

Application Number	Date of Appln	Committee Date	Ward
122599/FO/2019	24th Apr 2019	19th Sep 2019	Piccadilly Ward

Proposal Demolition of existing building and erection of a 13 / part 14 (plant level) storey building to create a 275-bedroom hotel (Class C1) use

Location 1 Adair Street, Manchester, M1 2NQ

Applicant Capital and Centric (Resurrection) Limited, C/o Agent,

Agent Mr Andrew Johnston, Avison Young, Norfolk House, 7 Norfolk Street, Manchester, M2 1DW

Description of site

The application site is 0.132 hectare and is situated in a prominent location adjacent to Great Ancoats Street. It is bounded by Adair Street, Norton Street, Epworth Street, and Great Ancoats Street. The area is dominated by light industrial uses and has seen little investment for some time with the exception of the recently refurbished Aeroworks.



There is a 2 storey vacant warehouse that has previously been used as an office furniture business on the site with a service yard and car park. There are 2 semi-mature London Plane trees on a grassed area which forms a route to Epworth Street.

The site is within the Portugal Street East Strategic Regeneration Framework which was considered by the Executive in March 2018. This is one of six sites within the SRF and a separate application has been submitted for the development of public realm within the SRF area (application ref no 121467). The SRF is part of the HS2 masterplan area and is adjacent to the proposed HS2 station entrance.

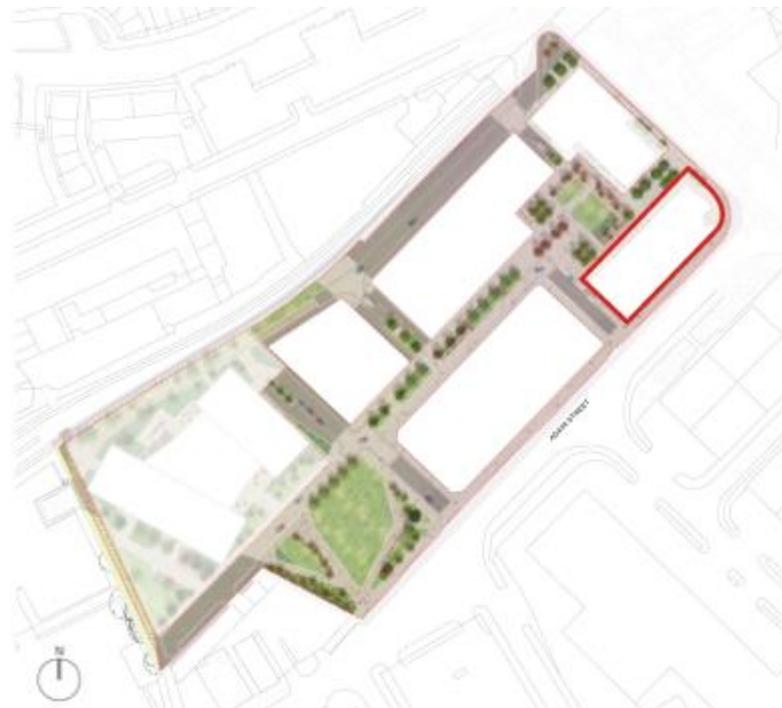


Illustration of application site in context of wider proposed public realm

The vacant warehouse has been the subject of unauthorised access which the applicant has had to manage at significant cost. This has been an ongoing concern, and without further action there is a risk the building could become a focus for anti-social behaviour. Prior approval was recently granted for its demolition in preparation for redevelopment (application ref no 124064/DEM/2019).

On the Piccadilly side of Great Ancoats Street the site is surrounded by industrial/warehouse buildings, offices and surface car parks. Aeroworks is a 1950s, two storey, red brick office building. Victoria House is a three storey office building.

The opposite side of Great Ancoats Street has been the subject of much regeneration with more modern buildings. The nearest listed building is the grade II listed Crusader Mill on Chapeltown Street.

The Site is close to Piccadilly Stations and Metro Shuttle Services, tram stops at both New Islington and Piccadilly making this a highly sustainable location.

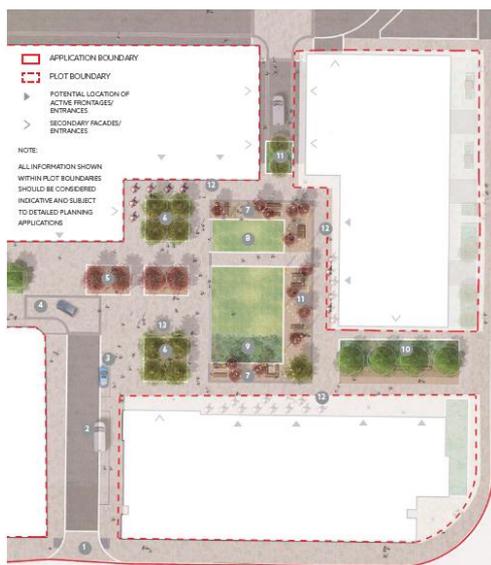
It falls within Flood Risk Zone 1 (low risk) and is within a critical drainage area.

Description of the Proposals.

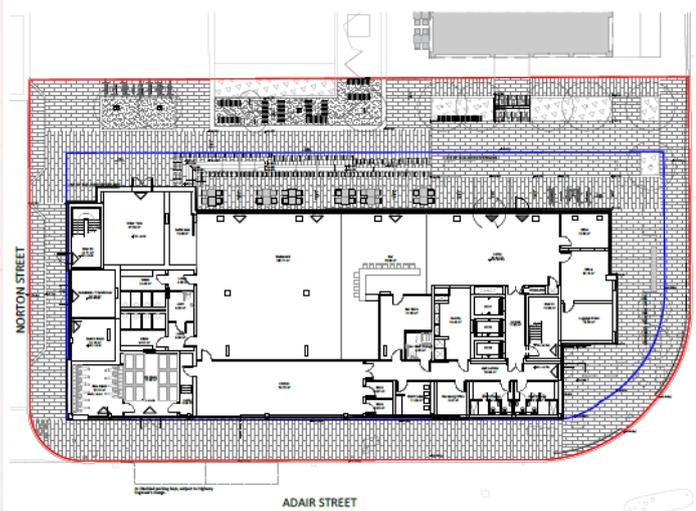
The proposal is for a 13 / part 14 storey hotel comprising 275-bedrooms with public realm works. The bedrooms would be a mix of double, twin, single, and executive rooms, with an average room area of 22m². The ground floor area would contain the reception area, a restaurant and bar, cycle parking and back of house facilities. 12 rooms (4.3%) would be specifically designed for use by disabled people and hoists tracks would be installed in 3 bedrooms. The maximum height would be 48.8m.

There would be a fitness suite and 2 meeting rooms as well as hotel bedrooms at first floor level. Part of the Public Realm within the SRF area is included in the proposal. Epworth Street would be stopped up, subject to formal approval to create a pedestrianised public square, part of which is within the scheme. The main entrance would be from this square and it would also contain an external dining area. The back of house facilities and the cycle parking would face onto Norton Street and part of Adair Street. The restaurant and bar would be open to the public.

The floor plate would sit away from Adair Street from first floor to the eighth when it would extend out to Great Ancoats Street to create the profile at the top of the building.



Proposed Square



Site edged red and proposed landscaping

The facades would be expressed as a series of boxes created through recessed joints, broken up by a random pattern of window reveals. They would be further articulated to Great Ancoats Street and to a lesser extent Epworth Street and Adair Street by a series of 17 'jenga' style projecting planters. They would contain plants to provide and bring greening to the Great Ancoats Street and Adair Street streetscape taking inspiration from schemes such as the Bosco Verticale in Milan. The building would have tree planting on the main roof and a green roof and a green screen at ground floor level on Adair Street.



The façades would be constructed from concrete panels that would be off white in colour with a smooth matt surface and an applied waterproof layer. Other materials include bronze coloured aluminium louvres and bronze coloured curtain wall glazing. Plant would be located within the ground floor and at rooftop level.

Taxi drop-off and a loading bay for servicing would be located on Norton Street. 2 disabled parking bays and coach drop off would be located on Adair Street. 30 cycle parking spaces proposed in the building and the public realm.

The development would be expected to achieve a BREEAM rating of at least 'very good'.

A dedicated bin store would contain 12 x 1,100 litre bins with storage for, pulpable recycling, mixed recycling and food recycling and would be mechanically ventilated. This room has direct access to a lay-by on Norton Street from where the refuse vehicles would park. The total number of bins has been calculated from City Council document 'GD04 Waste Storage and Collection Guidance for New Developments V2.00 -0 Citywide Support - Environmental Protection (September 2014).

It is envisaged that the majority of those who visit the site would be on foot, on public transport or on a bike. Any visitors who arrive by car would be able to use nearby car parks. A Framework Travel Plan has been prepared.

The public realm within this site would include:

- The planting of a grove of 9 trees in hard landscape to define the edge of the public square adjacent to the hotel;
- Seating clusters and lighting 'garlands';
- Areas of hard landscaping and new paving to the buildings perimeter; and
- 2 trees are also proposed on Great Ancoats Street.

In support of the application the applicants have stated that:

- The proposal is to bring forward a high-density hotel development that will represent one of the only plots within the Portugal Street East masterplan area that is owned and deliverable immediately by a company with a proven track record in Manchester;
- The redevelopment of this Site would see a high-quality hotel, replace a redundant industrial unit which has potential as part of the delivery of the wider Portugal Street SRF to kick start the regeneration of the wider area surrounding Piccadilly Station. The proposed hotel use is in line with the Council's aspirations of creating a dynamic neighbourhood with a variety of uses and would provide first-class accommodation that would provide for and capitalise on the influx of new visitors expected as a result of the changes to Piccadilly and the introduction of HS2;
- The development would help revitalise the area and improve active frontages onto the surrounding streets;
- Over the build period, the development would support a number of temporary full time equivalent (FTE) construction jobs which will support the local economy and job creations aspirations of the City. These will be provided both on and off site in the developments wider supply chain (for example in pre-fabrication facilities);
- Once operational, the hotel would support 90 - 100 FTE jobs which would accumulate in Gross Value Added (GVA). These will be across a range of roles including managerial, front of house (receptionists and customer service) and back of house (housekeepers and maintenance);
- When operational the hotel will also deliver a range of off-site employment through supply chain purchases and expenditure of wages injected into the local economy by direct and indirect workers;
- The hotel will also lead to important wider regeneration benefits for Manchester. MCC will receive business rate contributions per annum as a result of the proposed development which will then be used to support the redevelopment of the local area, including those development aspiration as set out within the relevant SRF's;

- The proposed development includes an ancillary restaurant and bar which will draw people to this location providing further economic benefits that will feed back into the wider system and community;
- Given the hotels' location on a main gateway into the city, it would enhance visitor's perception of the city, and help to drive footfall and further investment in this area of Manchester; and,
- The proposed use would complement and generate activity in this area and add to its vitality. The introduction of a new high quality, well designed hotel which integrates into an active streetscape will only serve to improve the quality of the pedestrian environment between Piccadilly station and the wider City Centre.

This planning application has been supported by the following information:

Application forms and certificates and plans; Design and Access Statement; Transport Statement and Travel Plan; Waste Management Strategy; Planning Statement; Statement of Consultation; Tall Buildings Statement TV Reception Survey; Phase 1 Ecological Survey; Energy Statement Crime Impact Assessment; Ground Conditions Statement; Archaeological Desktop Assessment; Ventilation Strategy; and Air Quality Assessment;

Consultations

Publicity – The occupiers of adjacent premises have been notified about the applications and they have been advertised in the local press as a major development, affecting a right of way.

One letter of objection has been received along with 2 letters which whilst supporting the development in principle, have raised a number of queries.

The letter of objection raises concerns about the height being greater than the 12 stories indicated for the site within the HS2 SRF and the potential for the building at the proposed height to turn Gt Ancoats Street into a canyon surrounded by over-tall buildings. It questions the location of the hotel drop off on Gt Ancoats Street and an apparently single taxi drop off at other end of building as adequate and safe provision given the heavily used Great Ancoats Street (A665) and Adair Street.

It then questions the use of bright white facing as a contextual response to the surrounding buildings. Issues are also raised about potential unacceptable impacts on residents from road and footpath closures during the construction phase.

The issues raised by the supporters are summarised as follows:

- Unfortunately, too many times, applicants produce misleading visualisations to curry favour. Once the applicant realises the true cost of maintaining these planters, they will potentially look to curtail the maintenance programme

and/or remove the plantings altogether. A planning condition needs to be attached as part of any approval to ensure the developer or subsequent owner of the building has obligations to both retain and maintain the proposed tree planters, as well as other associated greenery once the hotel is operational;

- White materials do not age well in the Manchester/UK climate. There are countless developments all over the city where white material is used and dampness has set in over the years resulting in an ugly green/grey sprawl all over the facade. There needs to be a condition of approval for the developer/hotel operator to regularly clean the facade to avoid stains caused by dampness and pollution
- The impressiveness of the design of the frontage falls away toward the back, creating a flat, uninteresting elevation along Adair Street with very few windows limiting the amount of active surveillance on Adair Street and potentially creating an oppressive environment. If the council are serious about creating an attractive and interesting urban neighbourhood around East Village, they would be wise to encourage the architect and developer to rethink these elevations, perhaps emulating the front elevation on the back and side elevations too.

