, the height of any development would be restricted to 7 stories. Moreover, the overall impact of the proposal is likely to significantly depress the commercial interest in the development of the remainder of the wider site, and piecemeal development is unlikely to act as a catalyst.

- The application proposals do not provide any on site car parking.

- The size and configuration of the site makes the provision of onsite parking impractical. Vehicular access from Great Ancoats Street or Laystall Street, would be unacceptable. The 2008 permission demonstrated how a meaningful amount of onsite parking could be provided.

- The development of the combined site would provide a significant increase in the overall floor space and the opportunity to provide a mixed use development, as well as a significant amount of onsite parking and more comfortable servicing arrangements.

Reconfiguration of Laystall Street Junction / Traffic Impacts

- The highway information does not include an assessment of the impact of closing the right turn lane onto Great Ancoats Street, or whether the reconfigured junction will be left turn out of Laystall Street only. Laystall Street is an important and well used link from Piccadilly to the Inner Relief Road (Great Ancoats Street) and as such the potential impact is clearly a material consideration and appropriate information should be submitted.

- The reduction in the 2 lane carriageway on Laystall Street will impeded traffic flow and cause congestion and would cause difficulties for lorry drivers entering and existing the Urban Exchange.

- Road closures that would be required to deliver the scheme would create unacceptable traffic congestion during construction.

Pre-Application Consultation

- The applicant has failed to engage in a meaningful way with adjacent land owners to facilitate the comprehensive development of combined vacant sites in the area. There was a meeting to discuss this in April 2021 but subsequent to that an adjacent landowner only became aware of the intention to submit an application for a standalone scheme when the applicants undertook the public, pre application consultation in late 2021. It has always been and remains the intent of the owners of adjacent land to secure its sale and development to enable a combined development of adjacent sites.

Deliverablity and construction management

- Both versions of the CMP are designed to impress and deceive planners and the public.

- Due to the building footprint occupying the whole site there would be no room for onsite site cabins, unloading, material and fuel storage, batch plant and tower cranes or construction vehicles entering the site.

Other

- The single use of the site goes against the City Councils policy of preferring mixed use schemes.

- The companies involved in delivering these proposals have no or poor financial records and no demonstrable experience in delivering hotel projects. It is likely that this is an opportunistic agent whose main interest is to obtain planning permission and then sell the site on.

- The site constraints have led to a development which would defy logic and is desperate and would be costly.

- There would be disrupution for road users and neigbours from the 2 level deep basement excavation and there are no details of how this would be delivered without seriously damaging soil stability of both highways and adjacent properties.

- The 2 basement levels contain equipment and staff space but there are no details of ventilation, emergency exists natural light or health and safety measures and the only exit route is the same as for guests.

- The suitability of the proposed contractor, particularly in terms of being a 'good neighbour' is questioned due to their reputation on other schemes.

- There will be serious disruption to neighbouring businesses and road users due to this development;

- The development would have no economic or service benefits to the area or local residents.

- The agent and architect has no right to suggest a height and floor plan for the development of the adjacent site and this is a malicious attempt to predudice future development of that site.

One letter has been received which whilst supporting the proposals requests the more bins are installed in the neighbourhood.

Head of Highways- No objections but has recommended conditions in relation to the provision of a pedestrian signal on Laystall Street off-site highways works, construction management, the adoption of a Travel Plan and a waste and service management plan.

Head of Regulatory and Enforcement Services – (Street Management and Enforcement) - no objections and recommend conditions in relation to acoustic insulation and ventilation of the hotel rooms, acoustic insulation of the commercial uses, acoustic insulation of plant and equipment, management of air quality, the storage and disposal of refuse, fume extraction, delivery hours, the management of construction and the investigation and treatment of any contaminated land

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

Greater Manchester Ecology Group – Have no comments.

Flood Risk Management Team – Recommend conditions to ensure surface water drainage works are implemented in accordance with Suds National Standards and to verify the achievement of these objectives.

Environment Agency - No objections subject to conditions relating to management of contaminated land and piling being attached to any consent granted.

United Utilities – No objections subject to a condition in relation to surface water drainage being attached to any consent granted.

Greater Manchester Archaeological Unit – No objections. but note that the Archaeological Assessment concludes that archaeological interest may survive, especially the 18th-century public house and 19th-century workers' houses. They recommend a condition requiring an intrusive archaeological investigation.

HS2 – No objections

Airport Safeguarding - No objections

ISSUES

The principal document within the framework is **The Core Strategy Development Plan Document 2012 -2027** ("the Core Strategy") was adopted on 11July 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.

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The proposal has been assessed against the adopted Core Strategy as follows:

The principal document within the framework is The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted on 11July 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, 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 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.

S05. Transport - The development would be highly accessible, reduce the need to travel by private car and use public transport effectively. Sustainable transport would improve physical connectivity and enhance the functioning and competitiveness of the city and provide access to jobs, education, services, retail, leisure and recreation.

S06. 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 and remove the current feeling of dereliction. 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. 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 hotel 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) - A hotel operator is in place the development would improve facilities for visitors, including Manchester residents and provide essential infrastructure to meet demand for bed spaces.

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

Policy CC6 (City Centre High Density Development) – This is a high density development. The alignment of the development with policies that seek to uses sites efficiently and maximise development opportunities in the City Centre as raised by the objections above is discussed later in this Report.

Policy CC7 (Mixed Use Development) –There would be activity at ground floor and first floor around the junction of Laystall Street and Great Ancoats Street. The

proposed use and development would be efficient and would not preclude a mixed use development of the larger site including the adjacent plot. This is discussed in more detail later in this Report.

Policy CC8 (Change and Renewal) – Jobs would be created during construction and operation. The proposal would not have an unacceptable impact on the setting of adjacent heritage assets. It would contribute to the delivery of the vision for the City Centre in terms of its character and function set out within the Core Strategy and would not undermine the delivery of co-ordinated regeneration and development. It would support the delivery of the HS2 SRF. These latter points are discussed in more detail later in this Report.

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

Policy CC10 (A Place for Everyone) – The proposals would complement the ongoing regeneration of this part of the HS2 SRF Area 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 on balance respond positively at street level and would enhance legibility; the overall scale and distribution of massing would respond appropriately to context. The reasons for this and 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 and Ancoats Conservation Areas is discussed 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 and Sustainability Report sets out how it would comply with this policy.

Policy EN8 (Adaptation to Climate Change) – An Energy Statement and Sustainability Report, identifies measures to 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 can be secured through conditions.

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. Parking would not be provided, on site cycling storage would encourage cycle use. 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 by condition.

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

DC18.1 Conservation Areas – The proposal would not have a detrimental impact on the character and appearance of the adjacent Stevenson Square or Ancoats Conservation Areas and this is discussed below.

DC19.1 Listed Buildings – The proposal would not have a detrimental impact on the settings of nearby listed buildings. This is discussed in detail 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 an acoustic assessment, and it is considered that the proposal would not have a detrimental impact on the amenity of surrounding occupiers through noise. This is discussed in more detail later 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 encourages "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 a number of these principles and standards.

<u>Piccadilly Basin Masterplan and SRF</u> – Piccadilly Basin is a major strategic opportunity where extensive and comprehensive redevelopment can be delivered. Investment here will complement established regeneration initiatives elsewhere in the

city centre, and in particular the north east at Ancoats and New Islington. The proposal lies close to the SRF area and for the reasons set out below it is considered that the proposals would complement the delivery of the aims, objectives and opportunities that the SRF seeks to secure. This is discussed below.

HS2 Manchester Piccadilly Strategic Regeneration (SRF) and Masterplan (2018) – This area is a key transport node and has a critical role to play in the city's economic regeneration. Significant investment is planned in the local area, based on Piccadilly Station. The 2018 a Strategic Regeneration Framework (SRF) covers investment in the station and surrounding area. It sets out ambitious plans for the transformation of Station and surrounding area into "a major new district for Manchester with a world class transport hub at its heart".

The Site is in the East Village area of the HS2 SRF. The SRF seeks to maximise the "regenerative and growth potential" around a new multi-modal transport interchange. It aims to ensure that the City capitalises on the development opportunities presented by HS2 and Station expansion which could transform the eastern fringes of the City Centre. The East Village neighbourhood is envisaged to be a mixed-use area. The hotel would support this and complement the next phase of growth in Manchester and enhance the City's productivity through the wider delivery of the HS2 SRF. This would contribute positively to the delivery of strategic regeneration objectives and be complementary to improving connectivity between the City Centre and communities to the east including between New Islington. This is discussed in more detail below.

Central Retail Park Strategic Regeneration Framework (SRF) (2020) The 2020 Development Framework had now been reviewed and is in the process of being updated to reflect the current market position and positively respond to the latest market requirements to provide purpose-built offices and high-quality facilities for workers. This will continue to build on many of the key design principles set out in the in the 2020 Framework, to provide a comprehensive approach to the future redevelopment of the site, supporting the Council's aspirations to drive economic growth through the provision of new high-quality Grade A offices to attract new companies to Manchester, surrounded by attractive and accessible public realm.

The overall vision of the refreshed Former Central Retail SRF aims to:

- Create a high-quality, sustainable office district to bring the currently vacant former retail park back into use
- Create a range of new employment opportunities, including through the construction phase of the development project. Thousands of jobs are expected to be located at the site, many of which will be new employment opportunities to the city.
- A new high-quality, green public space will be at the heart of the former retail site, creating a link between Great Ancoats Street to Cottonfield Park and the growing New Islington community behind.
- New connections and routes will be created through the site from adjacent neighbourhoods.

A high quality hotel on this site would provide activity to the key routes described in the development strategy, and strengthen the centralised pedestrian entry point into

the developed retail park site opposite. A hotel use would complement the commercial offer likely to be developed in the Central Retail Park regeneration.

Ancoats and New Islington NDF (2016 (updated Character Area 3 2020) - Ancoats is made up of a number of distinctive mixed-used neighbourhoods, including New Islington, that sit on the north eastern edge of the city centre. They are a link between the city centre and the East Manchester. The Framework seeks to guide the comprehensive positive regeneration of the area to deliver an attractive and successful residential-led neighbourhood with opportunities for a wider mix of complementary uses where increasing numbers of people would choose to live, work and spend leisure time.

The priorities for this area include: encouraging redevelopment of vacant and underutilised sites for residential, commercial and service uses and encouraging development that is massed to provide spatial definition along Great Ancoats Street. The proposal would be complementary to those objectives as set out in the Report. This is discussed in more detail below.

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 site is in the Piccadilly and wider Piccadilly area which is identified as having the potential for unrivalled major transformation. The investment provided by HS2, and the Northern Hub is a unique opportunity to transform and regenerate the eastern gateway, defining a new sense of place and providing important connectivity and opportunities to major regeneration areas in the east of the city. Piccadilly Basin is in the north east of the City Centre and is an important transition between the existing and extended city centre. The City Centre Strategic Plan endorses the recommendations in the HS2 Manchester Piccadilly SRF. The proposal would complement the realisation of these opportunities. It would enhance the sense of place that emerging approved development is establishing in the wider area and strengthen physical and visual links between the City Centre and regeneration areas beyond. This is discussed in more detail later in this report.

Stronger Together: Greater Manchester Strategy 2013 (GM Strategy) - 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 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 set 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.

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 could be secured by a condition and a the public realm would enhance biodiversity at the site.

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 154 aparthotel rooms to the City's hotel offer 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.

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. 16 secure cycle parking space would be provided. There would be no unduly harmful impacts on the traffic network with physical and operational measures to promote non car travel. A travel plan could be secured as part of the conditions of any 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 a derelict and deteriorating condition which has a negative impact on the street scene and would use the site efficiently. Its scale and density is considered to be acceptable. The hotel rooms would meet known requirements. The development would complement the area's emerging character and setting.

The site is close to sustainable transport infrastructure. A travel plan would encourage the use of public transport, walking and cycle routes. It would be car free and reduce car journeys.

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 building, would help to create a well-designed place. It would help to establish a strong sense of place withing this emerging neighbourhood. It would be high quality and complement the distinctive architecture within the area. These issues are discussed in detail later in this Report.

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 be based on an all electric service strategy. Efficient drainage systems would manage water.

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 appropriate 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 would encourage alterative travel choices. The site is within Zone 1 of the Environment Agency flood maps and has a low probability of flooding.

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).

Where there is evidence of deliberate neglect of, or damage to, a heritage asset, the deteriorated state of the heritage asset should not be taken into account in any decision (para 196).

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 the setting of 32-34 Laystall Street and 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.

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 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 proposal. 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.

<u>The National Design Guide (January 2021)</u> - This illustrates how well-designed places that are beautiful, enduring and successful can be achieved in practice. It forms part of the Government's collection of planning practice guidance and should be read alongside the separate planning practice guidance on design process and tools.

There are 10 characteristics of well-designed places within the National Design Guide which are listed below:

• Context – enhances the surroundings
• Identity – attractive and distinctive
• Built form – a coherent pattern of development

• Movement – accessible and easy to move around
• Nature – enhanced and optimised
• Public Spaces – safe, social and inclusive
• Uses – mixed and integrated
• Homes and buildings – functional, healthy and sustainable
• Resources – efficient and resilient
• Lifespan – made to last

The proposed form of development would enhance its surroundings to an acceptable level. Its distinctiveness would be expressed in an attractive manner and it would deliver a coherent development that properly responds to context.