The lack of activity on the Great Ancoats Street elevation is unforgivable and this must be rectified.

Places Matter

The Panel applauded what it felt is an incredibly dramatic piece of massing and a conceptually fantastic building. The Panel were very supportive of the proposition, which is considered to be a really exciting scheme. They stated that if it is executed, then it will be very dramatic addition to Manchester. They also made the following key points:

- In responding to the position of the building, at the intersection of the ring road, which demands that the development has “four fronts” the design results in something that is very sophisticated and tremendously exciting. In terms of the four frontages the Panel debated the merits of slipping the ground floor and turning the kitchen orientation, to allow for a view through the building from Adair Street or to make a virtue of the functionality of the kitchens and still put these on show.
- Whilst noting the efforts to address a public square which doesn’t yet exist they encouraged a greater gesture to Adair Street as well.
- The existing trees on the site were considered to be of value and they asked for these to be retained as these would add value to a green and pleasant space off a very busy street.
- The Panel supported the idea for extensive overhanging greenery and the roof top Garden noting that this and the building will need careful lighting to

maximise their positive impact at night. They noted that planting to the kitchen block will need to be as rich as the rest. The greenery must be very well planned and executed to make sure it survives and flourishes and that the plants can get sufficient water.

- Encouragement was given to the introduction of some modulation to the otherwise flat elements of the building, perhaps by pushing in the panels 200mm or so.
- The signage must be carefully controlled, to ensure that the building itself is in fact “the sign”.
- Rain staining needs to be avoided and it was confirmed that the concrete will have a matt finish waterproof finish. This will be imperative to ensure that the fine details, which the Panel were certain you would get right, are not lost in appearance over time.
- There was felt to be a need for a very special response from the Highways department to complement the building, to avoid standard junction radii and guard rail.

Head of Highways- Has no objection and is satisfied that the scheme, with minor highway modifications is unlikely to generate any significant network implications. The final location of a coach drop off facility and other associated highway improvement would be secured through a S278 agreement. Impacts from construction and servicing can be addressed within Construction and Servicing Management Plans.

Head of Regulatory and Enforcement Services – (Street Management and Enforcement) - Has no objections but recommends conditions relating to the acoustic insulation of the premises and any associated plant and equipment, the storage and disposal of refuse, the hours during which deliveries can take place and the management of construction.

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

Greater Manchester Ecology Group – Have no objections and note that no significant ecological constraints were identified by the developer’s ecological consultant. No evidence of bats was found and on this basis no further information or measures are required in relation to their protection. Nevertheless, lighting should minimise the impact on nocturnal mammals such as roosting bats. They welcome the innovative design and green roofs/walls. They recommend that the use of nectar rich and native species should be encouraged as far as possible and measures suggested within the ecology report in relation to mitigation, to improve the wildlife value of the final development and contribute towards a net gain in biodiversity should be incorporated where possible.

Flood Risk Management Team – Have recommend that conditions should be attached 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 comments received

TFGM (Metrolink) - Have no comments.

United Utilities - Have no objection providing specific conditions ensure that no surface water is discharged directly or indirectly to the combined sewer network and that the site must be drained on a separate system, with only foul drainage connected into the foul sewer.

Greater Manchester Archaeological Unit – A desk based archaeological study concludes that the site may contain the below-ground remains of the nineteenth century houses with potential for evidence of a Methodist Chapel to survive. They recommend that a condition should require further investigation with any such remains recorded.

Work and Skills – Recommend that a local labour condition is included for the construction and end use phases which incorporates a requirement to provide a report of local labour achievements.

Tree Officer- The trees are Council owned but are not very well positioned in terms of sight lines from the road and abutment with adjacent buildings. They would not object to their removal provided a good replacement plan was in position with the possibility to grow new trees on to a decent size. They welcome the bold plan to plant trees on the building. Suggestions about appropriate planting species have been passed to the applicant.

ISSUES

Local Development Framework

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

The proposals are considered to be consistent with the following Core Strategy Policies SP1, CC1, CC4, CC5, CC6, CC7, CC8, CC9, CC10, T1, T2, EN1, EN2, EN3, EN4, EN6, EN8, EN9, EN11, EN14, EN15, EN16, EN17, EN18, EN19, EC1, EC8, and DM1 for the reasons set out below.

Saved UDP Policies

Whilst the Core Strategy has now been adopted, some UDP policies have been saved. The proposal is considered to be consistent with the following saved UDP policies DC 10.1, DC19.1, DC20 and DC26 for the reasons set out below.

Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents. The adopted Core Strategy contains a number of Strategic Spatial Objectives that form the basis of its policies:

SO1. Spatial Principles - These provide a framework within which the sustainable development of the City can contribute to halting climate change. This development would be in a highly accessible location, close to good public transport links, and would thereby reduce the need to travel by private car.

SO2. Economy - The hotel would help to improve the City's economic performance. It would provide jobs during construction along with permanent employment and facilities in the hotel, in a highly accessible location and would support the business and leisure functions of the city centre and the region.

SO5. Transport - This seeks to improve physical connectivity through the development of sustainable transport networks to enhance the City's functioning and competitiveness and provide access to jobs, education, services, retail, leisure and recreation. The proposal is in a highly accessible location and would reduce the need to travel by private car and make the most effective use of public transport facilities.

SO6. Environment - The proposal would help to protect and enhance the City's built environment and ensure the sustainable use of natural resources, in order to: mitigate and adapt to climate change; improve air, water and land quality; improve recreational opportunities; so as to ensure that the City is inclusive and attractive to residents, workers, investors and visitors.

Relevant National Policy

The National Planning Policy Framework sets out the Government's planning policies for England and how these are expected to apply. It aims to promote sustainable development. The Government states that sustainable development has an economic role, a social role and an environmental role (paragraphs 7 & 8). 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. Paragraphs 11 and 12 state that:

"For decision- taking this means: approving development proposals that accord with an up-to-date development plan without delay" and "where a planning application conflicts with an up-to-date development plan (including any neighbourhood plans that form part of the development plan), permission should not usually be granted. Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed".

The proposed development is considered to be consistent with sections 5, 6, 7, 8, 9, 11, 12, 14, 15 and 16 of the NPPF

Paragraph 103 states that the planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on

locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health.

Paragraph 124 states that the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

Paragraph 127 confirms that 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; 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 131 states that in determining applications, great weight should be given to outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.

NPPF Section 6 - Building a strong and competitive economy and Core Strategy Policy SP 1 (Spatial Principles), Policy EC1 - Land for Employment and Economic Development, Policy EC3 The Regional Centre Policy CC1 (Primary Economic Development Focus) Policy CC4 (Visitors, Tourism, Culture and Leisure) and CC8 (Change and Renewal) – The proposal would help to bring forward economic and commercial development within the Regional Centre and as part of the delivery of the objectives of the Portugal Street East Strategic Regeneration Framework (SRF) will act as a catalyst to further investment in the Piccadilly area. It would deliver a hotel within a part of the City Centre identified in Policy EC1 and CC1 as a focus for primary economic development. The proposal would support the City's economic performance and would help to reduce economic, environmental and social disparities and create an inclusive sustainable community. The site is well connected to transport infrastructure.

The City Centre is a key location for employment growth and the proposal would create jobs during the construction and operational phases which would assist in building a strong economy. The hotel would use the site efficiently, improve a vacant underused site, enhance the sense of place within the area, and respond to the needs of users and employees by providing access to a range of transport modes and reducing opportunities for crime.

The proposal could help to assist the delivery of the broader long term objectives for the area, including those presented by HS2. Piccadilly Station is a focal point for investment and the proposal would deliver a product that would complement other schemes in the development pipeline.

The development would be highly sustainable and would bring forward economic and commercial development within the Regional Centre. It would have good access to sustainable transport provision, maximise the potential of the City's transport infrastructure and would enhance the built environment, creating a well-designed place that would enhance and create character and reduce the need to travel

It would develop an underutilised, previously developed site and contribute to the establishment of a new City Centre neighbourhood as well as contributing to the local economy through guests using local facilities and services.

The development would help to create a neighbourhood where people would choose to be by enhancing the built and natural environment and would enhance and create character. The hotel would support the business and leisure functions of the city centre improving the infrastructure. It would offer product which would improve the range of accommodation options and would be close to visitor attractions including the Ethiad Stadium, 'meanwhile' uses at the former Mayfield Goods Yard and the Northern Quarter.

NPPF Section 7 Ensuring the Vitality of Town Centres and Core Strategy Policies SP 1 (Spatial Principles) and CC2 (Retail) - The Regional Centre will be the focus of economic and commercial development, leisure and cultural activity and high quality city living. The proposal would support the creation of a neighbourhood which would attract and retain a diverse labour market. The hotel would significantly increase activity and would support the business and leisure functions of the city centre and the region and promote sustained economic growth.

NPPF Section 9 Promoting Sustainable Transport, Core Strategy Policies CC5 (Transport), T1 Sustainable Transport and T2 Accessible Areas of Opportunity and Need - The location is highly sustainable and would give people choices about how they travel and would contribute to sustainability and health objectives. The area is close to Piccadilly Station with its connections to the airport and beyond and Metroshuttle routes and should maximise the use of sustainable transport. A Travel Plan would facilitate sustainable transport use and the City Centre location would minimise journey lengths for employment and business and leisure activities for guests. The proposal would help to connect residents to jobs. The development would include improvements to pedestrian routes and the pedestrian environment which would prioritise pedestrian and disabled people, cyclists and public transport.

CC7 (Mixed Use Development), and Policy CC10 (A Place of Everyone) – This would be an efficient, high-density development in a sustainable location which would complement the growth on the fringe of the City Centre. The City's economy continues to grow post-recession and investment is required in locations that would support and sustain this. The City Centre is the biggest source of jobs in the region and this proposal would provide accommodation to support the growing economy and contribute to the creation of a sustainable, inclusive, mixed and vibrant

community. The hotel would complement the existing mix of uses and those emerging in this area and would support local businesses through supply chain arrangements and guests would be encouraged to use local facilities.

NPPF Sections 12 (Achieving Well Designed Places), and 16 (Conserving and Enhancing the Historic Environment), Core Strategy Policies EN1 (Design Principles and Strategic Character Areas), EN2 (Tall Buildings), CC6 (City Centre High Density Development), CC9 (Design and Heritage), EN3 (Heritage) and saved UDP Policies DC18.1 (Conservation Areas) and DC19.1 (Listed Buildings) - The proposal has been the subject of significant design consideration and consultation. It would maximise the use of land and would be appropriate to the City Centre context. The building would be classified as tall building within its local context but would be of a high quality which would raise the standard of design in the area. It would be appropriately located, contribute positively to place making and would bring significant regeneration benefits. The design would respond positively at street level. The positive aspects of the design of the proposals are discussed in more detail below.

A Tall Building Statement evaluates the buildings relationship to its site context / transport infrastructure and its effect on the local environment and amenity. This is discussed in more detail below.

The site is not located within a conservation area and the nearest listed building is Crusader Mill. The development would be at a distance that would not impact on its setting. Therefore, it is not necessary to consider the impact of the development on the setting of any heritage assets under Section 16 of the NPPF or policies DC18.1, DC19.1 and EN as set out above.

The compliance of the proposals with the above sections of is fully addressed in the report below.

Core Strategy Section 8 Promoting healthy communities - The creation of an active street frontage would help to integrate the site into the locality and increase levels of natural surveillance.

Saved UDP Policy DC20 (Archaeology) – There are likely to be archaeological remains on the site which may be of local significance about which a proper record should be made.

NPPF Section 14 (Meeting the challenge of climate change, flooding and coastal change), Core Strategy Policies EN4 (Reducing CO2 Emissions by Enabling Low and Zero Carbon) EN6 (Target Framework for CO2 reductions from low or zero carbon energy supplies), EN 8 (Adaptation to Climate Change), EN14 (Flood Risk) and DM1 (Development Management- Breeam requirements) -The site is highly sustainable. An Environmental Standards Statement demonstrates that the development would accord with a wide range of principles that promote the responsible development of energy efficient buildings integrating sustainable technologies from conception, through feasibility, design and build stages and in operation. The proposal would follow the principles of the Energy Hierarchy to reduce CO2 emissions and is supported by an Energy Statement, which sets out

how the proposals would meet the requirements of the target framework for CO2 reductions from low or zero carbon energy supplies.

The NPPF states that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk. In addition the NPPF indicates that development should not increase flood risk elsewhere.

The surface water drainage from the development would be managed to restrict the surface water to greenfield run-off rate if practical, and to reduce the post development run-off rates to 50% of the pre development rates as a minimum.

The drainage network would be designed so that no flooding occurs for up to and including the 1 in 30-year storm event, and that any localised flooding will be controlled for up to and including the 1 in 100-year storm event including 20% rainfall intensity increase (climate change). The surface water management would be designed in accordance with the NPPG and DEFRA guidance in relation to Suds.

NPPF Section 15 (Conserving and enhancing the natural environment), Manchester Green and Blue Infrastructure Strategy 2015, Core Strategy Policies EN 9 (Green Infrastructure), EN15 (Biodiversity and Geological Conservation), EN 16 (Air Quality), Policy EN 17 (Water Quality) Policy EN 18 (Contaminated Land and Ground Stability) and EN19 (Waste) - Information regarding the potential risk of various forms of pollution, including ground conditions, air and water quality, noise and vibration, waste and biodiversity and has demonstrated that the proposal would not have any significant adverse impacts in respect of pollution. Surface water run-off and ground water contamination would be minimised

An Ecology Report concludes that there was no conclusive evidence of any specifically protected species regularly occurring on the site or the surrounding areas which would be negatively affected by site development. A number of measures to improve biodiversity are proposed. The Report concludes that the proposals would have no adverse effect on any statutory or non-statutory designated sites.