Historic England Tall Buildings Advice Note 4 (March 2022)

This provided guidance for decision making informed by understanding of place, character and historic significance and advocates that proposals for tall buildings should take account of local context and historic character. It acknowledges that in the right locations well designed tall buildings can support make a positive contribution to major change or regeneration while positively influencing place-shaping and conserving the historic environment.

It considers that if a tall building is not in the right place, by virtue of its size and widespread visibility, it can seriously harm the qualities that people value about a place. It notes that there will be locations where the existing qualities of place are so distinctive and the level of significance of heritage assets so great that tall buildings will be too harmful, regardless of the perceived quality of the proposal's design and architecture.

It sets out a number of factors which need to be considered to determine the impacts a tall building could have upon the historic environment:

- **Quality of places:** the distinctive qualities and values of a place including historic character and context;
- **Heritage:** understanding the significance of the historic environment and the potential impact on this significance;
- **Visual:** the impact on the streetscape, town or cityscape and wider urban and rural landscapes, and views. This includes the setting of heritage assets;
- **Functional:** the design, embodied carbon and carbon cost, construction and operation;
- **Environmental:** the influence on local micro-climates such as creation of wind tunnels, canyon effect, over-shadowing, glare, and air quality and effect on heritage assets in terms of the impact these micro-climatic changes could have upon their fabric, and how they are experienced; and
- **Cumulative:** the combined impacts on heritage assets from existing, consented and proposed tall buildings.

It considers that the response to local context including its evolution is critical to achieving good design. This includes considering how the tall building relates to neighbouring buildings and how the massing and scale is appropriate in relation to its

surroundings responding to context to avoid or minimise harm to the significance of heritage assets.

It emphasises the following points which are considered to be important to consideration of the Proposed Development:

- It is helpful to consider the relationship between the top, middle, and bottom sections of a tall building with their surroundings and the potential impact on streetscape;
- Consideration can be given to whether a distinctive landmark design or a restrained architectural response is more appropriate in terms of the likely impact on the historic environment;
- High-quality architecture involves designing a tall building 'in the round' so it is coherent from all directions taking account of a building's scale, form, massing, proportions, silhouette, façade materials and detailed surface design. It is important to note that not all tall buildings can be landmarks, and not all landmarks need to be tall buildings;
- The functional design of new buildings needs to consider and respond carefully to the historic environment. Historic environments often demonstrate strong street-based urban design qualities. The design of tall buildings should reflect or reference local street-based qualities, such as active frontages and human scaled design at street level;
- The way tall buildings are experienced at ground level is an important consideration as tall buildings can have a significant impact on the historic streetscape and public realm. In some cases, redevelopments may create opportunities to enhance elements of the significance of heritage assets by opening lost views or revealing historic street patterns; and
- Developing tall buildings in the right locations and at the right heights can have a positive influence on place-shaping with minimal or no impact on the historic environment. However, it is acknowledged that there may be some circumstances where potential impacts on the historic environment will occur; these can be reduced through mitigation measures. Mitigation measures can involve locating taller elements of a development on less sensitive parts of a site, by carefully considering layout;

The proposal is considered to align with the objectives set out above and this is discussed below.

Other National Planning Legislation

<u>Legislative requirements</u>

<u>Section 66 of the Listed Building Act 1990</u> 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.

<u>S72 of the Listed Building Act 1990 </u>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 Town and Country Planning (Environmental Impact Assessment) Regulations 2017 specifies that certain types of development require an Environmental Impact Assessment (EIA) to be undertaken. Whilst the nature of the proposal is of a magnitude which would not fall within the definition of the thresholds set for “Urban Development Projects” within Schedule 2 given that the proposals fall within an area where there are currently a number of major development projects approved and under construction and that it sits within the wider Piccadilly HS2 Masterplan Area the City Council has adopted a screening opinion in respect of this matter including cumulative impacts to determine if this level of assessment was necessary and to determine whether the proposed development was likely to give rise to significant environmental effects.

It was concluded that there will not be significant environmental impacts associated with the proposed development, subject to suitable mitigation, and therefore an Environmental Statement is not required.

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.

Ancoats Conservation Area Declaration

The significance of the Ancoats Conservation Area is derived from the former cotton spinning mills, which dominate the area and are principally located adjacent to the Rochdale Canal and the nearby housing. Historically throughout the area, there have always been commercial and residential buildings. This juxtaposition, and interlinking of manufacturing, transport and residential uses meant that Ancoats functioned as the first industrial estate in the world. Furthermore, the concentration of mill buildings within Ancoats has become an important landmark in the history of the Industrial Revolution. Murray Mills, McConnel and Kennedy Mill, along with others in the area, represent a clear chronology of development of cotton mill architecture from 1800 to the 1920s. Although the area is dominated by the mill buildings, the Conservation Area also contains other Listed Buildings of differing character.

The Schemes Contribution to Regeneration and Principle of Proposed Development – Regeneration in the City Centre is an important planning consideration as it is the primary economic driver of the region and crucial to its longer term economic success. There has been a significant amount of regeneration in Piccadilly over the past 20 years through private and public sector investment. Major change has occurred at Piccadilly Gardens, Piccadilly Basin, Piccadilly Station, Piccadilly Triangle, Kampus and the former Employment Exchange. This will continue as the core continues to expand. The development would contribute to the area's transformation and regeneration. It would be located close to a major transport hub with exceptional connections and would help to promote sustainable economic growth.

A Hotel would support the growth of the city centre as a visitor attraction and business destination, domestically and internationally. 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.

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 June 2021 and approaching the record high of 84% recorded in June 2019.

The City's hotel offer is extensive but 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 is 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 will significantly increase the number of events taking place in the city increase overnight visitors, 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 in

locations that are easily accessible to tourism and business leisure destinations. The diversification of the current offer would improve and enhance its attractiveness.

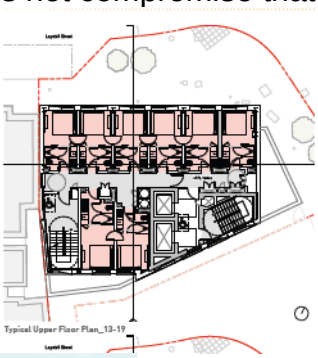
This hotel would develop a vacant and underused site on a main route around the city centre and would enhance perceptions of the city and help to drive footfall and further investment in this area. It would enhance the street scene and the design would respond to its context.

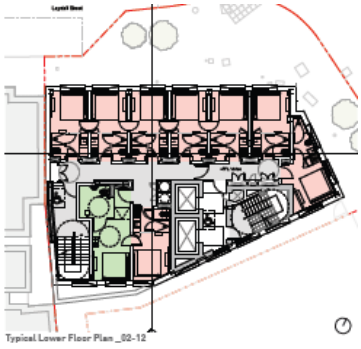
The development would create employment during construction and permanent employment at the hotel. It is predicted that the accommodation would support 85,000 visitors bringing additional expenditure of £7.2 million per annum would support the equivalent of 108 jobs.

An average of 77 person years of temporary employment (8 FTE jobs) would be created over the construction period along with 15 person years of temporary employment (1.5 FTE) in the supply side. The total GVA economic output during construction would be circa £6.7 million to the Greater Manchester economy, including £5.7 million in Manchester.

57 FTE jobs would be created in operation with 11 indirect and induced FTE jobs in the supply side. This would generate an annual GVA output of circa £2.27 million in GVA annually contributed to the Greater Manchester economy, including circa £1.67 million per year locally in Manchester. The development would generate circa £150,000 per annum in retained business rate receipts for Manchester City Council

Over recent years this area, and in particular sites on Great Ancoats Street between Newton Street and Adair Street, have seen considerable regeneration activity. Many long vacant or underused sites have been or are being developed. However, gaps remain along Great Ancoats Street. A previous consent consolidated the 2 land ownerships at the site into a single development plan, but that does not preclude alternative developments coming forward on each site provided that the development of one plot does not compromise that of the other.





The development of any one plot in isolation requires that in the interim, the façade facing the adjacent site has an appropriate level of visual interest without compromising the delivery of development on the adjacent plot. The building footprint, massing and design would ensure that the development of the adjacent plot is not sterilised. A buffer zone of between 1.3 and 2m would separate the 2 plots. This has been principally driven by fire offsets and would allow the adjacent plot to maximise their plot.

Windows are included to the Lomax Street /Great Ancoats Street elevation and would provide visual interest pending the development of the adjacent site. Any future development of the adjacent site would not directly abut windows or have any adverse impact to the majority of hotel rooms. One room on each floor facing the adjacent site is dual aspect and has a view across Great Ancoats Street. The remaining windows with the exception of 2 rooms on each floor, serve the circulation areas. These are hotels rooms and not permanent residences and the hotel operator, Hilton, has no concerns over the ability to let these rooms.

If the adjacent site were to be developed to its full extent the separation distances to these rooms would be as detailed above.

Given the northern aspect of the adjacent plot it considered to be highly unlikely that accommodation on the adjacent plot would be arranged with single aspect apartments facing north, towards the site, when open aspects would be available to east overlooking GAS and south over Store St. Any windows on this elevation would therefore be likely to be secondary and could be located to minimise direct overlooking.

The proposal would use the site efficiently and effectively in line with Paragraph 119,120(d) and 124 of the NPPF. It would improve the environment in a sustainable manner. The Hotel would be close to major transport hubs and would promote sustainable economic growth. It is considered that the development would be

consistent with the regeneration frameworks for this area including the City Centre Strategic Plan and would complement and build upon the City Council's current and planned regeneration initiatives.

Design / Tall Buildings Policy /English Heritage Guidance on Tall Buildings

Principle of Scale and Massing - One of the main issues to consider is whether a 20 storey building is appropriate in this location. 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 Historic England.

View from Great Ancoats Street looking south east

Building heights in the area vary although, with the exception of the adjacent Aparthotel at maximum 12 storeys, buildings in the immediate area are generally of a domestic scale. However, the area is changing and recent regeneration has seen taller development emerging as development activity spreads beyond the traditional City Centre boundaries. One Port Street, Oxygen and developments at Portugal Street East SRF are considerably taller and heights have increased along Great Ancoats Street.

In this context, this site could support a high density development which would be read as part of the changing character of Great Ancoats Street.

View from Great Ancoats Street looking north west

The Core Strategy requires tall buildings to create a unique, attractive, and distinctive City. They should enhance the character and distinctiveness of the area without adversely affecting valued townscapes or landscapes or intruding into important views. The site and its context undermine the quality of the area and the lack of street level activity creates a poor impression.

The development would enhance the sense of place. The materials and fenestration would differentiate the ground floor, the middle, and the top. It would create a sense of enclosure, define the street block, and follow the historic back of pavement building line. A limited palette of high quality materials would be used.

The proposal would improve the area and use the site efficiently. The regular pattern of bays would reference a city centre building typology. The use of features such as chamfered brick reveals to window openings and the contrast of matt and glazed brickwork would provide further interest.

Design Issues, relationship to context including principle of a tall building in this location 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 appropriateness of a development of the heights proposed; the impact on the character of the adjacent Stevenson Square and Ancoats Conservation Areas; the impact on the setting of the adjacent grade II and 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 199,200 and 202) and Sections 66 and 72 of the Planning and Listed Buildings Act. The design has been discussed with Historic England and public engagement took place

The Core Strategy supports tall buildings that are of excellent design quality, are appropriately located, contribute positively to sustainability and place making and deliver significant regeneration benefits. However, they should relate sensitively to

their context and make a positive contribution to a coherent city/streetscape. New developments need to complement 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 quality of this site, complement the character and enhance the distinctiveness of the area and not undermine the character or setting of adjacent heritage assets. It would not adversely affect established valued townscapes or landscapes, or impact on important views. The development would contribute positively to place making on a key route around the City Centre and the links between Piccadilly Railway Station and the Former Central Retail Park.

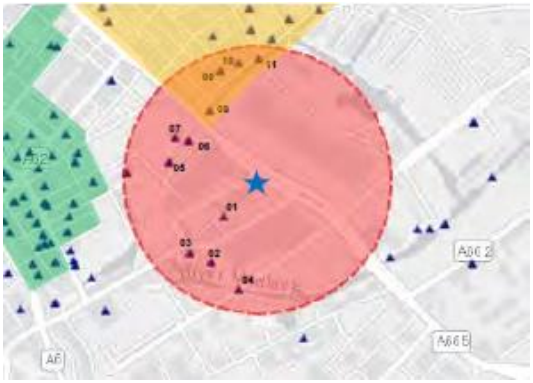
The impacts on key views, listed buildings, conservation areas, Archaeology and open spaces has been assessed. A Townscape Visual Impact Assessment has assessed the townscape and visual impacts of the proposal. This has utilised photomontages of existing site conditions with computer modelling to produce 3D rendering within a Zone of Theoretical Visibility ZTV) and is a recognised methodology under industry standard guidelines.

4 of the 16 viewpoints, have been scoped out as the site would not be visible due to intervening vegetation and landform or where the demonstrable effect from a viewpoint is already represented by other viewpoint(s) (view 01, view 07, view 15 and view 16). The visual effects of the remaining 12 views have been analysed.

The proposal would deliver regeneration benefits and improve the contribution the site makes to the street level experience. It would enhance the setting of adjacent conservation areas, enhance the setting of the adjacent listed buildings and enhance

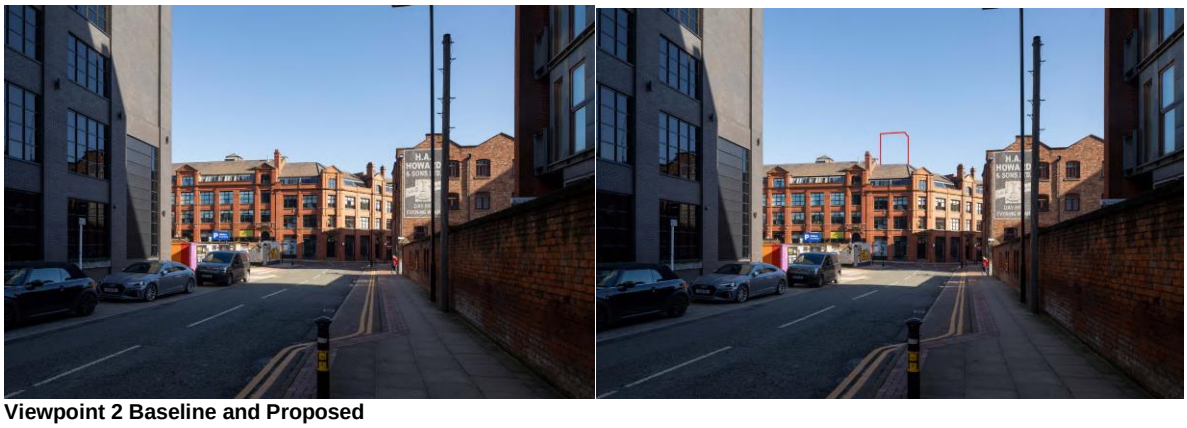
the townscape in line with the Planning Act, NPPF and Core Strategy as well as sections 66 and 72 of the 1990 Listed Buildings Act.

The Heritage Assessment has considered the impact on the setting of adjacent heritage assets, as well as the existing building on the site, which has included analysis of 5 of those views (3,6, 8, 9 and 12).



Impact on setting of Heritage Assets

The proposal could impact on the setting of the following heritage assets: The Ancoats and Stevenson Square conservation areas which are nearby and the following listed buildings: 32-34 Laystall Street (Grade II), Brownsfield Mill (Avro Building) (Grade II*), The Stable Block to the South East of Junction Works at Paradise Wharf (Grade II), Former Junction Works at Paradise Wharf (Grade II), Store Street Aqueduct (Grade II), Royal Mill (Redhill Street) (Grade II* Listed), Sedgwick Mill (West of Junction with Murry Mill) (Grade II), Rochdale Canal Lock 82 and 83 (east of Tariff Street and east of Great Ancoats Street respectively) (Grade II), Rochdale Canal Towpath Footbridge and associated ramps opposite Brownsfield Mill (Grade II), the Rochdale Canal Path and retaining wall (Redhill Street) (all Grade II Listed). The impacts on Townscape and setting of Heritage Assets is set out below:



Viewpoint 2 Baseline and Proposed

<u>Townscape Impacts</u>

Baseline -The view looks northeast along Ducie Street with Ducie House at the end. The left side is dominated by the Dakota Hotel. The right side is contained by the

apartments at Jutland House and the Grade II listed Former Junction at Paradise Wharf towards. The foreground contains the Ducie Street carriageway and footway. The on-street parking at the Dakota Hotel is visible to the left. A 2m high brick wall to the right separates the pavement from the canal basin. The architectural design of the buildings has some consistency in articulation, rhythm and form but varies in age and materiality. The proximity of the buildings in the foreground restricts open views to the sky, but the low-rise nature of the buildings in the background allow a clear view above rooftops.

Impact - There would be a small but perceivable change as the Hotel would project above the buildings in the centre of the view and would be visible above Ducie House. This vertical element would create a new focal point compared with the historic, red brick, pitched roof buildings of Ducie House and the Grade II listed Former Junction at Paradise Wharf. However, it would not screen any significant vistas and would not be substantially incongruous given the scale and proximity of the modern Dakota Hotel and the apartments at Jutland House. The overall impact would be Moderate Adverse (Minor)

Viewpoint 3 Baseline and Proposed

Townscape Impacts

Baseline - The view looks east along Laystall Street. The centre contains the listed 32 -34 Laystall Street. The scaffolding, fencing and site cabins associated with this are a prominent feature. The Aparthotel at 40 Laystall Street is immediately behind this and the Manchester Urban Exchange is glimpsed to the left. The background to the right contains a glimpse of a roof on Ducie Street and a view of Oxygen. In the foreground is the one-way Laystall Street carriageway and footways. Parking meters, lamp post and road signs are also visible. The architectural design of the buildings varies in age, style, and articulation between the listed Victorian building in the foreground and the surrounding buildings. The proximity of the building in the centre of the view allows only narrow views above rooftops, however, the low-rise nature of the buildings in the rest of the view permit clear views of the sky.

Impact - The view would be altered substantially. However, significant vistas would not be screened and a new focal point would be created at the end of the street, which would not be incongruous due to Oxygen tower. The overall impact would be Moderate Beneficial. The benefits derive principally from the creation of a new focal point in a view that has indistinctive visual characteristics.

Impact on Setting of Heritage Assets

Baseline - This view is from the junction of Laystall Street and Pidgeon Street, looking towards the site and demonstrates the immediate setting of the Grade II 32-34 Laystall Street (right) as experienced from its principal front elevation on Laystall Street. It now forms part of an entirely redeveloped and fragmented streetscape that has lost all remaining historic context. To the near-right a cleared plot is being re-developed as part of the development and restoration of 32-34 Laystall Street, whilst to the east is the modern Aparthotel at 40 Laystall Street. To the left is the blind elevation of the modern, concrete Urban Park retail units, which turn their backs onto Laystall Street forming a continuous blind elevation along much of the street.

Impact -The Hotel would be a dominant vertical element in a streetscape whose emphasis is largely horizontal. However, the historic context surrounding the Grade II 32-34 Laystall Steet is much altered and eroded and the introduction of a high-rise element to the mid-distance would only adversely alter the listed building's setting to a minor degree. Consequently, the development would have a negligible adverse impac**t** on the ability to understand and appreciate the heritage interest/setting of the Grade II 32-34 Laystall Street from this viewing location.

Viewpoint 4 Baseline and Proposed

Townscape Impacts

Baseline - The view looks southeast towards the Manchester Urban Exchange. The foreground contains the Rochdale Canal and towpath. There is a grouping of medium sized birch trees on the towpath and a pedestrian footbridge crossing the canal. The gabion wall between the towpath and the Manchester Urban Exchange car park is a prominent feature and screens some of the Manchester Urban Exchange. The car park ramp, parked cars and shopfronts can be glimpsed through the gaps in the wall and the roofscape is visible over the top of the wall. Street lighting is visible. The top few storeys of the 40 Laystall Street are in the background and the Oxygen can be seen along with a tower crane and some scaffolding. The canal and towpath introduce some historic prevalence to the view, although this is offset by modern interventions such as the pedestrian footbridge and Manchester Urban Exchange. The low-rise nature of the buildings allows open views to the sky, interrupted by the roofscape of the Aparthotel and Oxygen towers.

Impact – The hotel would become a new focal point and would project higher than the other visible buildings. A large portion of the tower would be visible above the

roofscape of Manchester Urban Exchange. The Hotel would not obscure the views of the Aparthotel or Oxygen and would form a continuation of their form and modern character. The overall impact would be Moderate Neutral.

Viewpoint 5 Baseline and Proposed

Townscape Impacts

Baseline - The view looks southeast across Newton Street. The foreground is dominated by single storey disused retail units. The pavement is wide and contains parking. There is a bus stop to the right. The carriageway of Newton Street dominates the foreground. To the left is the extended Grade II listed Wentwood building, which contains homes. The top few storeys of Oxygen can be seen in the background. The age and architectural style of the Grade II listed Wentwood building introduces some historic significance which is offset by the modern urban context including the disused single storey building in the foreground. The proximity of the buildings in the left of the view allows only narrow views above rooftops, however, the low-rise nature of the disused retails units permit clear views of the sky.

Impact - There will be a very minor alteration to the view that is unlikely to be noticed by the casual observer. The Hotel would project slightly higher than the disused retail units but would appear at a similar height to Oxygen. The proposal would not screen any significant vistas. The overall impact would be Negligible

Viewpoint 6 Baseline and Proposed

Townscape Impacts

Baseline - This view looks southeast along Great Ancoats Street with Oxygen at the end. The foreground is dominated by the carriageway and infrastructure of Great Ancoats Street. Trees partially obscure the buildings in the left. One of these partially obscured buildings is the Grade II listed, red brick, former doctor's surgery. The right side of the view contains low rise, terraced buildings, most of which are mixed use with commercial on the ground floor and residential or office space above. Behind the terraces are Astley and Oxid House which are significantly larger modern buildings. The background Oxygen and The Northern Quarters and tower cranes. The view includes a variety of architectural styles, ages, and scales. The proximity of the buildings in the left side prevents open views to the sky, but the low-rise and medium-rise nature of the other buildings in the background allow a clear view above rooftops.

Impact - There would be slightly discernible change to view. The Hotel would introduce be a tall element along Great Ancoats Street, although its scale, proportion and consistent grid would be relatively consistent with other modern buildings. The Hotel would not break the skyline, nor screen any significant vistas and would be assimilated into the view and not noticeable to the casual observer. The overall impact would be Minor Neutral.

<u>Impact on Setting of Heritage Assets</u>

Baseline - This view is experienced from Great Ancoats Street looking south-east. It illustrates a kinetic view moving south-east along Great Ancoats Street and shows a wide, multi-lane busy thoroughfare. It shows the continually evolving character of the street, including the recently completed cluster of new residential developments to the mid-right whose similar height/mass creates a strong, coherent urban form. To the south-eastern end of Great Ancoats Street Oxygen largely terminates the view. The southern boundary of the Ancoats Conservation Area is to the left and includes the Grade II listed former doctors' surgery at No. 39 Great Ancoats Street. However, the character and significance of the Conservation Area cannot be properly appreciated, and it is better experienced elsewhere in the local townscape.

Impact - The Hotel would join the existing cluster of similar blocks and towers to the east and west. The coloured wirelines denote consented developments will not have any additional visual impact. Consequently, the view is considered to result in no impact in terms of impact on the character and appearance of the Ancoats Conservation Area and on the setting of the heritage assets in the view.

Viewpoint 8 Baseline and Proposed

Townscape Impacts

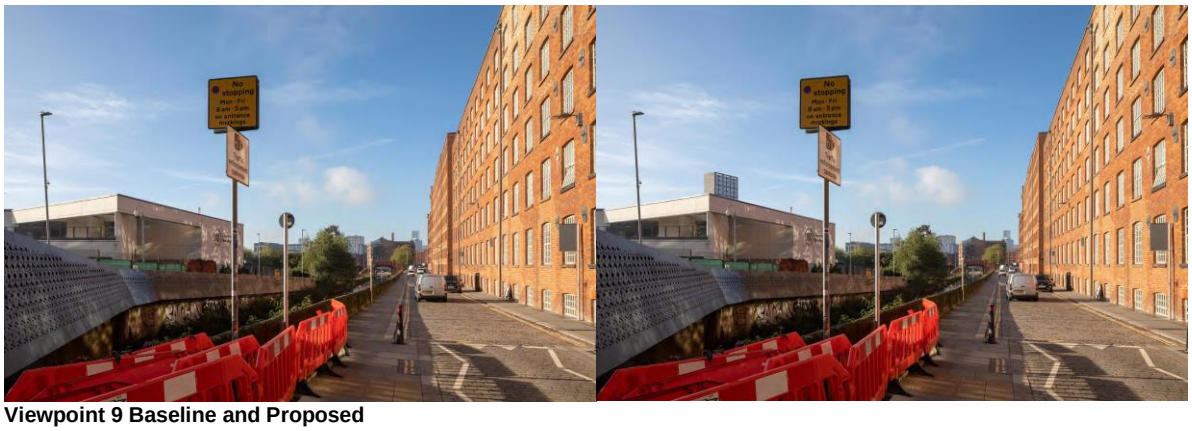
Baseline - This view looks southeast along Great Ancoats Street with Oxygen at the end and is dominated by the 4-lane and the infrastructure associated with the pedestrian crossing. MM2 can be glimpsed to the left. Beyond this is vegetation located at the edge of the former Central Retail Park. The Grade II* listed Brownsfield Mill is on the right and beyond this is Manchester Urban Exchange. The background contains Oxygen and Aparthotel and tower cranes. The architecture of the buildings varies in age, style, and articulation. Brownsfield Mill is a typical red brick, early 19th century mill building, whereas the other built form is more contemporary. The varied roofscapes permit some open views to the sky.