The Manchester Green and Blue Infrastructure Strategy (G&BIS) sets out objectives for environmental improvements within the City within the context of objectives for growth and development. The proposal should exploit opportunities and this is discussed in more detail below. There would be no adverse impacts on blue infrastructure.

The development would be consistent with the principles of waste hierarchy and a Waste Management Strategy details the measures that would be undertaken to minimise the production of waste both during construction and in operation. The Strategy states that coordination through the onsite management team would ensure the various waste streams throughout the development are appropriately managed.

DC22 Footpath Protection - The development would improve pedestrian routes within the local area through street tree planting, ground floor activity and repaving.

Policy DM 1- Development Management - Outlines a range of general issues that all development should have regard to and of these, the following issues are of relevance to this proposal:-

- appropriate siting, layout, scale, form, massing, materials and detail;
- design for health;
- impact on the surrounding areas in terms of the design, scale and appearance of the proposed development;
- that development should have regard to the character of the surrounding area;
- effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation;
- accessibility to buildings, neighbourhoods and sustainable transport modes;
- impact on safety, crime prevention and health; adequacy of internal accommodation, external amenity space, refuse storage and collection, vehicular access and car parking; and
- impact on biodiversity, landscape, archaeological or built heritage, green Infrastructure and flood risk and drainage.

The above issues are considered in detail in below.

Other Relevant City Council Policy Documents

In addition to the Core Strategy Policies set out above the following documents and initiatives are relevant to the consideration of this application:

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.

Other Documents

Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (April 2007) - Part 1 of the SPD sets out the design principles and standards that the City Council expects new development to achieve, i.e. high quality developments that are safe, secure and accessible to all. It seeks development of an appropriate height having regard to location, character of the area and specific site circumstances and local effects, such as microclimatic ones. For the reasons set out later in this report the proposals would be consistent with these principles and standards.

HS2 Manchester Piccadilly Strategic Regeneration (SRF) and Masterplan (2018) –

The local area is a key transport node and has a critical role to play in the city's economic regeneration. Significant investment is focused around Piccadilly Station and a Strategic Regeneration Framework (SRF) was produced in 2018. It aims to transform the Station and surrounding area into a major new district based around a world class transport hub.

The purpose of the Masterplan is to ensure that the City is able to capitalise on the opportunities presented by HS2 and expansion of Piccadilly Station. The overarching objectives are to Improve the attractiveness of neighbouring areas to investment; improve physical connections and permeability; and provide destinations for social and cultural activity.

The SRF is designed to be flexible to enable the masterplan and its uses to evolve as opportunities arise and development is brought forward and to respond to market change. Given the long term nature of the SRF, it is not expected to be prescriptive.

The proposal would support and complement the next phase of growth in Manchester and would contribute positively to the delivery of strategic regeneration objectives and be complimentary to the aim of improving connectivity between the City Centre and communities beyond including between New Islington to the north of the site and Eastlands.

Portugal Street East Strategic Regeneration Framework (SRF) 2018 - The Portugal Street East SRF is centrally located within the HS2 masterplan and is adjacent to the proposed HS2 station entrance.

It is envisaged that the successful delivery of the SRF will create a new vibrant mixed-use community which strengthens the Eastern Gateway. The SRF aims to secure comprehensive delivery including areas of high quality public realm and other infrastructure between development plots.

All plots within the masterplan have the ability to come forward either as separate phases or concurrently on the basis that they are in accordance with the principles of the SRF and contribute proportionally to the total costs of the public realm Infrastructure requirements.

The SRF aims to build a vibrant and connected neighbourhood that contributes towards Manchester's economic growth potential and objectives in a sustainable way.

Key drivers for achieving this therefore relate to the following aspirations:

- The quality of the buildings within the framework area will be of the highest possible standard with designs that are immediately deliverable.
- The development will be of a high density, commensurate with the area's highly accessible location and the city's need to optimise strategic opportunity sites which can deliver much needed new homes and employment space.

- As part of the vibrant place making strategy required to support the proposed density of development, a range and quality of uses, high quality public and private amenity spaces and excellent pedestrian connections are essential components of the successful delivery of the SRF.
- Active frontages and public access to the ground floor of buildings should be provided where possible and appropriate, particularly along major corridors of movement through the framework area.
- More detailed plans should take into account the presence and character of the listed buildings and their significance in helping to define a unique sense of place in the future.

There is a shift in emphasis from employment to a mix of uses and density that is commensurate with the strategic opportunity. This includes a range of residential and business uses as well as potentially hotel provision and supporting retail and leisure. This reflects market conditions and the need for high quality neighbourhoods and homes within the city to support economic objectives, including the delivery of employment space within the HS2 area. Appropriate locations for height and landmark buildings, and new public space have been identified.

It is considered that the proposal would align with the vision and objectives set out within the SRF such that it would contribute positively to the delivery of strategic regeneration objectives. This alignment is discussed in more detail later in this report.

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 of the current planning application falls within the area designated as Piccadilly. This identifies the wider Piccadilly area as having the potential for unrivalled major transformation over the coming years and notes that the additional investment at Piccadilly Station provided by HS2 and the Northern Hub represents a unique opportunity to transform and regenerate the eastern gateway to the city centre, defining a new sense of place and providing important connectivity and opportunities to major regeneration areas in the east of the city.

The City Centre Strategic Plan endorses the recommendations in the HS2 Manchester Piccadilly SRF

The proposed development would be complementary to the realisation of the opportunities set out above. It would start the process of establishing a sense of place within the Portugal Street East Neighbourhood. It would along with other pipeline developments within the SRF area start the process of delivering the network of public spaces which the Plan envisaged to provide strong connections

between Piccadilly and the communities of East Manchester whilst strengthening physical and visual links between the City Centre and those key regeneration areas beyond.

The Greater Manchester Strategy, Stronger Together, - This is the sustainable community strategy for the Greater Manchester (GM) Region. The proposal will deliver the comprehensive refurbishment and redevelopment of an underutilised site within the City Centre in order to bring a new hotel franchiser 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

The Greater Manchester Strategy for the Visitor Economy 2014 – 2020 – This strategy sets out the strategic direction for the visitor economy from 2014 through to 2020 and is the strategic framework for the whole of the Greater Manchester city-region. It outlines how Manchester will seek to secure its share of the global tourism industry, not just with mature markets but also in the emerging markets of Brazil, Russia, India and China. It also sets out the potential for business tourism to make a considerable contribution to the prosperity of Manchester stating that the attraction of national and international conferences not only contributes directly to the local economy, but also supports wider city objectives of attracting talent and investment in key industry and academic sectors. One of the key aims of the strategy is to position Manchester as a successful international destination securing the first hotel within this brand within Manchester will contribute towards that objective.

Destination Management Plan (DMP) – This is the action plan for the visitor economy for Greater Manchester that aligns to the tourism strategy, 'The Greater Manchester Strategy for the Visitor Economy 2017 - 2020'. The plan identifies what needs to be done to achieve growth targets by 2020. The activity includes not only the plans of the Tourist Board, Marketing Manchester, but also those of other stakeholders and partners including the ten local authorities of Greater Manchester, Manchester Airport, other agencies and the tourism businesses themselves. The DMP is a partnership document which is co-ordinated and written by Marketing Manchester but which is developed through consultation with all the appropriate stakeholders through the Manchester Visitor Economy Forum. The Forum comprises senior representatives from various visitor economy stakeholders' or The DMP has 4 Strategic Aims:

- To position Manchester as a successful international destination
- To further develop Manchester as a leading events destination
- To improve the quality and appeal of the product offer
- To maximise the capacity for growth

The proposed hotel would align with these aims, whilst securing this hotel brand within the City would should realise capacity for unlocking the region's international tourism potential.

Other National Planning Legislation

Legislative requirements

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

Land Interest

The City Council has a land interest in the site which includes public footway and highway within the site edged red. Members are reminded that in considering this matter, they are discharging their responsibility as Local Planning Authority and must disregard the City Council's land interest.

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

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 with the Portugal Street East SRF and 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.

ISSUES

The Schemes Contribution to Regeneration and principle of use – The City Centre is the primary economic driver of the region and is crucial to its longer term economic success and its regeneration is therefore an important planning consideration. There has been a significant amount of regeneration activity within and around the Piccadilly area over the past 18 years through private and public sector investment. Major redevelopment has taken place within New Islington,

Ancoats, Piccadilly Basin, Piccadilly Station and Piccadilly Triangle. Mayfield should become a urban neighbourhood which includes a large public park, adjacent to Piccadilly Station. Over the past 15 years new homes including social housing, hotels, apartments and family homes, alongside businesses, offices and public spaces have transformed New Islington and Ancoats.

The Portugal Street East SRF responds to the need to integrate a number of major development initiatives for land around Piccadilly Station. It currently contains light industrial activity in an environment that has seen little investment in recent years, apart from Aeroworks which has been refurbished as commercial space. The development of a bold and distinctive hotel would support the regeneration of the area and could act as a catalyst for delivering further phases of the SRF. This would support and encourage the city centre's expansion.

The area lacks the diversity and vitality that is essential to grow and fulfil the area's true potential. A key objective of the regeneration plan is to ensure that intelligent place-making and design creates an attractive neighbourhood. The proposal would be consistent with the guiding development principles including the delivery of high quality public spaces. The hotel would be bold and distinctive and would help to transform the area's profile, legibility and function.

The hotel use is consistent with the development principles within the Portugal Street SRF endorsed by the Executive in March 2018.

Tourism is one of the key drivers of the City's economic growth. The City's tourist attractions attract a substantial number of domestic and international visitors and it is second most visited city in England for staying visits by domestic residents and third for international visitors. After London and Edinburgh it is the third busiest UK city destination for international visitors and 23% staying visitors are international. There has been a significant increase in the supply of hotel rooms in Manchester over the past five years, however this has been exceeded by demand growth. Occupancy rates for hotels are around 75%, indicating an undersupply in the market.

Its estimated value to Greater Manchester of the Visitor Economy is over £7.5 billion annually supporting around 92,000 FTE jobs. It is estimated by Marketing Manchester that 4.5 million visitors stay in Manchester every year generating 10.3 million overnight stays annually. The target is to increase this to 13.7 million by 2020, with a clear need for additional hotel rooms in Manchester to serve this future demand.

A broad range of hotel rooms is required in locations that are easily accessible to tourism and business leisure destinations. The diversification of the current offer would improve and enhance its attractiveness.

A hotel use is well suited to this location given its visibility and prominence and proximity to Piccadilly Station. The largely open nature of the site creates a poor appearance and has a negative impact on the street scene. The development would enhance the street scene and reinstate the historic building line and the design would respond to its gateway context.

A restaurant and bar would be located on the ground floor facing onto the new area of public realm. This would help to create an active frontage on key streets with activity focused on Epworth Street which would be pedestrianised route through the site.

The development of this brownfield site would be consistent with a number of the GM Strategy's key objectives, including the Greater Manchester Strategy for the Visitor Economy. A hotel would support the growth of the City Centre as a visitor attraction and business destination, both domestically and internationally. It would be located adjacent to a major transport hub with exceptional connections and would help to promote sustainable economic growth.

CABE/ English Heritage Guidance on Tall Buildings

One of the main issues to consider in assessing these proposals is whether a building of 13/14 storeys is appropriate in this location. This is considered to be a tall building and as such it should be assessed against the relevant policies in the NPPF and Core Strategy Policies that relate to Tall Buildings and in terms of the criteria as set out in the Guidance on Tall Buildings Document published by English Heritage and CABE.

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

Environment. This considers the overall design in relation to context and its effect on key views, listed buildings, conservation areas, scheduled Ancient Monuments, Archaeology and open spaces. In terms of the above the key issues for consideration relate to the appropriateness of a tall building in this location and its impact on the setting of any nearby heritage assets.

Principle of a Tall Building in this Location

The site is adjacent to Great Ancoats Street and close to Piccadilly Station which are 2 of the most important gateways into the city. Its location adjacent to Great Ancoats Street means that it forms part of the first impressions of Manchester for visitors.

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. City Centre sites are considered to be suitable where they are viable and deliverable, particularly where they are well served by public transport nodes. The SRF emphasises the need for tall buildings to comply with the above and national policy requirements. Of relevance to this application it also places a particular emphasis on the following:

- Landmark buildings will need to be of the highest architectural quality and have a positive relationship to the city's skyline.
- They should contribute to the legibility of the area, and the provision of public space and high quality public realm; and
- The design needs to be credible and therefore demonstrably deliverable to act as a catalyst to the positive regeneration outcomes.

The site is underutilised and has suffered from anti-social behaviour and investment is required. The streetscape is diverse and is changing within a northern arc around the city centre which has been a particular focus of investment and regeneration. This has included larger buildings as part of a changing context around the major transport corridors. This includes development of 1 Angel Square (15 Storeys), the 35/ 8 storey Angel Gardens at the junction of Shudehill and Miller Street, Oxid House (13 storeys) and The Astley (9 to 15 storeys)



The HS2 SRF seeks to ensure that areas around the Station can capture the opportunity that HS2 presents. Within the Portugal Street East SRF the aspiration is to create landmark, world class buildings to enhance Manchester's competitiveness and attract investment. The area should support higher density development that is essential for the city centre to deliver sustainable growth. The area can support height in key gateway and landmark locations.