Impacts – The proposal would be clearly visible at the end of Great Ancoats Street. It would project slightly higher than Oxygen, but its scale, massing, and regular grid would form continuity with it and recede in view. Overall, the impact would be Moderate Neutral.

Impact on Heritage Assets

Baseline - This view is experienced from Great Ancoats Street, close to its junction with Redhill Street (left), looking south-east. It forms a kinetic view with view 6, moving further south-east. It demonstrates the wide, open character of Great Ancoats Street. To the extreme right is an open, cleared plot, which has recently been granted consent for a residential scheme, whilst immediately behind this is the Grade II* listed Brownsfield Mill. To the east is the boundary of the Ancoats Conservation Area, which from this location contains no historic buildings, and the character of the area is better experienced from further east. To the south-eastern end of Great Ancoats Street is terminated by Oxygen.

Impact - The Hotel would provide a further punctuation to the skyline. It would form part of an existing cluster of similar blocks and towers. The red, yellow and green wirelines denote consented developments which would not have an additional visual impact. Consequently, there is no impact on the character and appearance of the Ancoats Conservation Area and on the setting of the heritage assets.



Viewpoint 9 Baseline and Proposed

Townscape Impacts

Baseline - The view looks southwest along Redhill Street. The right is dominated by the Grade II listed Sedgwick Mill with the Grade II*listed Royal Mills in the background. The Rochdale Canal runs through the left centre, bounded by a stone wall to the right and a brick wall with a decorative metal screen to the left. The Co-op Academy is to the left. City centre roofscapes including Deansgate Square, Burlington House and the Dakota Hotel are in the background. Also in view are the Grade II* listed Brownsfield Mill and the red brick pedestrian footbridge over the Rochdale canal. Sedgwick Mill and Royal Mills provide a consistent architectural articulation to the right which is similar to Brownsfield Mill. Furthermore, the cobbled style of Redhill Street is consistent with the historic architectural style. However, the rest of the buildings in view are of a mixed architectural aesthetic and age. The mill buildings to the right contain and focus views along Redhill Street.

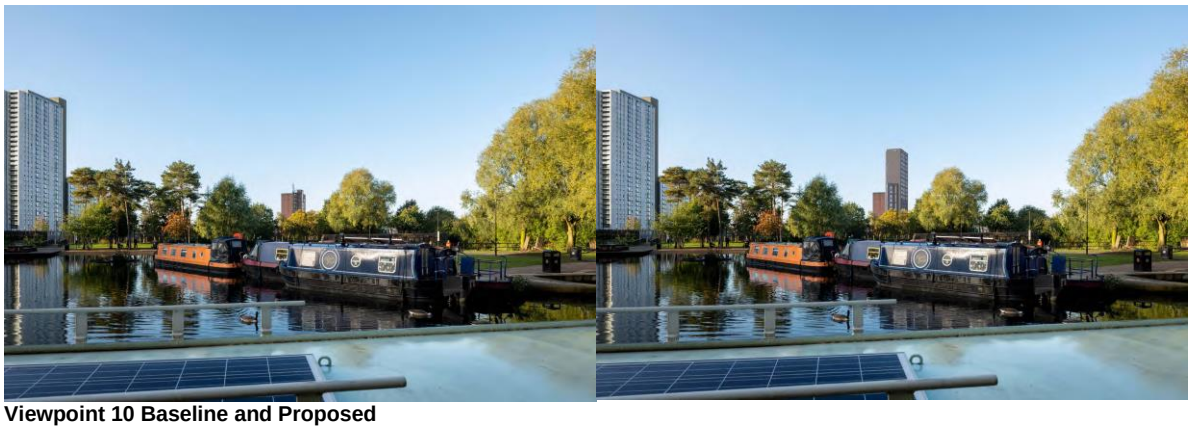
Impact - There would be a slightly discernible change to the view. The upper portion of the Hotel would project above the rooftop of the Co-op Academy. It would introduce vertical articulation to the left, but its modern architectural character would not be incongruous in the context of the Co-op Academy and views of the city townscape. The Hotel would be different in character to buildings in Ancoats, but the limited visibility would not notably detract from or change the character of the view. Overall, the impact would be Moderate (Minor) Neutral.

Impact on Heritage Assets

Baseline - This view is experienced looking south-west along Redhill Street and the Rochdale Canal. It is in the Ancoats Conservation Area and contains heritage assets and features that are characteristic of this part of the Conservation Area. To the left is the Rochdale Canal and its Grade II stone retaining wall and to the right is a continual stretch of Listed early former cotton warehouses and mills, which form the principal focus of the Conservation Area. Moving south-west from the foreground, the listed buildings include the Grade II* Waulk Mill, the Grade II* Decker Mill, the Grade II Sedgewick Mill, and the Grade II* Royal Mill. The view is partly terminated by the Grade II* Brownsfield Mill on Great Ancoats Street.

This view clearly reflects the principal character of this part of the Ancoats Conservation Area and allows all heritage interests of the heritage assets within the view to be clearly understood and appreciated as a continuation of the former industrial buildings along the route of the canal.

Impact - Although the uppermost part of the Hotel would be visible, it would be understood as being a new development within the distance and will allow the key elements, such as the continual façade of the early mills and warehouses, to remain fully visible and appreciated. The blue wireline denotes a consented development. Due to its lower height and concealment by buildings in the distance, the development would not have any additional visual impact. Consequently, the view is considered to result in no impact in terms of impact on the character and appearance of the Ancoats Conservation Area and on the setting of the heritage assets in the view.



Viewpoint 10 Baseline and Proposed

Townscape Impacts

Baseline - The foreground and centre of the view is dominated by the marina and moored canal boats. Beyond this is Cotton Field Park To the left are areas of lawn, a decked area with communal seating and a pedestrian bridge. Beyond this, are glimpsed views of the boundary fencing of the former Central Retail Park. Across the centre of the view is a band of trees. Oxygen and the Aparthotel are dominant in the background. There are open views to the sky, interrupted by Oxygen and the Aparthotel. The architectural style and articulation of these towers are similar, although they differ in colour and cladding type. This differs however from the style of the canal boats in the foreground.

Impact – The hotel would become a new focal point that would project higher than the Aparthotel. Oxygen would remain the tallest building in view. The tree canopy in the background would create a degree of visual foil to the base of the Hotel, although this may change seasonally. The Hotel would be a prominent element in view and would introduce a tall building above the tree line. Overall, the impact would be Moderate Adverse

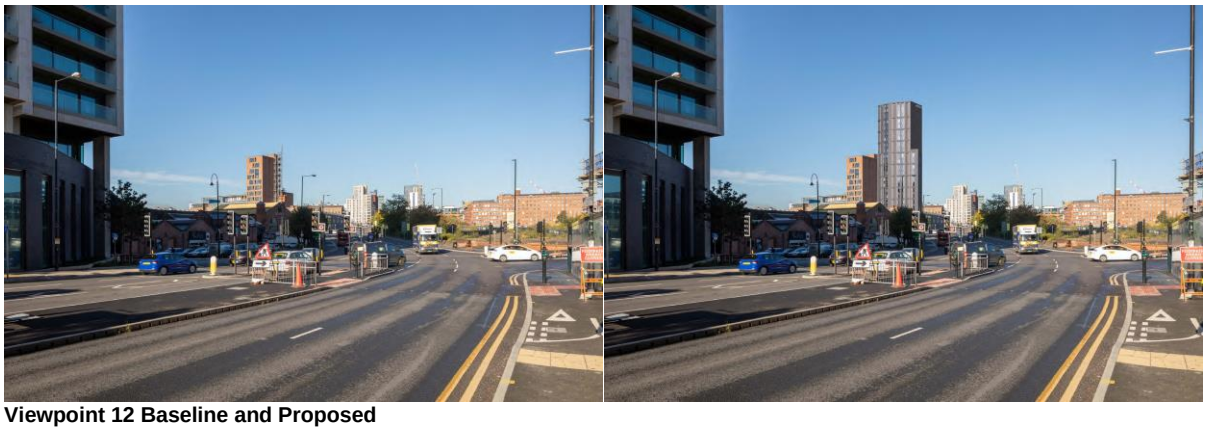
Viewpoint 11 Baseline and Proposed

Townscape Impacts

Baseline - The view looks west along Old Mill Street with the roofscapes of buildings near Piccadilly Station at the end. The foreground is dominated by the carriageway and footway of Old Mill Street. The left side of the view contains residential buildings, the tallest of which is Oxygen. Immediately in front of Oxygen, Phase 4 of Islington

Wharf is visible. In the right foreground, the corner of Weavers Quay is visible and beyond this are glimpses of canal boats in New Islington Marina. The New Islington Medical Practice is on the right side, partially obscured by mature trees. Although the view includes several different buildings, there is some consistent articulation in the architecture across the view. Furthermore, most of the buildings are clad in grey and buff tones. The proximity of the buildings at the edge of the view prevents open views to the sky, but the low-rise nature of and/or distance to the other buildings in view the background allow a clear view above rooftops.

Impact - The Hotel would project slightly higher than the New Islington Medical Practice building. However, it is unlikely to be discernible to the casual observer, particularly in the context of the surrounding buildings. The hotel would not screen any significant vistas or be uncharacteristic given the variety of other buildings in view in terms of style and scale. Overall, the impact would be negligible.



Viewpoint 12 Baseline and Proposed

Townscape Impacts

Baseline - This view looks northwest along Great Ancoats Street with the foreground dominated by its carriageway Street and it's the junction with Old Mill treet/Longacre Street. The left side is dominated by the bottom portion of Oxygen with some trees. Adjacent to this are low-rise industrial buildings converted for commercial use. Beyond these are glimpses of Manchester Urban Exchange, the Grade II* listed Brownsfield Mill and Burlington House. However, the prominent feature is the Aparthotel. The right side contains a glimpse of the scaffolding of Phase 4 of Islington Wharf. Beyond this is the former Central Retail Park site which contains a large expanse of tarmac, several mature trees and a boundary fence. In the background are the Grade II* listed Royal Mills and Grade II listed Sedgwick Mill, with glimpsed views of buildings on Great Ancoats Street including MM2, The Astley, Oxid House and Nuovo. The view includes a variety of architectural styles and ages and there is little consistent articulation between the buildings. The proximity of Oxygen restricts the view to the left, but the low- and medium-rise nature of the other buildings allow a clear view above rooftops.

Impact – The hotel would become a distinctive focal point in the centre of the view. The proximity of Oxygen means that the Hotel would not be the tallest building, but it would project higher than the remaining surrounding buildings and those in the background. Its architectural style, articulation and cladding would form a positive

relationship with the local buildings and a continuation of their architectural aesthetic. Overall, the impact would be Moderate Neutral.

Impact on Setting of Heritage Assets

Baseline - This view is experienced from Great Ancoats Street looking north-west and is dominated by the road infrastructure. Oxygen can be seen to the left foreground. The centre of the view gently rises up to an open plateau which coincides with the eastern boundary of the Ancoats Conservation Area and the long range views of Grade II and Grade II* listed early mills and warehouses that denote that boundary. Although this view includes heritage assets that form the southern boundary of the Ancoats Conservation Area, it is not the best location from which to understand or appreciate the heritage interests or settings.

Impact – In this view, the Hotel would be highly visible although its lower storeys will be concealed by the buildings in the midground. It would be seen as part of a cluster with the Aparthotel and the coloured wirelines denote consented developments which could contribute to the cluster. The view illustrates the main components of the Ancoats Conservation Area but is not the best place from which to appreciate the' setting, appearance or character of the heritage assets. Despite the number of assets present in the view, the magnitude of change and the ability to appreciate their significance is not altered.

The proposal would be in the distance, signalling the continuation of the city beyond. It would introduce variety to the skyline and not compromise the settings of any designated heritage assets. Consequently, the view is considered to result in no impact in terms of impact on the settings of the heritage assets in the view, which are better understood and appreciated when moving further north-west along Great Ancoats Street.

Viewpoint 13 Baseline and Proposed

Townscape Impact

Baseline - This view looks northeast along Store Street and across the NCP Store Street Car Park. The prominent features in the foreground are the car park and the carriageway and pavement on Store Street. The trees on Store Street obscure much of the long-distance views to the right. However, Piccadilly Gate can be seen through the canopy. On the left side beyond the car park is a large retaining wall. On the elevated land behind this, the rear of the apartments on Ducie Street and Jutland

Street are visible with the upper floors of apartment blocks along the canal. The left side contains architecture of a similar colour and articulation which provides a consistent style. This differs from the more contemporary glass style of Piccadilly Gate. The proximity of Piccadilly Gate restricts open views to the sky, but the low-rise nature of and/or distance to the other buildings in view the background allows a clear view above rooftops.

Impact - There will be a very minor alteration to the view. The Hotel would not significantly break the skyline and would appear to be of a similar height to the apartment blocks on Jutland Street and Ducie Street. It would also not be the highest building in this view. The Hotel would not screen any significant vistas or be uncharacteristic in the view given the variety of other buildings in view in terms of style and scale. Overall, the Impact would be Minor Neutral

Viewpoint 14 Baseline and Proposed

Baseline -The centre of the view is dominated by the Presbar Diecastings building. Immediately in front of this is a sloped grass verge and a tarmac access road. In the background, The Aparthotel is visible above the roof of the warehouse. The left foreground contains vegetation which obscures much of the left side but the warehouse frontage and equipment remain prominent

Impact- The Hotel would project higher than the Aparthotel but would not obscure any significant vistas. Its architectural articulation and close proximity to the Aparthotel means it would act as a continuation of the same aesthetic of the existing buildings in the skyline. Overall, the impact would be Moderate (Minor) Adverse.

The predicted Visual Effects range from Negligible to Moderate. The most substantial effects would be in view 2 (Moderate Adverse), 3 (Moderate Beneficial), 4 (Moderate Neutral), 8 (Moderate Neutral), 10 (Moderate Adverse) and 12 (Moderate Neutral). Views 05 and 11 will experience Negligible effects. The remaining views would experience Minor and Minor-Moderate effects.

The impacts on a number of identified Townscape Character Areas have also been assessed. The nature of change to the area would be beneficial, as the proposal would introduce built form at a vacant and degraded site and reinforce the local urban grain. The nature of change to the New Islington area would be neutral.

<u>Overall Impacts on Townscape</u>

The overall effects would complement the scale, pattern and character of the existing townscape, and there would be no unacceptable level of character change.

Overall Impact on Setting of Heritage Assets.

The analysis demonstrates that the overall indirect on the setting of the following heritage assets would be neutral : Stevenson Square Conservation Areas, Brownsfield Mill (Avro Building) (Grade II*), The Stable Block to the South East of Junction Works at Paradise Wharf (Grade II), Former Junction Works at Paradise Wharf (Grade II), Store Street Aqueduct (Grade II), Royal Mill (Redhill Street) (Grade II* Listed), Sedgwick Mill (West of Junction with Murry Mill) (Grade II), Rochdale Canal Lock 82 and 83 (east of Tariff Street and east of Great Ancoats Street respectively) (Grade II), Rochdale Canal Towpath Footbridge and associated ramps opposite Brownsfield Mill (Grade II), the Rochdale Canal Path and retaining wall (Redhill Street) (all Grade II Listed).

For 32-34 Laystall Street (Grade II) the impact would be negligible adverse.

There would be no impact on the Ancoats Conservation Area owing to its location, visibility and distance from the site. The Hotel would be seen in conjunction with other similar, recently completed and committed developments. Whilst there would be some change within the heritage assets, when assessed as a whole, the proposals would not diminish the area's distinct character and appearance. It is, however, recognised that within one short range view, there would be a minor adverse visual change to the setting of the Grade II listed 32-34 Laystall Street, but the harm would be less than substantial.

Conclusion
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 proposal would result in beneficial change which would contribute positively to the surrounding area in townscape terms.

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

There would be some localised impacts on the setting of 32-34 Laystall Street with the level of harm being considered less than substantial.

The proposal would meet the objectives of Paragraphs 197, 199 and 202 of the NPPF and the requirements of s.66 and s.72 of The Planning (Listed Buildings and Conservation Areas) Act 1990. Paragraph 202 of the NPPF states that less than substantial harm, should be weighed against the public benefits of a proposal including, where appropriate, securing the optimum viable use of a heritage asset. Public benefits could be anything that delivers economic, social or environmental progress as described in the National Planning Policy Framework (paragraph 7). The harm is considered necessary to secure the site's wider potential in urban design terms. 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.

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

- Improving the quality of the local environment through the improvements to the streetscape;
- Putting a site, which overall has a negative effect on the townscape value, back into viable, active use;
- Helping through the ongoing delivery of the Piccadilly HS2 SRF to establishing a strong sense of place, enhancing the quality and permeability of the streetscape and the architectural fabric of the City Centre;
- Contributing to sustained economic growth;
- Providing equal access arrangements for all into the building;
- Responding to the local character delivering a contemporary design which reflects and complements the neighbouring heritage assets and local context;
- Delivering a sustainable development with good access to shops, services and transport, close to Metrolink and Piccadilly Station and bus links; and
- Increasing activity at street level through the creation of an 'active' ground floor providing overlooking, natural surveillance and increasing feelings of security within the city centre.

The benefits of the proposal would outweigh the level of harm caused to the affected heritage assets, and are consistent with the paragraphs 197, 199 and 202 of the NPPF. Sections 66 and 72 of the Planning Act in relation to having regards to the preservation and enhancement of adjacent conservation areas and setting of the adjacent listed buildings are considered to be satisfied.

Contribution to Improving Permeability, Public Spaces and Facilities and Provision of a Well Designed Environment (including Age Friendly Provision): This development would provide improved street level activity onto Laystall Street and Great Ancoats Street. The pavement width around the existing pedestrian crossing point would be improved and would provide an improved pedestrian environment for any potential future crossings over to the Former Central Retail Park. This would improve safety and passive surveillance. It would enhance connections between Piccadilly and Ancoats and New Islington. Street trees are proposed subject to further investigation of below ground services and this would be investigated and secured through a condition attached to any consent granted.

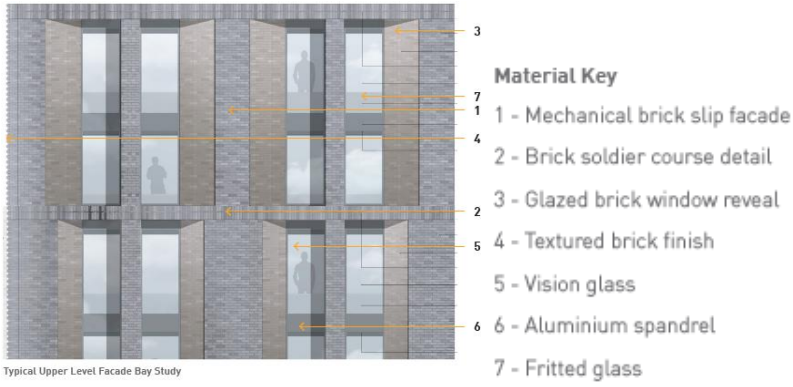
Credibility of the Design

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.

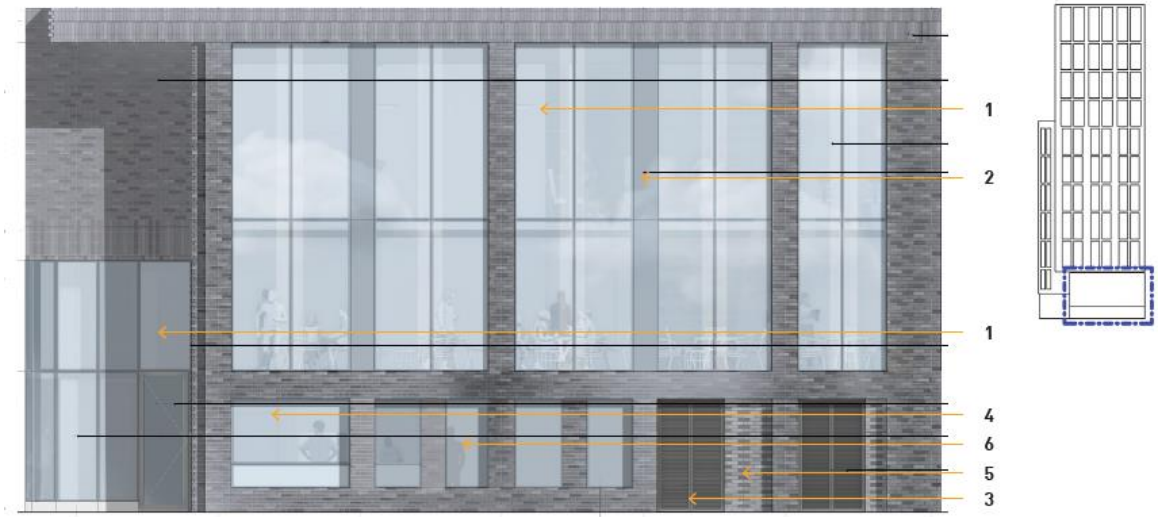
Architectural Quality

The key factors to evaluate is 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 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 different forms of architecture in the area and red/brown brick is the main material. There are more contemporary buildings including some with darker tones. The proposed materials would respond to and complement the areas context. The regular grid arrangement with recessed window openings and chamfered reveals would relate to the proportions of adjacent historic buildings. Variations in scale of the reveals and order would articulate the middle and top sections of the building. The window and reveals are expressed as 2 storey elements and would provide verticality to the façade and enhance the overall slender appearance.



Typical Upper Level Facade Bay Study



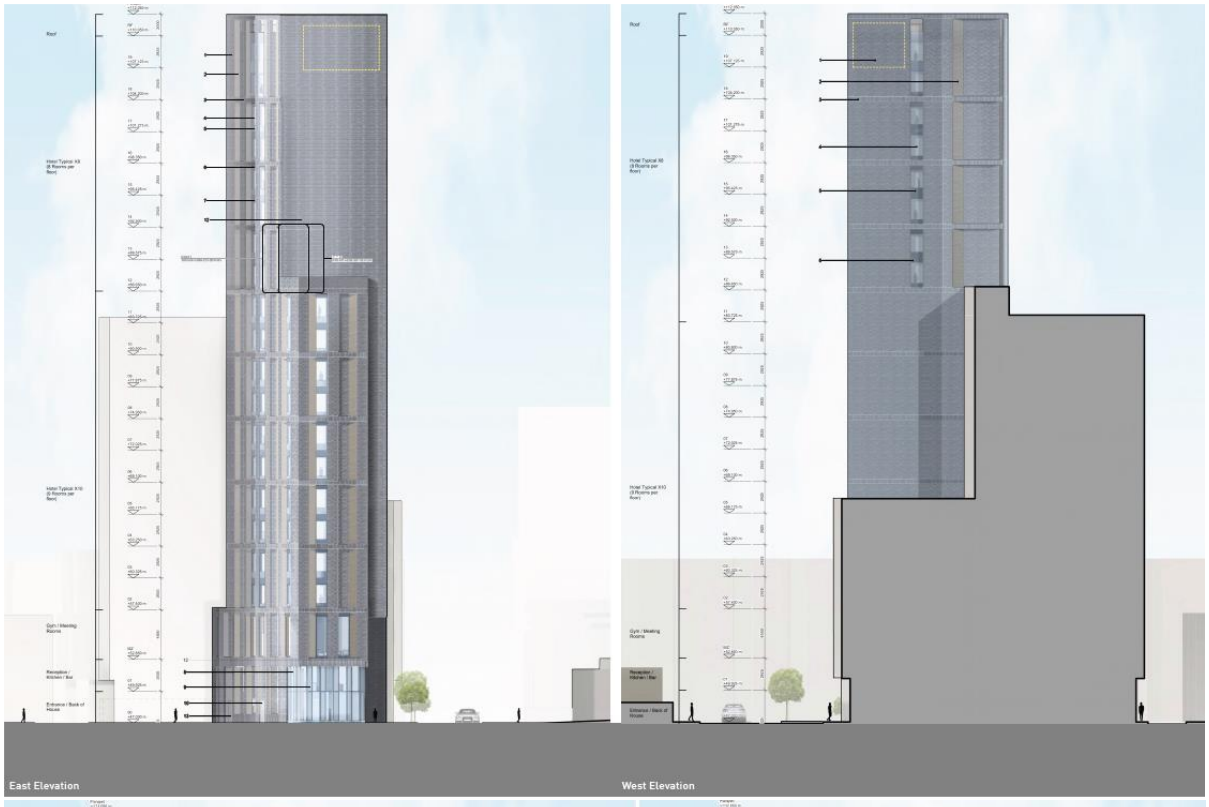
Lower Floor Elevation Detail

Lower Floor Massing Design Development Images

Reveals would be expressed as part of the opening, set back and chamfered to meet the window. A slightly lighter and glazed brick in the reveals would contrast with the main matt brick. This would change in appearance and character depending on which angle or time of day the building is viewed from and animate the facades. Trickle vents for ventilation would be located within the window heads. Further interest would be provided with brick patterning creating a textured finish to the gable elevations and a soldier course between the 2 storey elements.

The brick piers would ground the building at the junction of Laystall Street and Great Ancoats Street. This would be further expressed through the corner being cut away to expose the building entrance and reception.

The high levels of glazing to the lower floors would maximise daylight and allow views into the front of house areas increasing passive surveillance, improving security and animating and improve the streetscape.



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 Accessibly Level (GMAL) of 8 accessibility. A

Transport Statement concludes that the overall impact on the local transport network would be minimal.

A parking bay for a disabled person is proposed on Laystall Street. There are existing parking bays on Laystall Street where Blue badge holders would be able to park for free. In the event that additional accessible parking was required, Hilton are committed to providing a valet service from a local car park and this can be secured as part of a Management Plan through a condition.

There is a 230 space Multi Storey Car Park on Tariff Street 150m from the Site. This would provide an opportunity for off-site parking for future guests who chose to have a car along with 14 parking spaces for disabled people. The nearest Car Club parking bay is at CHIPS off Old Mill Street (500m away from the site along Old Mill Street). There would be 16 cycle parking spaces in a secure storage space.