A quantum of bedrooms is required to ensure the scheme is viable and this, to some extent, has driven the height. The development would reflect its prominent position at an eastern entrance to the City with a bold, modern design. That would use the site efficiently. It would act as a landmark which would signal arrival to the city and assist in legibility. It would enhance the sense of place, creating a point for orientation and reference.

Tall buildings need to be exceptional in terms of architectural form and design quality. The Core Strategy seeks to ensure that tall buildings complement the City's

key building assets including designated and non designated heritage assets and make a positive contribution to the evolution of a unique, attractive and distinctive Manchester. It is also necessary to consider the impact on its local environment, on the skyline and how it would add to its locality. Tall buildings should enhance the character and distinctiveness of an area without adversely affecting established valued townscapes or landscapes, or intruding into important views.

The appearance of the site harms the quality and character of the townscape. It erodes the street pattern, interrupts the prevailing building line, creates a fragmented streetscape and along with the buildings within the wider area on this side of Great Ancoats Street evokes a sense of semi dereliction. All of this affects and weakens the character and appearance of the area, creating a poor impression of the City and a lack of street level activity. The development should strengthen the street frontage and the publically accessible and active uses to Great Ancoats Street and Epworth Street and to a lesser extent Adair Street would create natural surveillance.

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

The proposal would provide a sense of enclosure, define the street block and follow the historic back of pavement building line. It would respond to the urban context and reflect its prominent position. A high density scheme would make the development viable in a manner consistent the regeneration aspirations for the area.



The site presents an opportunity to deliver a bold and innovative architectural response mixing a sculpted form with greenery to create a contemporary landmark building. The apparent mass of the building would be broken down by the expression of the 'jenga' blocks set around the buildings interface with Great Ancoats Street and to a lesser extent the boxed expression resulting from the recessed joints on the Adair Street and Epworth Street elevations.

Public realm would be provided at the hotel entrance to help to create high density development alongside high-quality areas of public realm.



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

There are no designated assets contained on Site or within immediate proximity to the Site which would be impacted upon. The closest listed buildings are therefore the Grade II Listed Crusader Works located on Chapeltown Street and the Grade II Piccadilly Station. Neither of these buildings sit within direct proximity to the proposed development. It is not considered that the proposed development would impact on these buildings and the redevelopment of the site into a high-quality hotel will improve their overall setting and thus their significance.

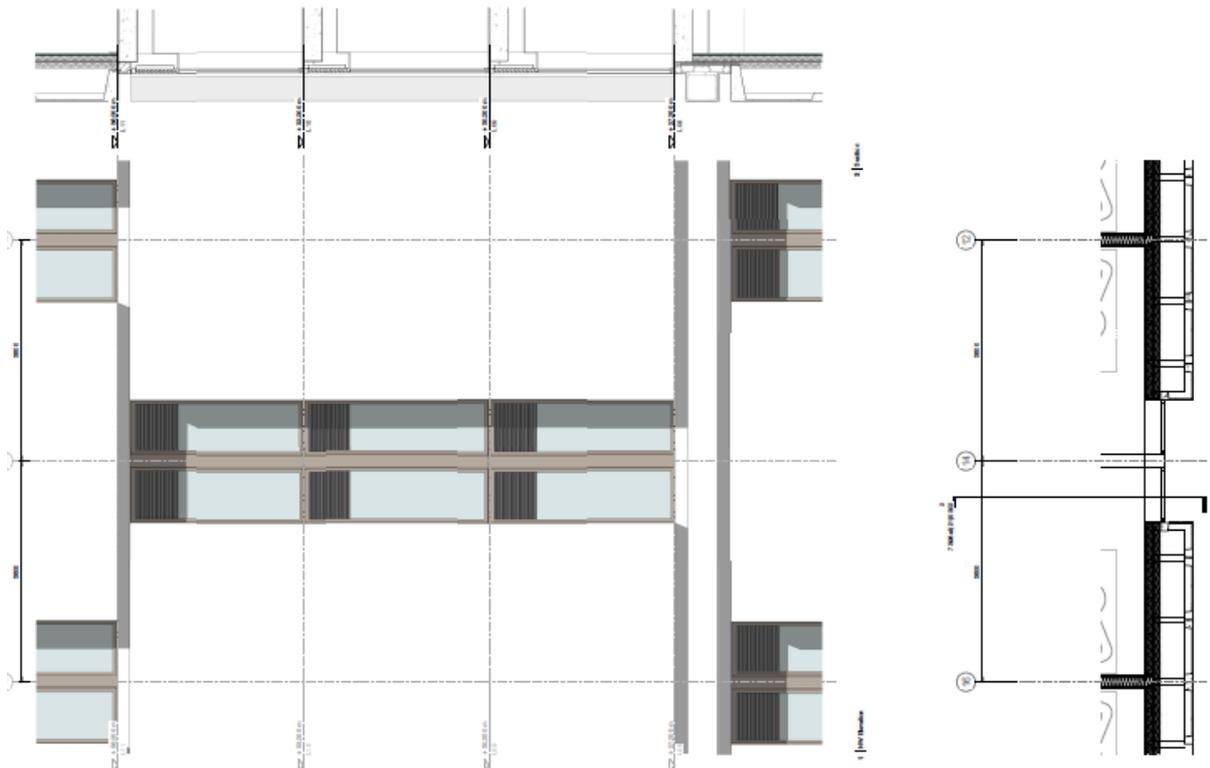
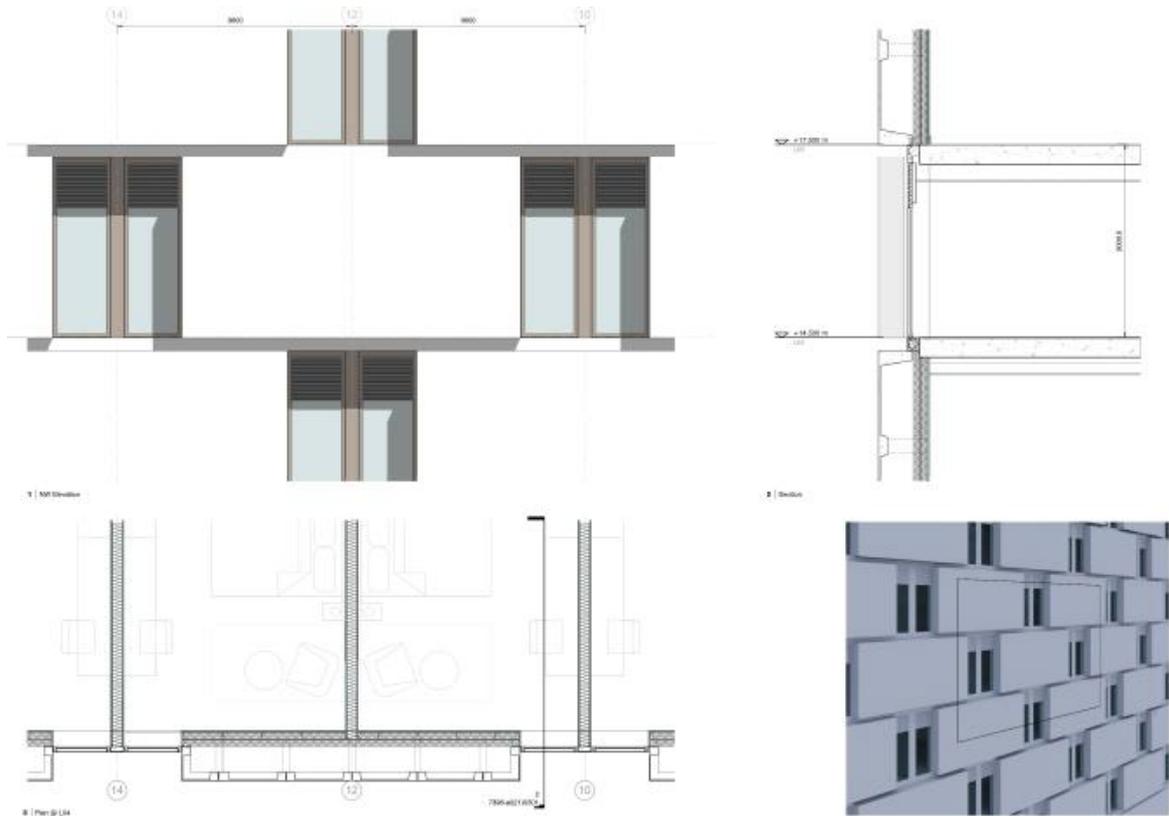
Architectural Quality



The key factors to evaluate are the buildings scale, form, massing, proportion and silhouette, materials and its relationship to other structures.

The simple built form and expressed joints is derived from the buildings functional. The expression changes at the Great Ancoats Street junction to provide a strong marker and the massing is broken up by a series of features. 'Jenga' style blocks are expressed as a number of large planters and the vertical greenery would create a distinctive urban form which would be unique within the City.

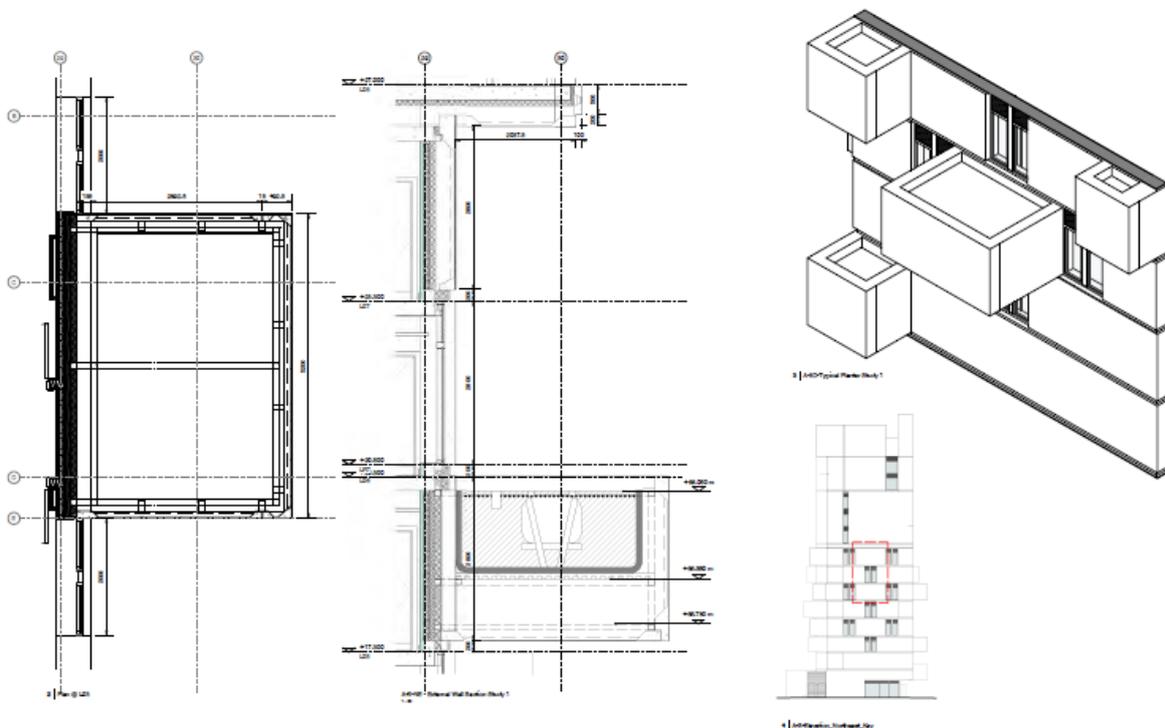
Windows would be set within 450mm deep reveals and there would be 5mm joints between the panels. Panels would wrap around corners such that there would be no mitre joints enhancing the expression of the components as a solid block.



The planters and planting on the first floor and rooftop would help to break up and soften the mass of the building creating a unique architectural form which would enliven the streetscape and skyline.

The ground floor would have high levels of glazing to provide transparency onto the street. The glazing adds a lightweight feel to the bottom of the building and allows greater levels of daylight into the ground floor.

The façade would comprise concrete cladding panels, off white in colour with a smooth matt surface. This would provide a strong contrast to the greenery of the planting which would allow it to be clearly read against the background of the lighter material. It would be treated with a waterproof layer which would allow water to flow quickly off the building to ensure that it doesn't age or stain. Bronze coloured aluminium louvres and frames to glazing would add contrasting warm tones against the white concrete and the planted blocks. Lighting would highlight planting and focal points. Spot uplighters would illuminate tree canopies and trunks whilst linear units can be used to apply a wash of light across green screens or areas of the building elevation.



The technical detail of façade planting would ensure that vigorous, well established plants are provided and a condition would ensure that it provides year round visual interest that is appropriate to its location. A condition would also require a maintenance strategy to be submitted for the planting and for the cleaning / maintenance regime for the white facades.

Concrete panels have been used on many sites including numbers 1 and 2 St Peter's Square. These materials are appropriate and would deliver a high quality design subject to the right detailing and quality control mechanisms which can be controlled by a condition. Overall, it is considered that the contemporary approach is appropriate and would deliver the quality of building which the SRF as well as local and national planning policy aspires to.