Service access and taxi drop off would be from a new dedicated loading bay on Laystall 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. An Energy Standards Statement and information in relation to Circular Economy Principle to respond to the City's Climate Emergency declaration has set out how the scheme contributes to Net Zero Carbon targets through operational and embodied carbon.

The 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

The development would have an all-electric energy strategy and as the UK's energy grid decarbonises, the buildings' operational emissions would reduce. Based on the proposed specification, the development would achieve a improvement of 35% over Part L 2010 against a target of 15%. It would therefore considerably exceed MCC's Core Strategy Policy EN6. It is also targeting a Breeam Excellent Rating.

The following measures would reduce heat losses and minimise energy demand: High-performance, engineered façade optimising levels of insulation and shading; Windows carefully designed to balance daylight, heat loss, heat gain; Solar control measures; Low air permeability; Very low energy lighting; Occupancy sensing controls and time-switch; Variable speed pumping; Highly energy efficient induction

units serving guest rooms; Efficient ventilation systems with heat recovery; Insulated pipework to reduce circulation losses; VRF Heat Pumps for Heating and High efficiency ASHP for Hot water production; and A small amount of PV cells would be installed on the roof.

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

Features which would contribute to achieving overall sustainability objectives include: A highly sustainable location and development of a brownfield site; reduced mains/potable water consumption and water efficient devices and equipment; and recycling facilities.

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.

Materials are proposed to be responsibly sourced, materials with low environmental impact will be selected and local suppliers will be prioritised. The procurement strategy will minimise, and conserve energy associated with transportation and waste generation. Insulation materials will be selected that demonstrate the use of blowing agents with a low global warming potential, specifically, a rating of 5 or less. Additionally, all insulants used will demonstrate responsible sourcing of material and key processes. The principle contractor with be required to produce a site waste management plan and sustainable procure plan, in line with BREEAM requirements – this will include a pre-demolition audit to identify demolition materials to reuse on-site or salvage appropriate materials to enable their reuse or recycling off-site. The procurement plan will follow the waste hierarchy Reduce: A Site Waste Management Plan (SWMP) will be developed prior to commencement of development stage to inform the adoption of good practice waste minimisation in design. This will set targets to minimise the generation of non-hazardous construction waste using the sustainable procurement plan to avoid over-ordering and to use just-in-time delivery policies.

A full steelwork frame was explored but was not viable due to the deflections observed as a result of the slender nature of the building. Thus a hybrid solution was developed, where insitu concrete has only been used for bracing members thus minimising the extent of concrete as far as possible. Where concrete is to be used reinforcement is 97% recycled and additives and recycled aggregates will be utilised where possible.

The future conversion to alternative uses such as PBSA or residential use has been considered. The structural frame has been designed for hotel loading which would capture residential or similar alternative use.

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.

CABE/ English Heritage Guidance on Tall Buildings 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 and sunlight, air quality, noise and vibration, construction, operations and TV reception.

Effect on the Local Environment/ Amenity

(a) Sunlight and Daylight

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.

The Aparthotel 40 Laystall Street has been identified as affected in terms of daylight and sunlight. Other residential properties have been scoped out due to the distance and orientation from the site and approved adjacent schemes have not been considered as these are not yet constructed or occupied.

The Aparthotel overlooks the site and the BRE Guidance (section 2.2) states that the guidelines 'may' be applied in relation to hotels where occupants have a reasonable expectation of daylight. It is considered that patrons in a city centre hotel would not typically be occupying the room during the day.

The Sunlight and Daylight Assessment has set out the current site condition VSC levels 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. 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 are set out below.

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.
Baseline

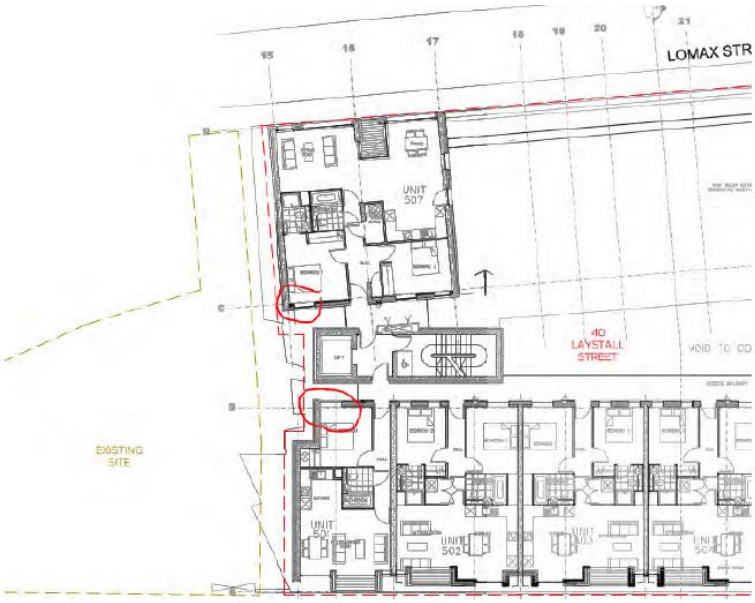
All impacts considered have been assessed against the baseline of the current site condition.

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:

40 Laystall Street – 0/13 (0%) of windows would meet the BRE
VSC Alternative Target and 0/13 (0%) of the rooms would meet with the
BRE NSL Alternative target.

The 13 affected windows serve bedrooms and only have oblique views of the site . The BRE recognise bedrooms as having a lesser requirement for daylight and sunlight, and advocate that each neighbouring property should have access to a well-lit, main habitable room. The living kitchen diner in the aparthotel would not face the proposal. As such, the losses identified to the aparthotel guest rooms are not considered significant and the overall impact is acceptable.



Typical location of affected windows illustrating oblique view.

<u>Sunlight Impacts</u>

Given the orientation of the building this assessment is not required for 40 Laystall Street.

It is considered that the above impact is acceptable in a City Centre context and on balance that the level of impact and the public benefits to be derived weigh in favour of the proposal.

(b) Solar Glare

There are two types of glare: disability glare, which is a safety issue; and discomfort glare, which includes solar reflections impacting adjacent buildings. Discomfort glare does not impair the ability to see but it can be important where work involves continuous viewing from a fixed vantage point. This would be typical of the site's urban location and could occur with any redevelopment that includes glazing. It can generally be managed by using blinds or curtains. For these reasons, residential uses are classified as having low-sensitivity any impact on residential amenity is not expected to be significant and does not require assessment. An assessment of disability glare has been prepared. A 3D computer model of the existing local area, roads, train track, train station and signals has been created to calculate the glare levels in 8 selected viewpoints. These are as follows:

1 - Great Ancoats Street Southbound (junction with Lever Street and George Leigh Street)
2 - Great Ancoats Street Southbound (junction with Newton Street & Blossom Street)
3 - Great Ancoats Street Southbound (pedestrian crossing)
4 - Great Ancoats Street Southbound (pedestrian crossing)
5 - Great Ancoats Street Northbound (junction with Laystall Street)
6 - Great Ancoats Street Northbound (pedestrian crossing)
7 - Great Ancoats Street Northbound (junction with Old Mill Street & Store Street)

8 - Woodward Street (junction with New Islington, Weybridge Road and Winder Drive)

In views 1,2,3,4 and 8 the proposal would be visible but there are no reflections towards drivers and so they would not be affected by glare.

The study identified three locations where additional glare could occur (C2, C5 and C9). In all other locations glare would not occur.

The proposal would be visible in view 6 but reflections occur outside 20° of a drivers' line of sight and are unlikely to result in any concern from a solar glare perspective.

The remaining two junctions would see occurrences of reflections within 20° of a drivers' direct line of sight to varying degrees. At Great Ancoats Street Northbound junction with Laystall Street (5), the reflections within 20° occur in the mornings between 10:00 and 11:00 and potential reflections predominantly occur above the drivers' visor cut-off line which would mitigate most potential reflections when deployed;. The probability of the sun shining for the reflections occurring below the drivers' visor cut-off line is 20-30% and all reflections occur well outside the most critical 5° field of view. The reflections are broken up by solid façade elements and would only occur for short periods of time from each glazed panel and are less likely to result in the full sun's intensity being reflected for a significant duration. Alternative traffic lights can be relied upon to break safely when reflections would occur and the reflections occur outside peak traffic times. The proposal sits within the view of the sun's path at this junction, as such, any reflections visible would be significantly less intense than the direct view of the sun that would be blocked by the development.

Given the above factors and the relatively minor occurrence of the glare, it is not considered that this would give rise to any unduly harmful impact, safety concerns.

Great Ancoats Street Northbound (junction with Old Mill Street & Store Street) (7).

Those reflections within 20° occur in the mornings between approximately 08:30 and 09:30. The potential reflections predominantly occur above the drivers' visor cut-off line which would mitigate most potential reflections. The probability of the sun shining for the reflections occurring below the drivers' visor cut-off line is 20-30% and all reflections occur well outside the most critical 5° field of view. The reflections are broken up by solid façade elements and the reflections would only occur for short periods of time from each glazed panel and are less likely to result in the full sun's intensity being reflected for a significant duration. Alternative traffic lights can be relied upon when reflections would occur which would be outside peak traffic times. The location of this view, and the relatively minor occurrence of the glare, it is not considered that this would give rise to any unduly harmful impact, safety concerns.

Given the above the facade design of the proposed development would not give rise to significant effects in terms of solar glare to drivers at surrounding road junctions. Given the above factors and the relatively minor occurrence of the glare, it is not considered that this would give rise to any unduly harmful impact, safety concerns.

(c) <u>Wind</u>

Changes to wind can impact on how comfortable and safe the public realm is. Changes that cannot be designed out should be minimised by mitigation. A Wind Microclimate report has focused on the impact on people using the site and surrounding area. This has been modelled using high resolution Computational Fluid Dynamics which simulates the effect of wind and is an acceptable industry standard alternative to wind tunnel testing. 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 potential impacts were modelled within a 400m radius of the site which is the UK industry standard.

The assessment used the Lawson Comfort Criteria, which seek to define the reaction of an average pedestrian to wind. Existing trees and soft landscaping have not been included in the model, to ensure that conditions represent a reasonable worst-case scenario. Consents within 400m radius were included, which is the UK industry standard for capturing local features which might be affected. All principal entrances to the development, offsite entrances and bus stops would be suitable for their intended use. The roof terrace on the approved 57-59 Ducie Streets would be suitable for sitting in all seasons and the ground level terraces on 32-34 Laystall Street would be suitable for a mixture of sitting and standing in winter and for sitting in summer and thus their intended use.

There would be no wind safety risks associated with the proposal. All conditions would be suitable, including thoroughfares, on and off-site building entrances, bus stops and neighbouring roof terraces. Cumulative wind effects would be negligible.

(c)Air Quality

The site is in an Air Quality Management Area (AQMA) where air quality is known to be poor because of emissions from surrounding roads. 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.

An air quality assessment (AQA) has been considered in line with the screening and assessment criteria outlined within the Institute of Air Quality Management (IAQM) guidance on the assessment of dust from demolition and construction (2014). This has assessed the potential effects during construction of dust and particulate emissions from site activities and materials movement on air quality during the construction and operational phases.

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 (PM2.5) 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).

The impact on human health would be low and mitigation would minimise this through dust suppression and other good practices which must be implemented throughout the construction period which would be secured through the construction management plan condition. These mitigations are not necessary for New Islington School as it is outwith the area considered to be high sensitivity to dust soiling from on-site works, which is limited to 50m, in line with the above guidance and it has therefore been screened out of that assessment.

The development 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 PM2.5).

16 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 homes 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

(d) <u>Noise and Vibration</u>

Disruption could arise during construction. The applicant and their contractors would work and engage with the local authority and local communities to minimise this.
A noise assessment identifies the main sources during construction would be from plant, equipment and general construction activities, including breaking ground and servicing. Noise levels from construction would be acceptable provided the strict operating and delivery hours are adhered to along with the provision of an acoustic site hoarding, equipment silencers and regular communication with residents. This should be secured by a condition.

A Construction Management Plan should be a condition and would provide details of mitigation methods. Construction noise levels have been estimated based on worst case assumptions to be of moderate temporary adverse effect. Following mitigation construction noise is not likely to be significant.

When the development is occupied, the acoustic specification of the hotel would limit noise ingress from external noise, particularly nearby roads. This would be the verified prior to occupation. Acoustic insulation would be required between the ground, first and mezzanine level accommodation to prevent noise transfer to the hotel rooms above.

Provided that construction activities are carefully controlled and the plant and equipment and apartments are appropriately insulated the proposal would be in accordance with policy DM1 of the Core Strategy, extant policy DC26 of the UDP and the NPPF.

(e) Telecommunications (TV and Radio reception)

A Baseline TV and Radio Impact Assessment concludes that the development is not expected to cause any interference to the reception of either television or radio services. In the event that there are impacts, mitigation sets out how reception would be quickly restored to affected television services, leaving no long-term adverse effects and can be secured through a condition.