Contribution to Improving Permeability, Public Spaces and Facilities and Provision of a Well Designed Environment

A key urban design principle within the PSE SRF relates to the need to ensure that new development delivers safe, well-lit and attractive connections between adjoining regeneration areas on either side of the Inner Ring Road. This proposal has a key role providing a stepping stone to encourage the natural expansion of the city centre and provide key north-south and east-west connections between the city centre, Piccadilly Basin, the wider HS2 masterplan, and the key regeneration areas in Ancoats and New Islington.

The SRF would ensure that no one plot is delivered in isolation of the delivery of the wider public realm strategy and whilst this application in itself would deliver only the public realm around the site within the site edged red this needs to be understood within its wider context and the overall vision.

The development would address public space that is proposed directly outside its entrance. This public space would support the high density development proposed and be consistent with the hotel's high quality offer. The highly glazed ground floor uses of the hotel would address the square.



The proposal are based around two new spaces, the park and the square. These spaces would be connected by the Avenue which would link what are currently

Epworth Street and Betley Street in the south via Heyrod Street creating a spine of public realm at the heart of the development. A series of Streets link into this central spine and provide connectivity to the surrounding area.



The creation of active frontages to Epworth Street, Greater Ancoats Street and to a lesser extent Adair Street would enhance connections, add activity and reinforce the urban grain. This would provide passive security and improve safety and would revitalise the area. This along with the external dining area to Epworth Street would encourage pedestrian movement.

The proposals for the public realm at ground level are supported by planting provided as part of the development. These comprise planted facades to the public square at the entrance and surrounding streetscapes. The tree planting strategy which would include the removal of 2 existing trees would have a better fit with the proposed spaces around the buildings, which will reinforce proposed routes around the site and assist in the place making aspirations

3.18 Green façades - Typical planting strategy applied to north-east corner of building



6.19 Green façades - Typical section of NE corner



The flat roofs of level 1 and 13 would have green roofs. Sedum planting to the Level 1 would facilitate an appropriate green roof build up including specialised growing medium, irrigation system and loading capacity. Level 13 would be covered in a loose gravel finish with opportunity for self-seeded planting to develop. There would also be 3 trees in planters on level 13 and 2 on level 1

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 detailed design, procurement and construction process. The design team recognises the high profile nature of the proposal and the design response is appropriate for this prominent site the range of technical expertise that has input to the application is indicative that the design is technically credible.

The proposal has been prepared by a design team familiar with the issues associated with developing high quality buildings in city centre locations, with a track record and capability to deliver a project of the right quality.

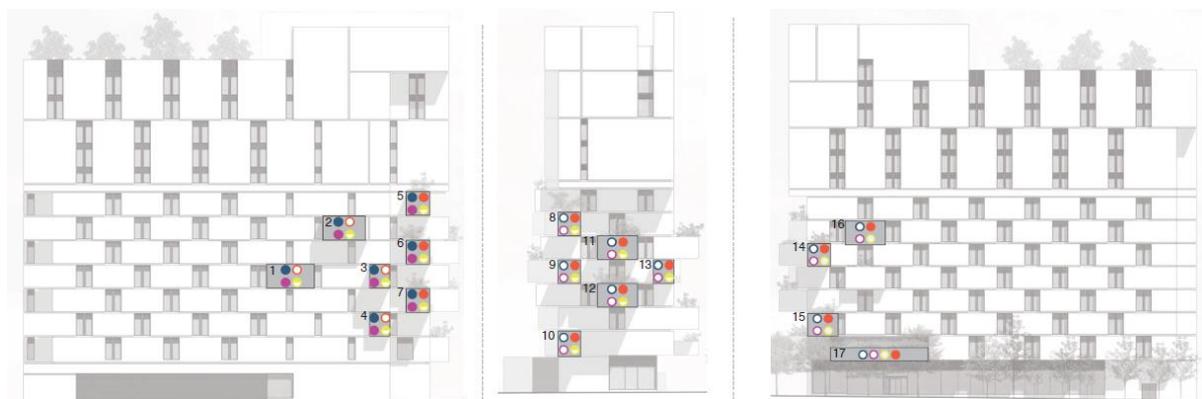
The greening to the facades is an unusual feature without precedent in the City and forms a key component of the high quality of proposal. Each planter would have an automated irrigation system. This would allow the planting to become established and reduce the number of maintenance visits. The drip irrigation system would enable monitoring, irrigation and feeding of the planting and could be reprogrammed to respond to localised climatic variations. This system would utilise a grey water with the main water supply as a backup, and would operate through the evening when evaporation losses will be at their lowest. A weather station system would monitor conditions and adapts the watering for each zone to suit local variation.

An understanding of sun path, wind and exposure, air quality and pollution would inform the plant species selection ensuring that they are suitable for each 'jenga' block's specific microclimate.

The following factors have been considered and have also influenced the design approach and planting specification: Vertical spacing; opportunity for growth; Horizontal spacing: ensure space for lateral growth; Rooting media volume

The table and corresponding diagram below illustrate the varying microclimates for each 'jenga' block, with aspect, wind, drought, light and anticipated additional shade caused by adjacent planting or potential future development all considered. These factors will inform the final choice of plants.

Jenga Block No	Climatic Conditions			Light Conditions		
	Wind/Exposure Significant ● Partial ○	Potential for drought Significant ● Partial ○	Sun Full Sun ● Partial Sun ○ Shade ○	Shade cast by adjacent planting	Future potential for overshadowing	
1	SE	●	●	○		
2	SE	●	●	○		
3	SE	●	●	○		
4	SE	●	●	○		
5	SE	●	●	○	●	
6	SE	●	●	○	●	
7	SE	●	●	○	●	
8	NE	○	○	○	●	
9	NE	○	○	○	●	
10	NE	○	○	○	●	
11	NE	○	○	○	●	
12	NE	○	○	○	●	
13	NE	○	○	○	●	
14	NW	○	○	○	●	●
15	NW	○	○	○		●
16	NW	○	○	○		●
17	NW	○	○	○		●



From an analysis of climatic conditions which has informed the proposed planting on the building, it has been concluded that tree species will need to be tolerant of wind, shade and drought, with the ability to flourish in a containerised environment. A mix of shrub, fern and grass species will provide texture and colour throughout the year. A mix of deciduous and evergreen species, some of which flower or offer autumn / winter interest will create a constantly shifting canvas as the year progresses. Climbing species should not be too vigorous to ensure that the desired aesthetic can be easily maintained. This can be achieved through tendril climbers using steel cables to guide growth, with self-clinging only used in easily accessible areas.

Relationship to Public Transport Infrastructure (Parking, Servicing and Access, Green Travel Plan / Cycling Provision/ Parking (including Disabled Parking provision)

This highly accessible location would encourage the use of more sustainable forms of transport. The proximity to shops, restaurants, bars and visitor attractions mean that many guests would access these facilities by walking or by tram.

The hotel would be marketed as a car-free but parking space is available within nearby car parks. 30 cycle spaces would be provided for guests and staff, 20 within the building and 10 adjacent to the hotel entrance within Sheffield cycle hoops. A taxi drop off would be located on Norton Street close to the entrance on Epworth Street. Parking for disabled people would be available in the 2 bays on Adair Street or in nearby multi-storey car parks.

Blue badge holders can park for up to 3 hours on single or double yellow lines, which would allow additional drop-off / collection close to the development.

A condition would require a Travel Plan to be agreed prior to occupation with implementation to be monitored and revised within 6 months of occupation.

The hotel would require deliveries each day. Servicing areas and entrances would be on Norton Street and connect with the back of house facilities including the kitchen and bin store.

Highways are satisfied that the proposal is unlikely to generate any significant impact in terms of highway safety. The current car park generates traffic and activity on a regular basis. It is therefore considered that potential highway impact on surrounding roads would not be significant.

Highways have recommended that a Servicing Management Strategy is conditioned to manage all refuse use and delivery requirements. A scheme of highway works to include TRO amendments, provision of disabled parking bays, a coach drop off footway improvements have also been agreed in principle and are required should approval be granted.

Given the above, the proposal would not produce a significant increase in traffic flow/loading requirements on the streets surrounding the development

Sustainability

Larger buildings should attain high standards of sustainability because of their high profile and impact. An Environmental Standards Statement (ESS) and Energy Statement (ES) has assessed the physical, social, economic and other environmental effects of the proposal and how it relates to sustainability objectives. It 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. The requirements for CO2 reductions set out within the Core Strategy would be met through minimising energy demand and meeting any demand efficiently through adopting the lean, clean and green energy hierarchy. The sites highly sustainable location should reduce its impact on the environment.

The development would accord with a wide range of principles that promote energy efficient buildings. It would integrate sustainable technologies from conception, through feasibility, design and build stages and also in operation. The development would aim to achieve a BREEAM 'Very Good' rating. It would aim to minimise CO2 emissions by reducing the site's needs for energy and providing some through by renewable/sustainable means. Issues such as water, waste and biodiversity are also addressed.

Good design can minimise energy use by improving the efficiency of the fabric including its thermal performance and air tightness above Building Regulations requirements. Energy reducing and low carbon technologies would be applied. The Energy Strategy aims to deliver a suitable Low Carbon/ Zero Carbon strategy for the development including improving the thermal performance and air tightness, along with the introduction of Air Source Heat Pumps.

Brief summary of the proposed energy efficient measures is set out below:

- LED luminaries with PIR occupancy sensing and intelligent control
- Improved heat generation efficiencies
- Energy efficient heating equipment and controls
- Improved building fabric and air permeability
- Provision of heat recovery on ventilation systems and low energy fans
- Energy metering complete with Automatic Monitoring and Targeting (AM&T)
- Highly efficient refrigerant based heating and cooling system

Effects on the Local Environment/ Amenity

Tall Buildings should not cause unacceptable levels harm to the amenity of surrounding land and buildings in relation to sunlight and overshadowing, air quality, noise and vibration, construction, operations and TV reception, privacy and overlooking. However, any harm does need to be considered with reference to site context.

Sunlight / Daylight

The need for high density developments in the City Centre means that amenity issues, such as daylight, sunlight and the proximity of buildings to one another have to be dealt with in an appropriate manner. Historically this was a commercial area with Victorian warehouse buildings built in close proximity to each other. Recent regeneration has seen a number of these warehouses converted to office or residential use. Streets are narrow and expectations for daylight need to be balanced against the benefit of regeneration

An assessment of daylight, sunlight and overshadowing has been undertaken, using specialist computer software to measure the amount of daylight and sunlight that is available to windows in a number of 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 type of assessment is not mandatory but is generally accepted as the industry standard and local planning authorities use it to assist consideration of 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 natural light to buildings is sometimes inevitable.

A residential development known as Quantum Apartments (Chapelton Street) and the Ibis Hotel on Great Ancoats Street could potentially be affected by the proposal. The baseline position is the site prior to demolition.

For daylight impacts the BRE Guidelines provides methodologies for daylight assessment. The methodologies are progressive, and can comprise a series of 3 tests.

Firstly, the guidance advises an assessment of how much Daylight can be received at the face of a window which is generally referred to as the Vertical Sky Component (or VSC). This measures the percentage of the sky that is visible from the centre of a window. The less sky that can be seen means that the daylight available would be less. 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%. However, in relation to higher density environments, within the guidelines if a window already receives less than 27% VSC, then a reduction in the existing value of up to 20% (i.e. 0.8 x) is considered to be acceptable on the basis that such a reduction is unlikely to be noticed by the room's occupants.

An assessment known as 'No Sky Line ' (NSL) measures daylight distribution and assesses how the light is cast into the room, and examines the parts of the room where there would be a direct sky view and the parts that would not have direct sky view. 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 as this would be noticeable to the occupants.

The Guidance states that a reduction of VSC to a window 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. For the purposes of the sensitivity analysis, this value is a measure against which a noticeable reduction in daylight and sunlight would be discernible and is referred to as the BRE target.

The Average Daylight Factor (ADF), assesses how much daylight comes into a room and its distribution within the room taking into account factors such as room size and layout and considerations include: the net glazed area of the window in question; the total area of the room surfaces (ceiling, walls, floor and windows); and the angle of visible sky reaching the window(s) in question. In addition, the ADF method makes allowance for the average reflectance of the internal surfaces of the room. The criteria for ADF is taken from the British Standard 8206 part II which gives the following targets based on the room use:

Bedroom – 1% ADF; Living room – 1.5% ADF; Kitchen – 2% ADF

Where a room has multiple uses such as a living kitchen diner (LKD) or a studio apartment, the highest value is taken so in these cases the required ADF is 2%.

A key factor to be considered in relation to the 2nd and 3rd tests is that these assess daylight levels within a whole room rather than just that reaching an individual window. The assessment submitted with this application has considered the VSC and NSL for daylight assessment.

The VSC level 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. This is common in urban locations in particular. If the guidance were to be applied rigidly in city centres, very little development would be able to be built

For the purposes of this analysis only the VSC and NSL tests have been carried out.

The BRE Guide explains that sunlight tests 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)

As with daylight, a sunlight reduction of over 20% does not automatically mean that sunlight to that room would not be sufficient, but it would be more noticeable.

For Quantum Apartments all the assessed rooms are fully compliant to the VSC and NSL daylight targets and the APSH sunlight targets.

The BRE Guidance states that the guidelines 'may' be applied in relation to hotels where occupants have a reasonable expectation of daylight. The patrons of a city centre hotel, patrons would not typically be occupying the room during the day, but are likely to be attending business functions or sight-seeing/shopping. It is not therefore necessary to consider the impacts on the transient/occasional occupants of a hotel room. However, figures have been provided which show that the Ibis Hotel will meet the VSC daylight targets, although not all of the bedrooms will meet the

NSL daylight distribution targets (79% compliance). As the rooms overlooking the proposed development are all bedrooms, we have not assessed them for APSH sunlight.

It is considered that the above impacts have been tested and perform to an acceptable level against the BRE guidelines

Cumulative Impacts

Two further nearby projects that have been recently submitted however, one of these have not yet been validated (Victoria House). Ordinarily, the BRE Guide only requires the assessment of consented schemes however, as the developers are working collaboratively, the cumulative impact of the developments has been undertaken.

These are within the Portugal Street East SRF Area and could come forward on a similar timescale. In terms of the Ibis Hotel 91/136 (67%) of the windows would be compliant for VSC and 86/126 (68%) of rooms would be compliant for NSL. Again as the affected rooms are bedrooms no APSH analysis has taken place.

For the Quantum Apartments 101/180 (56%) of the windows would be compliant for VSC 162/172 (94%) of rooms would be compliant for NSL 173/173 (100%).

The orientation and height between the proposed indicative development of, the Former Fairfax Building, and the Former Victoria House, schemes mean that the impact to Quantum Apartments is as a result of the development of the Former Victoria House and the Former Fairfax Building, rather than the proposal. The additional cumulative impact on the Ibis Hotel is from a combination of the proposed development and the proposed development of the Former Victoria House, rather than just the proposed development in isolation

Overshadowing

There are no open amenity spaces in the vicinity of the Development site that justify the need for a permanent shadowing and sunlight hour's appraisal

Wind

The effect of development on the wind environment at street level can impact on how comfortable and safe the public realm is. If risks associated with the wind environment, cannot be designed out, they should be minimised by mitigation measures. A Desk Study has assessed the wind environment and has considered the massing and exposure of the scheme in conjunction with long-term wind climate statistics. The impact of topography, building shape and climate on wind condition has informed the need for mitigation measures. It includes buildings being constructed close to the site and committed schemes which might also have an impact. The significance of effects is assessed based on current or planned pedestrian activities. There has been further modelling of some areas using Computational Fluid Dynamics modelling which simulates the effect of wind (an acceptable industry standard alternative to wind tunnel testing). This confirms the

scheme would generally be suitable with some mitigation that has been integrated into the design.

The main building entrance on the north-western façade would benefit from the shelter provided by the canopy above, and localised mitigation measures are not required here. The main amenity area is located to the north west of the proposal and is expected to meet acceptable sitting conditions during summer and mitigation is not required. There are no upper level amenity spaces planned for hotel guests. A first-floor external amenity for staff would benefit from mitigation were long term sitting intended. However, as this space will not be accessible to guests, mitigation measures are not required.

Overall the proposal is expected to have negligible effect on pedestrian level wind conditions.

Air Quality

An Air Quality Assessment notes that dust and particulate matter may be emitted into the atmosphere during construction but any impact would be temporary, short term and of minor significance and minimised through construction environmental management techniques. A Construction Management Plan would require contractors' vehicles to be cleaned and the access roads swept daily.

The site is within an Air Quality Management Area, which could potentially exceed the annual nitrogen dioxide air quality objective. The principal source of air quality effects would be from vehicle movements. The proposal would result in the removal of some informal parking spaces. As no parking is included within the development it would not significantly affect air quality. As the proposed use is a hotel the annual air quality objective levels do not apply. However, the proposed layout indicates that guest rooms are located from first floor level and above. Given that pollutant concentrations reduce with height, elevated pollutant concentrations that may be experienced at street level would be reduced at first floor level and above.

A condition would ensure that emissions from energy and/or heating plant would not impact on local air quality.

Noise and Vibration

During construction, there is potential for short-term adverse noise impacts to occur as a result of on-site construction activities, especially during the demolition, piling and excavation phases. However, the adoption of appropriate noise and vibration monitoring and management should ensure all impacts are minimised as far as reasonably practicable. The applicant and their contractors would work with the local authority and local communities to seek to minimise disruption.

There are no amenity issues that would impact on surrounding residential properties over and above those expected in the city centre. There would be no noticeable increases in traffic. All fixed plant and equipment and operational noise from commercial activities would be specified to meet the City Councils noise criteria

The implementation of 'best practicable means' would minimise noise and vibration during construction such as observing hours of construction, selection of appropriate plant and equipment, the use of barriers and enclosures and the implementation of on-site management and monitoring of noise and vibration levels. The contractors would be required to engage directly with local residents and a Construction Management Plan would be required through a condition.

TV and Radio reception

A Pre-Construction Signal Reception Impact Survey concludes that that any signal degradation to properties adjacent to the proposal and in the local area would be negligible. In terms of Digital Terrestrial Television (DTT) – Freeview due to the existing good coverage and lack of low mounted antennas in any theoretical signal shadow zone, the proposal is not expected to impact the reception of DTT (Freeview) services. For Digital Satellite Television - Freesat & Sky noting that Tall buildings can disrupt digital satellite television by causing an obstruction on the line-of-sight between the satellite dish and the satellite and that the taller the building, the longer the theoretical signal shadow, it is noted that as there are no satellite dishes located in any theoretical signal shadow zones, no interference to the reception of digital satellite services would occur.

Overall, the proposed development is not expected to cause any television reception disruption. No interference is expected and no mitigation measures to restore the reception of television services are required. Should tower cranes cause interference on a greater scale than the completed development, this would be for the duration of time that the tower cranes are present.

Conclusions in relation to CABE and English Heritage Guidance and Impacts on the Local Environment.

On balance, it is considered that the applicant has demonstrated that the proposal would meet the requirements of the CABE and EH guidance as well as the policy on Tall Buildings within the Core Strategy and as such the proposal would provide a building of a quality acceptable.

Crime and Disorder

Increased footfall and improved lighting would improve security and surveillance. GMP confirm that the scheme should achieve Secured by Design accreditation and a condition is recommended.

Archaeological issues

Greater Manchester Archaeological Unit have identified potential archaeological interest of local importance in relation to 18th century housing and a Methodist Chapel and recommend that the remains should be evaluated through trial trenching. Demolition should stop at ground level and not extend to the grubbing-up of warehouse foundations. If appropriate, a more detailed and open area excavation may be required to inform the understanding of the potential and significance and this should be a condition.

Waste and Recycling

There would be dedicated recycling and refuse areas in the ground floor. The hotel staff management would move refuse bins to the collection areas on Epworth Street from the refuse store. Level access would be provided between the bin store, the public highway and adjacent to the loading bay. The number of bins for each waste stream and their compliance with MCC standards have been detailed earlier in this report. Bins for each type would be clearly marked.

Flood Risk and Sustainable Urban Drainage Strategy

The site is within Flood zone 1 and is low risk of flooding from rivers, sea and ground water. It is in the Core Critical Drainage Area in the Strategic Flood Risk Assessment and requires a 50% reduction in surface water run-off as part of brownfield development. Major planning applications determined from 6 April 2015, must consider sustainable drainage systems.

The Drainage Strategy explains that surface water run-off would be minimised and reduced to a greenfield rate if practical, and the post development run-off rates would be reduced to 50% of pre development rates therefore providing a betterment to the existing situation.

The proposed system has been designed so that there is no flooding to the development in a 1 in 30 year event and so that there is no property flooding in a 1 in 100 year plus climate change event. Attenuation would be managed through on site storage below ground and flow control management.

Surface water would discharge to the existing public combined adjacent to the site subject to agreement with United Utilities.

A minimum practical restriction of 5.0 litres/second has been assumed which accords with the City Council Strategic Flood Risk Assessment (SFRA) for brownfield sites within critical drainage areas.

How will water be stored within the site (underground tank) to restrict the flow rates

It is anticipated that management of surface run off could be linked to the irrigation of the projecting planters. Whilst the extent of external works is very small there is an opportunity to explore the possible use of permeable pavements or sustainable drainage systems subject to ground conditions. This will be confirmed by ground investigations. If permeable pavement can be used it would reduce overall catchment area discharging into the public sewer.

Conditions could be imposed requiring details of the surface water drainage and a maintenance and management plan of the system to be approved. An initial SUDS assessment demonstrates that surface water run-off can be drained effectively in accordance with the policy principles.

Biodiversity and Wildlife Issues/ Contribution to Blue and Green Infrastructure (BGIS)

Biodiversity and ecosystem services help us to adapt to and mitigate climate change. They are therefore a crucial part of our effort to combat climate change.

There are no statutory designated wildlife sites within 1 km of the site. The site is located within the outer Impact Risk Zone for the Rochdale Canal (SSSI), (SAC). There are 2 non-statutory designated sites within 1 km of the proposed area:

- Ashton Canal West Site Biological Importance (SBI) is located approximately 0.13 km to the north west of the site. The canal is important for its submerged aquatic flora, despite reasonably heavy usage;
- Rochdale Canal Stott's Lane – Ducie Street Basin Site Biological Importance (SBI) is located approximately 0.52 km to the north west of the site. The canal supports regionally important aquatic habitat and species, including internationally important populations of floating water plantain.

There is limited suitable foraging and commuting habitat for bats in the area surrounding the site as it is dominated by hard standing, buildings and roads, with high artificial lighting levels and it is considered that the building has negligible potential to support roosting bats. If bats are found or suspected, it is a legal requirement that work must cease immediately until further advice has been sought from Natural England or the scheme ecologist.

The development would result in the loss of two trees and amenity grassland. These habitats are locally common and of limited ecological value.

The proposals would have no adverse effect on statutory or non-statutory sites designated for nature conservation. No on site habitats are of ecological value in terms of plant species and none are representative of natural or semi-natural habitats or are species-rich. There are no Priority Habitats and no invasive species listed on Schedule 9 of the Wildlife and Countryside Act 1981 are present on site.

As designs for the site develop, an ecologist can advise on ways to provide enhancements, in addition to mitigation, to improve the wildlife value of the development and contribute towards a net gain in biodiversity. Examples of enhancement measures could include:

- Additional wildlife boxes (bird and bat);
- Additional plantings to provide foraging habitat for bats and nesting habitat for birds. Native, nectar rich plants that attract insects would be recommended as they would enhance foraging opportunities for bats in the local area for suitable species.

The proposed public realm would include the following elements which would both enhance biodiversity and mitigate climate change:

Levels 1 and 13 of the hotel would have green roofs: Sedum planting to the Level 1 would be facilitated by an appropriate green roof build up including specialised growing medium, irrigation system and loading capacity. The Level 13 roof would be covered in a loose gravel finish with opportunity for self-seeded planting to develop. There would also be a green screen on the Adair Street elevation.

Within the 'jenga' blocks planting would consist of 3 layers comprising trees, shrubs and trailing plants and tendril climbers.

Along with other features recommended in the Ecology Assessment these features should improve biodiversity and form corridors which enable natural migration through the site. The increase in green infrastructure would increase opportunities for habitat expansion leading to an improved ecological value within the local area.

It is considered that the wider regeneration benefits which would be derived from the development and associated works required to Epworth Street which necessitate the removal of the 2 existing trees would, when considered alongside the mitigation for that loss from the proposed level of green would deliver support the loss of the 2 trees,

Agreement of final details of biodiversity enhancements informed by inputs from a qualified ecologist could be a condition of any consent granted.

Contaminated Land Issues - A phase 1 Desk Study has assessed geo-environmental information concludes that the existing made ground is unlikely to pose a risk to human health and as such no soil remediation is likely to be necessary. The presence of Glacial Till would act as a physical barrier removing the pathway of contamination from the made ground reaching the Principal aquifer. As a result the risk to controlled waters is deemed to be negligible. It has been recommended that prior to development and after demolition further ground investigations are undertaken to assess the ground conditions beneath the existing building. A condition would require a full site investigation to confirm the above and remediation measures to be agreed.

Disabled access - The scheme has been designed to meet the requirements of AD Part M in order to satisfy the Building Regulations and 2010 Equality Act. The design and layout has been developed with an inclusive approach to allow safe and secure access throughout the building. It would comply as far as practicable with the Core Strategy DM1 and p17 of the Manchester Design Guidance SPD.

The development would include the following features:

There would be level access into the Ground floor main entrance and power assist pass door;

The facilities at Ground floor would be level and almost entirely open plan. The WCs would have a large lobby and a DFA 2 compliant sized accessible toilet and the two suites of toilets also have a larger sized cubicle of 1200mm to be fitted with grab rails, in line with the guidance. The lifts would meet the requirements of both Building Regulations.

The main access stair off the lift lobby would be suitable for those who are ambulant disabled and has disabled refuges at every level in compliance with Building Regulations.

One room of each floor would be specially adapted for use by disabled people (12 in total 4.36% of the total number of rooms). The rooms would be located next to the access core and an interconnecting door to the adjacent room would be provided in case carer access is required.

Hoists tracks would be installed in 3 bedrooms for installation of hoists as necessary. A condition would require the level of demand to be monitored for a 12 month period to establish if further hoists are required

It is considered in consideration of the above that the new building would have an overall good level of compliance with DFA2.