Biodiversity and Wildlife Issues/ Contribution to Blue and Green Infrastructure (BGIS) – There are no statutory designated sites within 2 km of the site. The site does however fall within the impact zone of Rochdale Canal SSSI; however, given the inner-city nature of the site, and the distance from the SSSI, the works are unlikely to have any adverse impact on the designation.

The site is dominated by hardstanding including concrete and asphalt. These areas support very little vegetation either because of recent use, for example heavy machinery, or due to the relatively intact nature of the hardstanding. An Ecology Report concludes that the site has little ecological value.

The Report notes that the brickwork on the neighbouring Aparthotel is in very good condition and there are no gaps, crevices or other features that could potentially support roosting bats or enable access into the interior of the structure. There was no evidence of nesting birds using the structure and no sheltered ledges/gaps where nests might be built.

The site is isolated from any larger areas of natural or semi-natural habitat. Due to the lack of shelter or suitable habitat for protected species, it concludes that the only species relevant to this assessment are foraging bats and foraging black redstart. The suitability of the site for black redstarts is limited due to the dominance of intact hardstanding and the frequently disturbed nature of the site. Occasional use of the site by small numbers of foraging black redstarts cannot be ruled out, but it is unlikely to form an important forage resource for them. The site contains no potential tree roost sites for bats as there are no mature or larger trees on or adjacent to the site.

There are no buildings on the site suitable for use by roosting bats. The hardstanding provides no significant foraging habitat for bats. Street lighting, together with the lack of vegetation and connectivity to other semi-natural habitats, significantly diminishes its potential for bat foraging. A GMEU data search revealed that the site is 100m from the closest known bat roost, which is a single non-breeding summer roost for

common pipistrelle, dating from 2020, situated on Laystall Street. However, the Report concludes that development of the site is unlikely to significantly impact upon the local population of bats due to the lack of any suitable roost features, lack of foraging habitat and lack of connectivity with other nearby suitable habitats or roost sites.

The report makes recommendations about features which could be included within the development to improve biodiversity such as the provision of bat and bird boxes which 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 in a single secure waste bin storage area, located at ground floor adjacent to Laystall Street and accessed externally. Building management would take recycling and waste material from hotel rooms, bar and restaurant and front of house and back of house areas to the relevant bins.

The collection would be by a private waste contractor, with general waste collected five times a week and organic waste once a week. The bins would be moved from the store on the day of collection and returned to the store after collection. The refuse vehicle would stop directly adjacent to the refuse store doors. Environmental Health consider the waste management arrangements to be acceptable.

Accessibility/ Inclusive Access - 6% of the hotel rooms would be fully accessible. The entrance would be level and all floors accessible by lift. The corridors would be minimum of 1500mm wide, all internal room corridors are at least 1000mm wide; all switches, sockets and controls would be usable by all ;all accessible rooms would be located close to the lift lobby; high contrast hard landscape would clearly define the pedestrian route to main entrance; the reception desk would will include a low level area and a hearing loop for cognitively impaired people and any seating or waiting areas would have clear circulation and passing places. One hotel room 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.

1 on street parking bay for disabled people is proposed on Laystall Street. There are a number of existing parking bays on Laystall Street where Blue badge holders would also be able park for free. In the event that additional accessible parking was required, Hilton are committed to providing a valet service from a local car park and this can be secured as part of a Management Plan through a condition

There is a 230 space Multi Storey Car Park on Tariff Street 150m from the Site. This would provide an opportunity for off-site parking for future guests who chose to have a car along with 14 disabled parking spaces.

Aerodrome Safeguarding - There are no aerodrome safeguarding concerns with regards to this proposal subject to an informative about the use of cranes during construction.

Floor 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 attenuation storage in ground tanks with a flow control device. Flow rates would be aligned with the betterment requirements for the SRFA.

A drainage statement has been considered by the City Council's flood risk management team. The initial SUDS assessment demonstrates that surface water run-off can be drained effectively in accordance with policy principles. Further details are required to complete the drainage strategy which should form part of the conditions of the planning approval.

Contaminated Land – A Phase 1 Ground Investigation has been prepared based on desktop / published sources. The site is in an urban environment where industrial activities may 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.

The reason for the previous clearance of buildings from the site is unclear site and there is a possibility of shallow UXO remaining. The Report recommends that for the level of risk UXB awareness training should be given to all personnel conducting ground works and this can be secured through a condition attached to any consent granted.

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

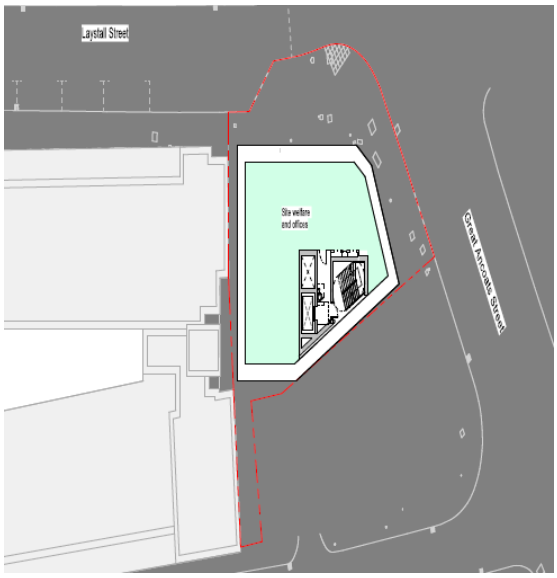
Construction Management - Measures would be put in place to minimise the impact on local residents such as dust suppression, minimising stock piling and use of screenings to cover materials. Plant would also be turned off when not needed and no waste or material would be burned on site. Provided appropriate management measures are put in place the impacts of construction management on surrounding residents and the highway network can be mitigated to be minimal.

Whilst the agreement of the final Construction Management Plan will be a condition of any consent granted.The following is noted:

A Logistics Plan shows how a tower crane within the core its arc, together with loading and access routes, and materials areas could be accommodated. The contractor who will deliver the project has reviewed the logistics of delivering the scheme and confirmed that construction can take place without oversailing the adjacent plot. They also have significant experience delivering tall buildings on tight

sites and are also delivering similarly constrained, and more challenging, project at 325 Deansgate.

Plan showing Tower Crane in red



Site welfare within ground floor as construction progresses

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.

Objectors Comments

These are largely addressed in the Report however the following is also noted:

- The development would help to integrate the area into the changing regeneration context and the development would not be piecemeal. The site as demonstrated in the Report above is capable of being developed efficiently and to an acceptable standard independently of the adjacent site.
- Mixed use developments in the City Centre are desirable but not always viable on smaller sites. The bar / restaurant would be open to the public and would support a mix of uses.
- There is no evidence that supporting this development would undermine the commercial interest in the adjacent site. It would not limit the development potential of the adjacent site which would be subject to the same policy considerations in relation to use and design.
- This site has the highest level of sustainability (GMAL accessibility Level 8) and there is no policy requirement for car parking on site.
- The Council encourages consultation prior to the submission but this is not a legal requirement.
- Developments of a similar scale on small footprints have been successfully delivered in other locations within the City Centre.
- The impacts on neighbours would be similar to those on many City Centre sites and are not unusual in an economically successful City where change is occurring. These impacts will be minimised through measures such as the Construction Management Plan condition which includes the need to communicate with neighbours.
- The impact from excavations on adjacent landowners are private legal matters and not planning issues.
- Although the planning drawings are simplified to remove some of the technical coordination of services, ducts are located to serve both basement levels and run into the linen store at high level ground floor, with intake and extract connections the louvres on the south elevation.The applicant has confirmed that the 2 basement levels would have a mechanical smoke system and sprinklers and mechanical ventilation.
- The means of escape from the basement is covered in detail in the outline fire strategy which confirms that there will be 2 staircases which comply with the minimum travel distances and have protected ventilation lobbies that would comply with current standards. Guest would only have access to cycle storage if required. Occupancy levels in the basement will be very low, with the access to plant spaces restricted to maintenance personnel only.
- Information provided by an applicant about height and floor plan for the adjacent site have no formal planning status and do not preclude consideration of alternative forms of development.

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 whilst not sanitising the development potential of the adjacent site and would meet with the requirements of paragraph 130 of the NPPF.

The 154 hotel rooms 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 between Piccadilly and Ancoats and New Islington. It would reactivate a site, which 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. The development would make a positive addition to the city's townscape and the removal of this long standing largely vacant site would be beneficial.

Careful consideration has been given to the impact of the development on the local area, including residential properties, and any impacts on noise, traffic generation, air quality, water management, wind, solar glare, contamination or loss of daylight and sunlight would be appropriate in a city centre context. Any harm can be mitigated and would not amount to a reason to refuse this planning application.

The buildings and its facilities are fully accessible. The waste can be managed and recycled in line with the waste hierarchy. Construction impacts can be mitigated to minimise the effect on the local residents and businesses. There would be some localised impacts on the setting of 32-34 Laystall Street with the level of harm being considered less than substantial and significantly outweighed by the substantial public benefits. The proposals represent sustainable development with 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 adjacent conservation area 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.

Other Legislative Requirements

Equality Act 2010 - Section 149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

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 polices 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) attached to this decision

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

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

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

(a) Dwgs10403-SHP-A-BD59-G100-XP-00-001 Location Plan P01 and 10403-SHP-A-BD59-G100-XP-00-002 Red Line Boundary Plan P01;

(b)Dwgs 10403-SHP-A-BD59-G100-XP-00-003 Existing Site Topography Plan P01, 10403-SHP-A-B5D9-G100-EL-EE-001, Contextual East Elevation P01, 10403-SHP-A-B5D9-G100-EL-EN-001 Contextual North Elevation P02, 10403-SHP-A-B5D9-G100-EL-ES-001 Contextual South Elevation P01, 10403-SHP-A-B5D9-G100-EL-EW-001 Contextual West Elevation P01, 10403-SHP-A-B5D9-G100-PL-00-001 Contextual Ground Level Plan P01, 10403-SHP-A-B5D9-G100-PL-00-002 Proposed Site Topography Plan P01, 10403-SHP-A-B5D9-G200-EL-EE-001 Proposed East Elevation P02, 10403-SHP-A-B5D9-G200-EL-EN-001 Proposed North Elevation P02 , 10403-SHP-A-B5D9-G200-EL-ES-001 Proposed South Elevation P02, 10403-

SHP-A-B5D9-G200-EL-EW-001 Proposed West Elevation P02, 10403-SHP-A-B5D9-G200-PL-B2-001 Basement Level 02 P01, 10403-SHP-A-B5D9-G200-PL-B1-001 Basement Level 01 Plan P01, 10403-SHP-A-B5D9-G200-PL-00-001 Ground Level Plan P01, 10403-SHP-A-B5D9-G200-PL-01-001 Level 01 Plan P01, 10403-SHP-A-B5D9-G200-PL-MZ-001 Mezzanine Level Plan P01,
10403-SHP-A-B5D9-G200-PL-TY-001 Typical Lower Level Plan P01, 10403-SHP-A-B5D9-G200-PL-TY-002 Typical Upper Level Plan P01,
10403-SHP-A-B5D9-G200-PL-RF-001 Roof Plan P01, 10403-SHP-A-B5D9-G200-SE-AA-001 Section AA P01, 10403-SHP-A-B5D9-G200-SE-BB-001 Section BB P01, 10403-SHP-A-B5D9-G251-DE-XX-001 Façade Study 01 P02, 10403-SHP-A-B5D9-G251-DE-XX-002 Façade Study 02 P02, 10403-SHP-A-B5D9-G251-DE-XX-003 Façade Study 03 P02, 10403-SHP-A-B5D9-G251-DE-XX-004 Façade Study 04 P02
and 10403-SHP-A-B5D9-JC20-XP-00-001 Demolition Plan P01;

(d) Dwg 082210-CUR-XX-00-D-TP-75002-P06;

(e) Verified Views by Our Studio dated 04-11-22, Accurate Visual Representation Methodology by Our Studio 2021 and TVIA by Reform dated 23-11-22 all stamped as received on 05-12-22;

(f) Crime Impact Statement Version A 16-11-22 stamped as received on 05-12-22;

(g) Accommodation Schedule in section 4.1 of the DESIGN & ACCESS STATEMENT November 2022, 10403-SHP-A-RP-XX-B5D901 P01 by Simpson Haugh both stamped as received on 05-12-22;

(h) Section 5 of the DESIGN & ACCESS STATEMENT November 2022, 10403-SHP-A-RP-XX-B5D901 P01 by Simpson Haugh both stamped as received on 05-12-22;

(i) D100A - FLOOD RISK ASSESSMENT AND DRAINAGE STRATEGY, HILTON MOTTO ANCOATS, LAYSTALL STREET, MANCHESTER, M4 6DE dated 16 NOVEMBER 2022 by Shear Design stamped as received on 05-12-22;

(j) ANCOATS MANCHESTER LIMITED, LAYSTALL STREET, MANCHESTER, EXTENDED PHASE 1 HABITAT SURVEY by Penny Anderson Associates Ltd dated November 2022 stamped as received on 05-12-22;

(k) Environmental Energy & Sustainability Statement Rev P03 dated 20-11-22 by EC stamped as received on 05-12-22;