Local Labour – The applicant has committed to securing the employment of local residents from Manchester and Salford through both the main and sub-contracts which would be secured by planning conditions. The Council's Work and Skills team would agree the detailed form of the Local Labour Agreement.

Construction Management - Measures would be put in place to minimise the impact of the development 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.

Sustainable Construction Practices and Circular Economy

A net zero carbon built environment means addressing all impacts associated with the construction, operation and demolition of buildings and infrastructure in order to decarbonise the built environment value chain.

The design team have worked collaboratively to ensure the project minimises the impacts on climate change. The architect and the structural engineer have worked together to develop a skeletal frame with narrow columns and flat slabs, minimising the volume of concrete used and hence the level of CO₂ embedded in the construction materials. The current design load allowances as a hotel are more onerous than domestic occupation, so the structure has capacity for reconfiguration as a residential building. The reinforced concrete structure provides a flexible space with potential for future re-use extending the life cycle of the buildings core structure.

For the structural frame, the design team are working with the supply chain to research opportunities for using recycled materials as replacement for ordinary Portland cement (OPC). They are investigating using industrial by-products like ground granulated blast slag (GGBS) or pulverised fly ash (PFA) for partial replacement within the cement.

Other materials used during the construction of the frame would be considered in terms of their CO₂ impact for example the timber that is required for concrete formwork and shuttering, the structural specifications require that 100% must be

certified as being sustainably sourced in accordance with Defra's Central Point of Expertise (CPET) scheme.

The use of a large format panellised façade system would reduce the amount of deliveries of materials to site required during construction. Their repetition of a module within the design which means that there can be a limited number of moulds and the repetition of the standard module reduces the amount of waste. The bathrooms for the hotels are to be procured as "Pods" constructed in factory conditions and delivered to site as single units, minimising wastage during construction and again the number of deliveries of materials to site. This will reduce CO2 emissions during the manufacturing process and construction phase.

Summary of Climate Change Mitigation / Biodiversity enhancement

Ecosystems play an important role in regulating climate. They currently absorb roughly half of man-made carbon emissions. Biodiversity and ecosystem services help us to adapt to and mitigate climate change. They are therefore a crucial part of our effort to combat climate change. Healthy ecosystems are more resilient to climate change and so more able to maintain the supply of ecosystem services on which our prosperity and wellbeing depend. The underlying principle of green infrastructure is that the same area of land can frequently offer multiple benefits if its ecosystems are healthy.

The provision of green infrastructure is integral to the design of this building and should improve biodiversity and enhance wildlife habitats in the urban area with opportunities for the green infrastructure to link to established wildlife corridors forming links between the nearby Medlock Valley with the City Centre as well as the planned park at Mayfield. Opportunities to enhance and create new biodiversity within the development, such as bat boxes and bricks, bird boxes and appropriate planting would be investigated and all of these measures would be included in planning conditions.

No on site car parking is proposed and the hotel would be highly accessible by modes of transport which are low impact in terms of CO2 emissions. 30 cycle parking spaces would be provided on site. As part of the delivery of the wider SRF the proposals would improve linkages to help improve linkages for pedestrians and cyclist from the east of the city into the centre.

The Framework Travel Plan (TP) sets out a package of measures to reduce the transport and traffic impact of the development, including the provision of public transport, walking and cycling information. The Plan would encourage individuals to choose alternative modes over single occupancy car use.

Mitigation for climate change has been considered for both the construction and operational stages of the development as set out above and include an approximate 24% improvement over the Part L 2010 Building Regulations benchmark in relation to carbon emissions from the refurbished and extended building. The building fabric would achieve high levels of insulation and there would be high specification energy efficiency measures.

Overall subject to compliance with the above conditions it is considered that the proposals would aspire to a high level of compliance in terms of measures which can be feasibly incorporated to mitigate climate change for a development of this scale.

The proposal would have a good level of compliance with policies relation to CO2 reductions and biodiversity enhancement set out in the Core Strategy, the Zero Carbon Framework and the Climate Change and Low Emissions Plan and Green and Blue Infrastructure Strategy.

Social Value from the Development

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

- Attract new visitors to the City linking them with areas beyond the City Centre core within New Islington and Ancoats which will create opportunities for the growth of support facilities such as cafes, bars, restaurants and shops close within this neighbourhood which along with the proposed hotel bar / restaurant will support the successful establishment of this new neighbourhood and its integration with those adjacent neighbourhoods;
- It includes ancillary commercial uses, including a restaurant and bar, which will draw people to this location providing further economic benefits that will feed back into the wider system and community
- It would not harm the natural environment and would reduce carbon emissions through its design and construction methodology. It would provide job opportunities for local people through the agreement required to discharge the local labour agreement conditions that would be attached to any consent granted.
- Could be accessed via sustainable modes of transport, such as through cycling and walking. It is close to Metrolink, rail and bus links;
- It would not adversely impact on the air quality, flood risk, noise or pollution and there will not be any adverse contamination impacts;
- Will not have a detrimental impact on protected species;
- Will regenerate previously developed land with limited ecological value in a highly efficient manner which would improve biodiversity:
- Promote regeneration in other areas; and
- Would help to reduce crime through an increase passive surveillance through the active ground floor uses and the overlooking from the hotel accommodation;

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

Response to Objectors comments

The majority of objector's comments have been dealt with within the Report however the following is also noted:

The heights within the SRF are indicative. The junction of Adair Street and Great Ancoats Street has an important role as a gateway and a way-finding element. The height is taller than suggested in the SRF but this would ensure that important SRF objectives are met. The overall massing would be varied and materials and the use of greenery, would break up the appearance of the building. The development would not lead to a canyoning effect given the width of Great Ancoats Street.

The hotel drop off is on Norton Street and not Great Ancoats Street.

Conclusion.

Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that applications should be determined in accordance with the development plan unless material considerations dictate otherwise. The proposals have been considered in detail against the policies of the current Development Plan and taken overall are considered to be in compliance with it.

The Portugal Street East and HS2 SRF's advocate that new development within this area should facilitate the full and successful integration of the growth areas to its south and east with the expanding city core to its west. This will support and encourage the city centre's expansion and has a pivotal role to play in encouraging the city's future growth and the introduction of the HS2 rail connection. The proposal would fully align with and start the process of fulfilling those objectives.

The proposals would be consistent with a number of the GM Strategy's key growth priorities. The development would deliver a high quality building and regenerate a site which is principally characterised by a poor quality environment. The site is considered to be capable of accommodating a building of the scale and massing and has a design quality appropriate to the site's gateway location. In addition, it would feature a number of measures in terms of its design, operation and construction which would seek to minimise the level of CO2 emissions associated with the development as well as delivering bio-diversity enhancements.

The proposal would improve the overall quality of an area, establish a sense of place, promote a high level of sustainability, is visually attractive as a result of good architecture, would raise the standard of design in the area and would optimise the use of the site and therefore meets with the requirements of paragraphs 127 and 131 of the NPPF.

In line with paragraph 8 of the NPPF the economic, social and environmental gains which are clearly set out in the Report above would be sought jointly and simultaneously. The site does not currently deliver on any of these objectives and has not done for some time. It is considered on balance that the proposals would deliver these gains and deliver a sustainable development solution.

Human Rights Act 1998 considerations – This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have made representations) have the right to a fair hearing and to this end the Committee must give full consideration to their comments.

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved policies of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the approval of the application is proportionate to the wider benefits of approval and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation APPROVE

Article 35 Declaration

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

Conditions to be attached to the decision

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

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

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

(a) Site and location plan 7396-al(02)0001 P2 (existing site plan);

(b) 7396-al(04)010 P22 ground floor plan, 7396-al(04)011 P15 first floor plan, 7396-al(04)012 P12 level 02 plan, 7396-al(04)013 P12 level 03 plan, 7396-al(04)014 P12 level 04 plan, 7396-al(04)015 P12 level 05 plan, 7396-al(04)016 P12 level 06 plan, 7396-al(04)017 P12 level 07 plan, 7396-al(04)019 P13 level 08-10 plan, 7396-al(04)021 P13 level 11-12 plan, 7396-al(04)023 P13 level 13 plan and 7396-al(04)024 P8 roof plan;

(c) 7396-al(04)055 P11 North East Elevation, 7396-al(04)056 P12 South East Elevation, 7396-al(04)057 P11 South West Elevation, 7396-al(04)058 P11 and North West Elevation;

(d) 7396-al(04)100 P1 North East Perspective, 7396-al(04)101 P1 North Perspective;

(e) 7396-SSL-ZZ-ZZ-DR-A-2121 P2 Façade Assembly-NW Ele-Typical Bay Study, 7396-SSL-ZZ-ZZ-DR-A-2122 P2 Façade Assembly-NW Ele-Typical Upper Bay Study, 7396-SSL-ZZ-ZZ-DR-A-2123 P2 Façade Assembly-NE Ele-Typical Upper Bay Study and 7396-SSL-ZZ-ZZ-DR-A-2124 P1 Façade Assembly-SE Ele-Typical Bay Study;

(f) RFM-XX-00-DR-L-0001 PL03, RFM-XX-00-DR-L-0002 PL02, RFM-XX-00-DR-L-0003 PL02, RFM-XX-00-DR-L-0004 PL02, RFM-XX-ZZ-DR-L-0005 PL02 and RFM-XX-00-DR-L-8001 PL01;

(g) Dwg RFM-XX-00-SK-L-0010 marked up with response to highways comments 21-09-19;

(h) Recommendations in sections, 3, 4 and 5 and 6 of the Crime Impact Assessment Version C dated 29/01/19;

(i) Details set out in Vectos Consulting's note to Muniza Usami dated 24-07-19

(h) Avison Young's e-mail dated 31-07-19 in relation to ceiling hoists for disabled people;

(i) Stephenson Studios Access and Maintenance Strategy dated 2019.07.15;

(j) Stephenson Studios Waste Management Strategy dated 20-06-19; and

(k) Avison Young's e-mail 31-07-19 in relation to highways issues;

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to Core Strategy SP1, CC3, H1, H8, CC5, CC6, CC7, CC9, CC10, T1, T2, EN1, EN2, EN3, EN6, EN8, EN9, EN11, EN14, EN15, EN16, EN17, EN18, EN19, DM1 and PA1 saved Unitary Development Plan policies DC18.1, DC19.1, DC20 and DC26.1.

3) The demolition of the existing buildings on the site shall be carried out in accordance with the approval under application ref no 124064/DEM/2019.

For the avoidance of the doubt the demolition of the buildings would not constitute commencement of development.

Reason: In the interests of the amenity of the area, pursuant to policies EN15, EN16, EN17 and EN18 of the Core Strategy and Guide to Development 2 (SPG)

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

A programme for the issue of samples and specifications of all material to be used on all external elevations of the development and drawings to illustrate details of full sized sample panels that will be produced. The programme shall include timings for the submission of samples and specifications of all materials to be used on all

external elevations of the development to include jointing and fixing details, details of the drips to be used to prevent staining and details of the glazing and a strategy for quality control management; and

(b) All samples and specifications shall then be submitted and approved in writing by the City Council as local planning authority in accordance with the programme 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.

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

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

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

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

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

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

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

- *Display of an emergency contact number;
 - *Details of Wheel Washing;
 - *Dust suppression measures;
 - *Compound locations where relevant;
 - *Location, removal and recycling of waste;
 - *Routing strategy and swept path analysis;
 - *Parking of construction vehicles and staff;
 - *Sheeting over of construction vehicles;
- Mitigation against risk of accidental spillages into watercourses
- *Communication strategy with residents and local businesses which shall include details of how there will be engagement, consult and notify them during the works

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

Reason - To safeguard the amenities of nearby residents and highway safety, pursuant to policies SP1, EN9, EN19 and DM1 of the Manchester Core Strategy (July 2012).

7) 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).

8) (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
- 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 in 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).

9) No development shall take place until surface water drainage works details have been submitted to and approved in writing by the Local Planning Authority in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacements national standards.

In order to avoid/discharge the above drainage condition the following additional information has to be provided:

- o 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, as the site is located within Critical Drainage Area with the aim of reducing to the greenfield runoff rate;
- o Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event with allowance for climate change in any part of a building;
- o 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. The flood water should be routed away from the buildings and towards the less vulnerable areas i.e. open spaces, car parks and roads. 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;

- o Hydraulic calculations of the proposed drainage system for the entire network;
- o Construction details of flow control and SuDS elements

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution pursuant to Core Strategy policies EN08 and EN14

The development shall be constructed in accordance with the approved details within an agreed timescale.

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

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

Reason: To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development. This condition is imposed in light of national policies within the NPPF and NPPG and local policies EN08 and EN14.

11) Notwithstanding the details outlined in 2 (f) above, before any above ground works commence 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 for each phase of the public realm as detailed in dwgs numbered M-XX-00-DR-L-0007-S2-PL01.

The programme shall include an implementation timeframe and details of when the following details will be submitted:

- (a) A strategy for the planting of street trees within the pavements on Adair Street and Great Ancoats Street including details of overall numbers, size, species and planting specification, constraints to further planting and details of on going maintenance; and

- (b) Details of the planting strategy within the 'jenga' blocks including how this would achieve a successful and ongoing viability of the chosen species in relation to considerations of microclimate, seasonal interest and maintenance requirements to include input from a qualified ecologist;
- (c) Details of measures to create potential opportunities to enhance and create new biodiversity within the development to include, the choice of planting species within the public realm, bat boxes and brick, bird boxes to include input from a qualified ecologist;
- (d) Details of the proposed hard landscaping materials;
- (e) Details of the proposed tree species within the public realm including proposed size, species and planting specification including tree pits and design;
- (f) Details of the proposed street furniture including seating, bins and lighting;
- (g) Details of any external steps and handrails;
- (h) Details of how the building lighting would be designed to minimise the impact on nocturnal mammals such as roosting bats;
- (i) A management and maintenance strategy for (a) the public realm and (b) the planting within the 'jenga' blocks;
- (j) Details of the materials, including natural stone or other high quality materials to be used for the footpaths and for the areas between the pavement and the line of the proposed building on all site boundaries; and
- (k) Final details of the roof top planting;
- (l) Final details of the green roof and screen to Adair Street.

and relevant details shall then be submitted and approved in writing by the City Council as local planning authority in accordance with the programme submitted and approved above.

For the avoidance of doubt the approved planting scheme within the 'jenga' blocks shall be in situ prior to first occupation of the hotel and the full landscaping scheme for each phase scheme shall be implemented within an agreed timescale as set out above but with the first phase not later than 3 months from the date the proposed building is first occupied.

Reason - To ensure delivery of a satisfactory development in line with the approved scheme, 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 measures to enhance biodiversity are incorporated within the development 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.

12) Prior to occupation of the development a scheme for the acoustic insulation of any externally mounted ancillary equipment associated with the hotel shall be submitted and approved in writing by the City Council as Local Planning Authority 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 with the above noise standards 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 occupiers and adjacent residents from noise nuisance, pursuant to policies SP1, H1 and DM1 of the Core Strategy and saved UDP Policy DC26.

13) Before any above ground level works commence a scheme for acoustically insulating and mechanically ventilating (a) the hotel, (b) the bar / restaurant and (c) the Gym, against noise from adjacent roads and any noise transfer from the bar/ restaurant use/ gym use to the hotel rooms above, shall be submitted to and approved in writing by the City Council as local planning authority.

Where entertainment noise is proposed the LAeq (entertainment noise) shall be controlled to 10dB below the LA90 (without entertainment noise) in each octave band at the facade of the nearest noise sensitive location.

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

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

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

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

1. Following demolition of the warehouse to current ground level, leaving its foundations intact, and clearance of the rubble - a phased programme and methodology of archaeological investigation to include:
 - i -archaeological evaluation through trial trenching
 - ii -dependent on the above, targeted open area excavation and recording (subject to a separate WSI)
2. A programme for post investigation assessment to include:
 - production of a final report on the significance of the below-ground archaeological interest.

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: In accordance with NPPF Section 12, Paragraph 199 - To record and advance understanding of heritage assets impacted on by the development and to make information about the heritage interest publicly accessible.

15) 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.

16) The development shall be carried out in accordance with sections 3, 4 and 5 of the Crime Impact Statement Version A dated 22-10-18. The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a secured by design accreditation.

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

17) Before any above ground works commence an air quality impact assessment for the development shall be submitted to and approved in writing by the City Council as local planning authority. 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>

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

18) The window(s) at ground level, fronting onto Epworth Street, Great Ancoats Street and Adair Street shall be retained as a clear glazed window opening at all times and views into the premises shall not be screened or obscured in any way.

Reason - The clear glazed window(s) is an integral and important element in design of the ground level elevations and are important in maintaining a visually interesting streetscene 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.

19) 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

20) The development hereby approved shall achieve a post-construction Building Research Establishment Environmental Assessment Method (BREEAM) rating of at least 'very good'. Post construction review certificate(s) shall be submitted to, and approved in writing by the City Council as local planning authority, before the development hereby approved is 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, policy DP3 of Regional Spatial Strategy for the North West (RSS), and the principles contained within The Guide to Development in Manchester SPD (2007), and the National Planning Policy Framework.

21) Prior to implementation of any proposed lighting scheme details of the relevant scheme (including a report to demonstrate that the proposed lighting levels would not have any adverse impact on the amenity of occupants 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.

22) No part of the development shall be occupied unless and until details of a parking management strategy for hotel guests has been submitted to and approved in writing by the City Council as Local Planning Authority. Any approved Strategy shall be implemented in full at all times when the development hereby approved is in use

Reason - To assist promoting the use of sustainable forms of travel 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.

23) Before the development hereby approved is first occupied a Travel Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority as detailed within the Interim Travel Plan Curtins Ref: 70489/ITP Revision: V02 Issue

Date: 07 January 2019. In this condition a Travel Plan means a document which includes:

- i) the measures proposed to be taken to reduce dependency on the private car by those guests or employees of the development
- ii) a commitment to surveying the travel patterns of guests or employees during the first three 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.

Within six months of the first use of the development, 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.

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

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

26) Before any part of the development hereby approved is first occupied details of the following shall be submitted and approved in writing by the City Council as Local Planning Authority

A service management plan to detail final arrangements in relation to both refuse collection and deliveries and coach pick up / drop off. This should cover the frequency and dimensions of vehicles requiring access to the site, along with final details of the location for loading/unloading.

The development shall thereafter be fully implemented in accordance with these details.

Reason - In interests of highway safety pursuant to Policy DM1 of the Core Strategy.

27) Before development commences a scheme for dealing with the discharge of surface water and which demonstrates that the site will be drained on a separate system, with only foul drainage connected into the foul sewer, shall be submitted to and approved in writing by the City Council as Local Planning Authority. The approved scheme shall be implemented in full before use of the hotel first commences.

Reason - Pursuant to National Planning Policy Framework policies (PPS 1 (22) and PPS 25 (F8))

28) a) Prior to the first use of the hotel hereby approved commencing, a programme for the delivery of a scheme of highway works and footpaths reinstatement shall be submitted and approved in writing by the City Council, as Local Planning Authority.

For the avoidance of doubt this shall include the following:

- (i) Provision of 2 x disabled parking bays on Adair Street;
- (ii) A coach layby / drop off on Adair Street;
- (iii) Proposed service bay / taxi drop off on Norton Street;
- (iv) Vehicular crossovers reinstatement/new and resurface footways (in York Stone or another similar high quality material) around the perimeter of the site on Adair Street, Great Ancoats Street and Norton Street);
- (v) Narrowing of Heyrod Street road carriageway to 4m, with a one-way operation from north east to south west, with footways to either side;
- (vi) Resurfacing of Norton Street carriageway;
- (vii) New junction between Norton Street and Heyrod Street; and,
- (viii) New junction layout with pedestrian crossing facilities at the Norton Street / Adair Street Junction.

b) Prior to first use of hotel hereby approved commencing details of the highway works and footpaths reinstatements set out in points i) - iv) above only shall be submitted for approval in writing by the City Council, as Local Planning Authority.

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

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) The development hereby approved shall include for full disabled access to be provided to all publically accessible communal areas of the hotel and identified accessible rooms via the main entrances and to the floors above via lifts.

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

30) 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. The development shall be carried out in accordance with the approval details.

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

31) Before any use of the ground floor 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.

32) Final details of the method of extraction of any fumes, vapours and odours from the hotel / restaurant 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 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. 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

33) 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 Policies DM1 and SP1

34) 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 3 track hoists. Final details of the number 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 pursuant to policies SP1 and DM1 of the City of Manchester Core Strategy (2012).

35) Prior to occupation of the development an investigation of opportunities to plant street trees within the pavements on Adair Street and Great Ancoats 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

36) No amplified sound or any music shall be produced or played in any part of the site outside of the building other than in accordance with a scheme detailing the levels at which any music shall be played and the hours during which it shall be played which has been submitted to and approved in writing by the City Council as local planning authority.

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) The landscaping details hereby approved under condition 11 should be delivered in accordance with phasing plans RFM-XX-00-DR-L-0007, RFM-XX-00-DR-L-0008 and RFM-XX-00-RP-L-0003-S1-PL01 approved as part of the planning permission, or any other revisions to the phasing submitted to and approved in writing by the Local Planning Authority pursuant to this condition. For the avoidance of doubt, the phasing plans state that the development hereby consented should not be occupied until Landscape Phase 1 is completed, and Landscape Phase 2 should be completed within 2 years of whichever is latest: i) the approval of the stopping up Epworth Street; or ii) the release of any further rights in favour of the proprietor of Victoria House that will prevent Epworth Street from being developed in to public realm.

Reason

For the avoidance of doubt and to enable occupation of the hotel prior to the completion of the phase 2 works which are linked to matters outside of the control of the applicant linked to the collaboration agreement the timescales for delivery of which may mean that a temporary landscaping solution for phase 2 may need to be in place for a short period of time following the opening of the hotel and to ensure delivery of a satisfactory development in line with the approved scheme, 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 measures to enhance biodiversity are incorporated within the development 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.

38. Before any use hereby approved commences, details of the proposed hours of operation of the external seating area associated with the space and how this would be managed to prevent any crime and disorder issues and disamenity to any adjacent residents shall be submitted to and approved in writing by the City Council as local planning authority.

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.

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: 122599/FO/2019 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

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

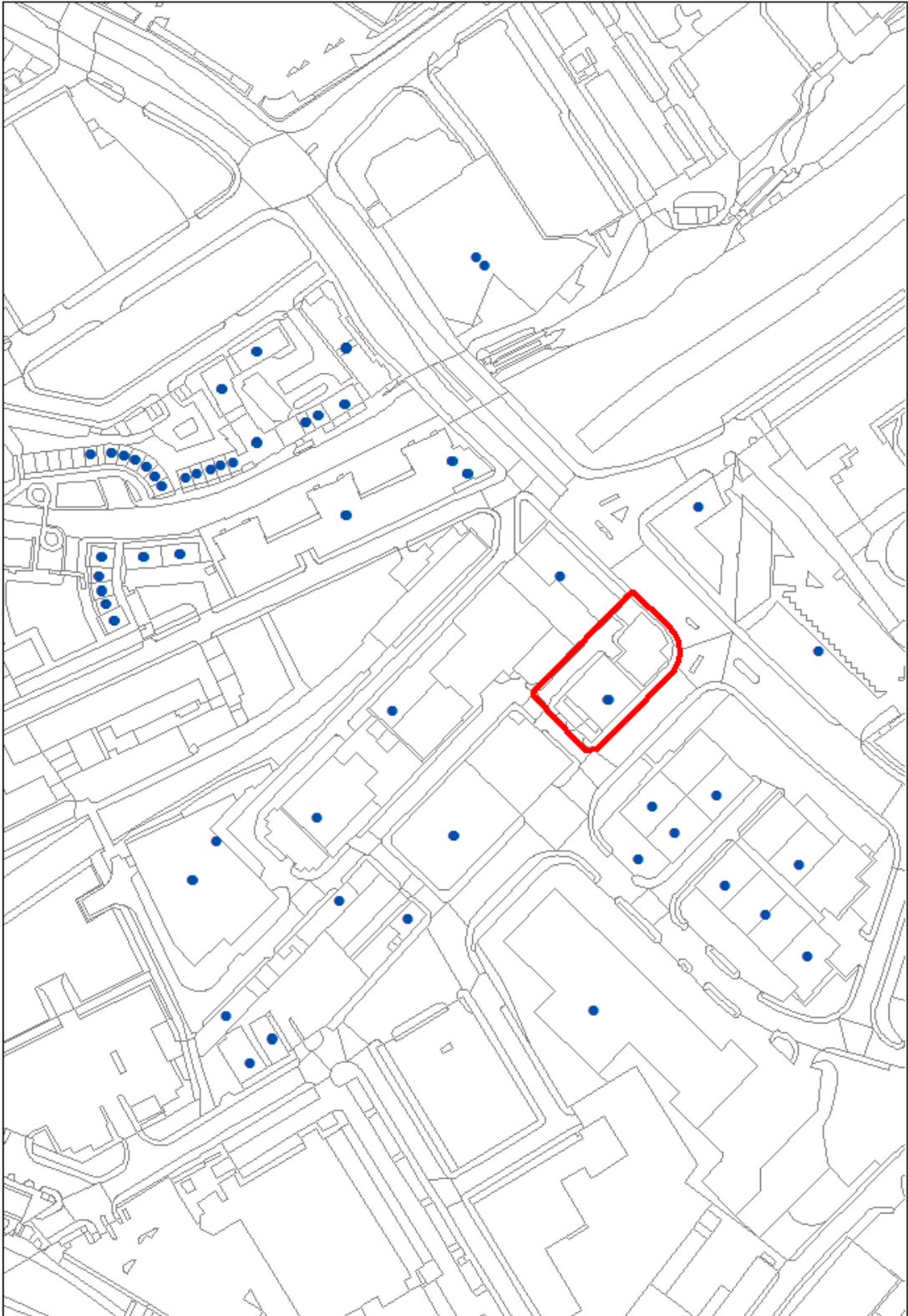
Work & Skills Team

**Environmental Health
Corporate Property
Highway Services
MCC Flood Risk Management
City Centre Renegeration
Oliver West (Sustainable Travel)
Greater Manchester Police
United Utilities Water PLC
Environment Agency
Greater Manchester Pedestrians Society
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
Greater Manchester Ecology Unit
Neighbourhood Team Leader (Arboriculture)**

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 : a.leckie@manchester.gov.uk



 Application site boundary  Neighbour notification
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