(l) Motto by Hilton OPERATIONAL MANAGEMENT STATEMENT stamped as received on 05-12-22;

(m) Daylight and Sunlight Assessment by GIA dated 16-03-23;

(n) Sunlight and Daylight Glare Assessment Laystall Street Hotel by GIA dated 08-12-22 stamped as received on 05-12-22;
08 November

(o) Technical Aerodrome Safeguarding Assessment, Laystall Street / Great Ancoats Street , November 2022 by Pager Power stamped as received on 05-12-22;

(p) Television and Radio Baseline Survey Report,Laystall Street / Great Ancoats Street Ancoats Manchester Ltd November 2022 by Pager Power stamped as received on 05-12-22;

(q) Laystall Street / Great Ancoats Street Manchester, Ancoats Manchester Ltd. AIR QUALITY ASSESSMENT REVISION 02 - 30 JANUARY 2023 by Hoare Lee stamped as received on 22-02-23 and Air Quality Note -e-mail dated 22-03-22 ;

(r) Technical Note on Ventilation Strategy Rev PO2 dated 21-11-22 by EC stamped as received on 05-12-22;

(s) Great Ancoats Street Ground Conditions Report Desk Study Version A Nov 20222 by tec stamped as received on 05-12-22;

(t) Laystall Street Hotel, Manchester, Transport Statement, Curtins Ref: 082210-CUR-00-XX-T-TP-00001 Revision: P03 Dated: 16 November 2022 stamped as received on 05-12-22;

(u) Laystall Street Hotel, Manchester, Interim Travel Plan Curtins Ref: 082210-CUR-XX-XX-T-TP-00002 Revision: P03 Dated: 16 November 2022 stamped as received on 05-12-22;

(v) Laystall Street Hotel, Manchester Waste Management Strategy Curtins Ref: 082210-CUR-XX-XX-T-TP-00003 Revision: P04 Dated 16 November 2022 and section 5.5 of the Laystall Street - Manchester, DESIGN & ACCESS STATEMENT | November 2022, 10403-SHP-A-RP-XX-B5D901 P01 by Simpson Haugh both stamped as received on 05-12-22;

(w) Wind Microclimate Assessment Report Laystall Street, Manchester dated 17-11-22 by GIA stamped as received on 05-12-22;

(x) Noise Impact Assessment (Ref: 9840/PR/BL) by Acoustic Consultant Ltd Rev C dated 23-11-22, and Assured CMS Ltd Laystall Street Manchester Framework Construction Environment Management Plan by Assured CMS Ltd V4 both stamped as received on 22-02-23;

(y) Archaeological Desk-Based Assessment Laystall Street, Manchester Client: Ancoats Manchester Ltd by Salford Archaeology Version 1 October 2022 stamped as received on 05-12-22;

(z)Heritage Statement Hilton Motto Hotel , Great Ancoats Street /Laystall Street, Manchester dated November 2022 by Stephen Levrant Heritage Architecture Ltd stamped as received on 05-12-22;

(aa) LAYSTALL STREET HOTEL, MANCHESTER, PROPOSED S278 HIGHWAY WORKS, STAGE 1 ROAD SAFETY AUDIT, 610/2023/112/01 Rev 1 dated 14

February 2023 by six:TEN and Laystall Street Hotel, Manchester, Stage 1 Road Safety Audit Response Report Curtins Ref: 082210-CUR-XX-XX-T-TP-00006 Revision: P01 Dated 17 February 2023 both stamped as received on 22-02-23; and

(bb) Deloitte e-mail on Economic Benefits 21-03-23; and

(cc) Solar Glare Assessment, 19069 Rev 1 dated 8 November 2022, prepared by GIA stamped as received on 05-12-22;

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 polices DC19.1, DC20 and DC26.1.

3) (a) Notwithstanding the details submitted with the application, prior to the commencement of above ground works 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;

(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 Great Ancoats Street Ground Conditions Report Desk Study Version A Nov 20222 by tec stamped as received on 05-12-22; 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) Nothwithstanding the BS5228 Assessment , Laystall Street Reference: 10106/PJW by Acoustic Consultant Ltd Version 1 dated 31-01-23 and Assured CMS Ltd Laystall Street Manchester Framework Construction Environment Management Plan by Assured CMS Ltd V4 both stamped as received on 22-02-23;

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;

- Display of an emergency contact number;
- Details of Wheel Washing;
- Compound locations where relevant;
- Location, removal and recycling of waste;
- Routing strategy and swept path analysis;
- Communication strategy with residents and businesses which shall include details of how there will be engagement, consult and notify residents during the works; and
- Parking of construction vehicles and staff;

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) Notwithstanding the Archaeological Desk-Based Assessment Laystall Street, Manchester Client: Ancoats Manchester Ltd by Salford Archaeology Version 1 October 2022 stamped as received on 05-12-22, 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:
- archaeological evaluation trenching;
- pending the results of the above, an open-area excavation (subject to a revised WSI).
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).

7) 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:

*A finalised drainage layout showing all components, outfalls, levels and connectivity;

*Maximised integration of green SuDS components (utilising infiltration or attenuation) if practicable;

*Details of surface water attenuation that offers 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 in runoff rate compared to the existing rates with the aim of reducing to the Greenfield runoff rates, as the site is located within Conurbation Core Critical Drainage Area. Where this is calculated as less than 5 l/s, blockage risk shall be considered and a capped rate of 5 l/s may be used.

*Runoff volume in the 1 in 100 year, 6 hours rainfall shall be constrained to a value as close as is reasonable practicable to the greenfield runoff volume for the same event, but never to exceed the runoff volume from the development site prior to redevelopment;

*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 45% 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.

*Where surface water is connected to the public sewer, agreement in principle from United Utilities is required that there is adequate spare capacity in the existing system taking future development requirements into account. An email of acceptance of proposed flows and/or new connection will suffice.

*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.

8) 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.

9) The development hereby approved shall be carried out in accordance with the targets set out within the Environmental Energy & Sustainability Statement Rev P03 dated 20-11-22 by EC stamped as received on 05-12-22;

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.

10) 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 six 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.

11) Prior to occupation of the hotel 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.

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.

12) Final details of the method of extraction of any fumes, vapours and odours from any kitchen 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 the hotel 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 superseed 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.

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

13) The development hereby approved shall be carried out in accordance with the Environmental Energy & Sustainability Statement Rev P03 dated 20-11-22 by EC stamped as received on 05-12-22;

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

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.

14) 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).

15) (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).

16) 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

17) Notwithstanding the Television and Radio Baseline Survey Report,Laystall Street / Great Ancoats Street Ancoats Manchester Ltd November 2022 by Pager Power stamped as received on 05-12-22 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

18) Prior to implementation of any proposed lighting scheme 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.

19) The development hereby approved shall be carried out in accordance with the Laystall Street Hotel, Manchester, Interim Travel Plan Curtins Ref: 082210-CUR-XX-XX-T-TP-00002 Revision: P03 Dated: 16 November 2022 stamped as received on 05-12-22;

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 hotel guests and staff;
ii) a commitment to surveying the travel patterns of hotel guests and staff within the first six months of use of the development and thereafter from time to time;
iii) mechanisms for the implementation of the measures to reduce dependency on the private car;
iv) measures for the delivery of specified travel plan services;
v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car; and
vi)details of how the parking requirements of a disabled guest would be met by the hotel operator,

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.

20) 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 hotel (C1) with ancillary restaurant/bar 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).

21) 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.

22) 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.

23) The window(s) at ground , mezzanine and first floor levels, fronting onto Laystall Street and Great Ancoats Warwick Streetshall 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.

24) 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

25) Prior to occupation of the hotel 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).

26) 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

27) The development shall be carried out in accordance with sections 4,5 and 6 of the Crime Impact Statement Version A 16-11-22 stamped as received on 05-12-22 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

28) Notwithstanding the details contained within condition 2 above prior to the first occupation of the hotel 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;

(b)Amendments to the existing TROs;

(c) Details of a layby and disabled parking bay on Laystall Street ; and

(d) Provision of a green pedestrian signal.

The approved scheme shall be implemented and be in place prior to the first occupation of the hotel 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).

29) Prior to commencement of the hotel use a management Strategy for patrons of the ancillary bar / restaurant use shall be submitted to and approved in writing by the City Council as Local Planning Authority. 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.

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.

30) No doors (other than those designated as access to the substation, fire exits and ground floor bin store shown on plan 10403-SHP-A-B5D9-G200-PL-00-001 P01 shall open outwards onto adjacent public highway.

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

31) Prior to the first occupation of the hotel accommodation the 16 cycle parking spaces shall be fully implemented as shown in dwg 10403-SHP-A-B5D9-G200-PL-B1-001 P01

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).

32) 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 34. 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 polices SP1, EN1, EN6 and DM1 of the Manchester Core Strategy (2012).

33) 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; and

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

(c) Walking and cycling signage.

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.

34) a) Notwithstanding the details submitted as set out in the Noise Impact Assessment (Ref: 9840/PR/BL) by Acoustic Consultant Ltd Rev C dated 23-11-22 before the development other than demolition, commences a final scheme for acoustically insulating the development hereby permitted against any actual or potential sources of noise from:

(a) any commercial/industrial premises in the vicinity of the development

(b) the local traffic network;

(c) any mechanical ventilation system installed as part of the development; and

(d)noise transfer from the bar / restaurant area to rooms;

shall be submitted to the City Council as local planning authority in writing for its written approval

The mitigation for hotel rooms shall be in accordance with Section 6.7 of the above report in relation to items (a) and (b)

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

(b) Prior to occupation a post completion report to verify that all of the recommended mitigation measures have been installed and effectively mitigate any potential advrse 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.

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.

35) Prior to first occupation of the development hereby approved, a strategy shall be submitted for approval in writing by the City Council, as Local Planning Authority, for the pick up and drop off arrangements to support disabled guests, and their luggage, enter and exit the hotel from the surrounding highway (including loading bay to Laystall Street) when dropped off/ picked up by a taxi or other vehicle from outside of the hotel.

The approved strategy shall be implemented upon first use of the development and thereafter retained for as long as the development remains in use.

Reason - To ensure that adequate arrangements are put in place to assist disabled guest enter and exit the hotel from the surrounding highway pursuant to policies SP1 and DM1 of the City of Manchester Core Strategy

36) Before any use of the Bar/ Restaurant use 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.

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.

37) Prior to development commencing a UXO Safety Awareness Briefing to all personnel as set out within Section 2.9.2 of the) Great Ancoats Street Ground Conditions Report Desk Study Version A Nov 20222 by tec stamped as received on 05-12-22 shall be carried out.

Reason: To ensure that the risks from unexploded ordnance to future users of the land and existing neighbouring land are eliminated and or minimised to ensure that development can take place without unacceptable risk to workers and neighbours including any unacceptable major disruption to the wider public on and off site that may arise as a result of evacuation/s associated with the mitigation of UXO, pursuant to policies EN18 and DM1 of the Core Strategy for Manchester.

38) Piling or any other foundation designs using penetrative methods shall not be 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 groundwater. The development shall be carried out in accordance with the approved details.

Reason

To ensure a safe form of development that poses no unacceptable risk of contamination to controlled waters pursuant paragraph 170 of the National Planning Policy Framework and Core Strategy policy EN14 and EN17.

39) Prior to occupation of the development a servicing strategy for the building, shall be submitted to and approved in writing by the local planning authority.

Servicing shall be carried out in accordance with the approved strategy plan.

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

40) Prior to occupation of the development a Management Strategy to support the parking needs to disabled guests (including the provision of a a valet parking service) shall be submitted to and approved in writing by the local planning authority.

The Management of parking needs shall be carried out in accordance with the approved strategy plan.

Reason - To ensure that the accessibility of the hotel for disabled guests who arrive by car are met pursuant to policies SP1 and DM1 of the Manchester Core Strategy (July 2012).

41) Prior to occupation of the development an investigation of opportunities to plant street trees within the pavements on Great Ancoats Street and Laystall Street including details of overall numbers, size, species and planting specification, constraints to further planting and details of on going maintenance shall be submitted to and approved in writing by the City Council as local planning authority in accordance with the planting scheme as agreed above.

The approved scheme shall be implemented not later than 12 months from the date the proposed building is first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place,

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) and 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.

Informatives

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

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.

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.

No works to trees or shrubs shall occur between the 1st March and 31st August in any year unless a detailed bird nest survey by a suitably experienced ecologist has been carried out immediately prior to clearance and written confirmation provided that no active bird nests are present which has been agreed in writing by the LPA.

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

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

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

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.

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: 135662/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
Neighbourhood Team Leader (Arboriculture)
Corporate Property
MCC Flood Risk Management
City Centre Renegeration
Greater Manchester Police
United Utilities Water PLC
Environment Agency
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
Manchester Airport Safeguarding Officer
National Air Traffic Safety (NATS)
Civil Aviation Authority
High Speed Two (HS2) Limited
Greater Manchester Ecology Unit
Greater Manchester Pedestrians Society

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

Representations were received from the following third parties:

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


Legend
Site Location
Neighbours notified
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N
1:5,000